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Sonoma-Marin Area Rail Transit District Fiscal Year 2024/2025 Budget

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Sonoma-Marín Area Rail Transit District's Board of Directors

SMART is governed by a 12-member Board consisting of elected officials appointed as specified in AB 2224: two county supervisors each from Marin and Sonoma counties, three appointed City Council members from each county and two representatives from the Golden Gate Bridge District.

Eric Lucan - Chair
Marin County Board of Supervisors

Melanie Bagby - Vice Chair
Sonoma County Mayors and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Chris Coursey
Sonoma County Board of Supervisors

Rachel Farac
Transportation Authority of Marin

Debora Fudge
Sonoma County Mayors and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge, Highway and
Transportation District

Barbara Pahre
Golden Gate Bridge, Highway and
Transportation District

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

David Rabbitt
Sonoma County Board of Supervisors

Chris Rogers
Sonoma County Mayors and
Councilmembers Association

Mary Sackett
Marin County Board of Supervisors

Sonoma-Marín Area Rail Transit Executive Management Team

Eddy Cumins
General Manager

Tom Lyons
General Counsel

Bill Gamlen
Chief Engineer

Heather McKillop
Chief Financial Officer

About SMART

The Sonoma-Marin Area Rail Transit (SMART) District was established by the California Legislature through the enactment of AB 2224 in 2002. The SMART District includes both Sonoma and Marin Counties and was created for the purpose of providing unified and comprehensive structure for the ownership and governance of the passenger and freight rail system within Sonoma and Marin Counties and to provide passenger and freight train service along the existing publicly owned railroad right-of-way.

SMART passenger rail service began in August of 2017 with two-way passenger train service on 43 miles to 10 stations between Downtown San Rafael in Marin County and Airport Boulevard in Sonoma County.

Train service is provided in state-of-the-art diesel multiple unit (DMU) rail vehicles utilizing one of the first Positive Train Control systems for passenger rail. In late 2019, two new stations were built in Downtown Novato and Larkspur near the regional Ferry to San Francisco. These two stations in Marin County brought rail service to its current total of 45 miles with 12 passenger stations. SMART is currently running higher levels of service than it was pre-pandemic, with 38 weekday trips and 16 weekend trips. SMART, along with partner agencies, has constructed 28 miles of Class 1 bicycle/pedestrian pathway on its right-of-way connecting to the stations where cyclists can find secure parking at the station or on-board the train for their bikes. SMART manages twelve (12) of those miles of pathway.

In March of 2022, SMART assumed the freight operations from the Northwestern Pacific Railroad Company (NWPCo) which had been operating service from Napa County to Petaluma since 2011.

SMART's History

2002	SMART was created by the California Legislature
2008	SMART's ¼ cent sales tax was passed
August 2017	Service Started between San Rafael and Santa Rosa Airport to include 34 trips/ weekday and 10 trips/ weekend
October 2017	Tubbs Fire
January 2019	One Millionth Rider Mark
February 2019	Flooding
October 2019	Kincade Fire
December 2019	Larkspur Extension and Downtown Novato Station opens
January 2020	Service increases to 38 trips/weekday
March 2020	COVID-19 Shelter-in-Place Orders go into effect; trips reduced to 16 trips/ weekday and no weekend service

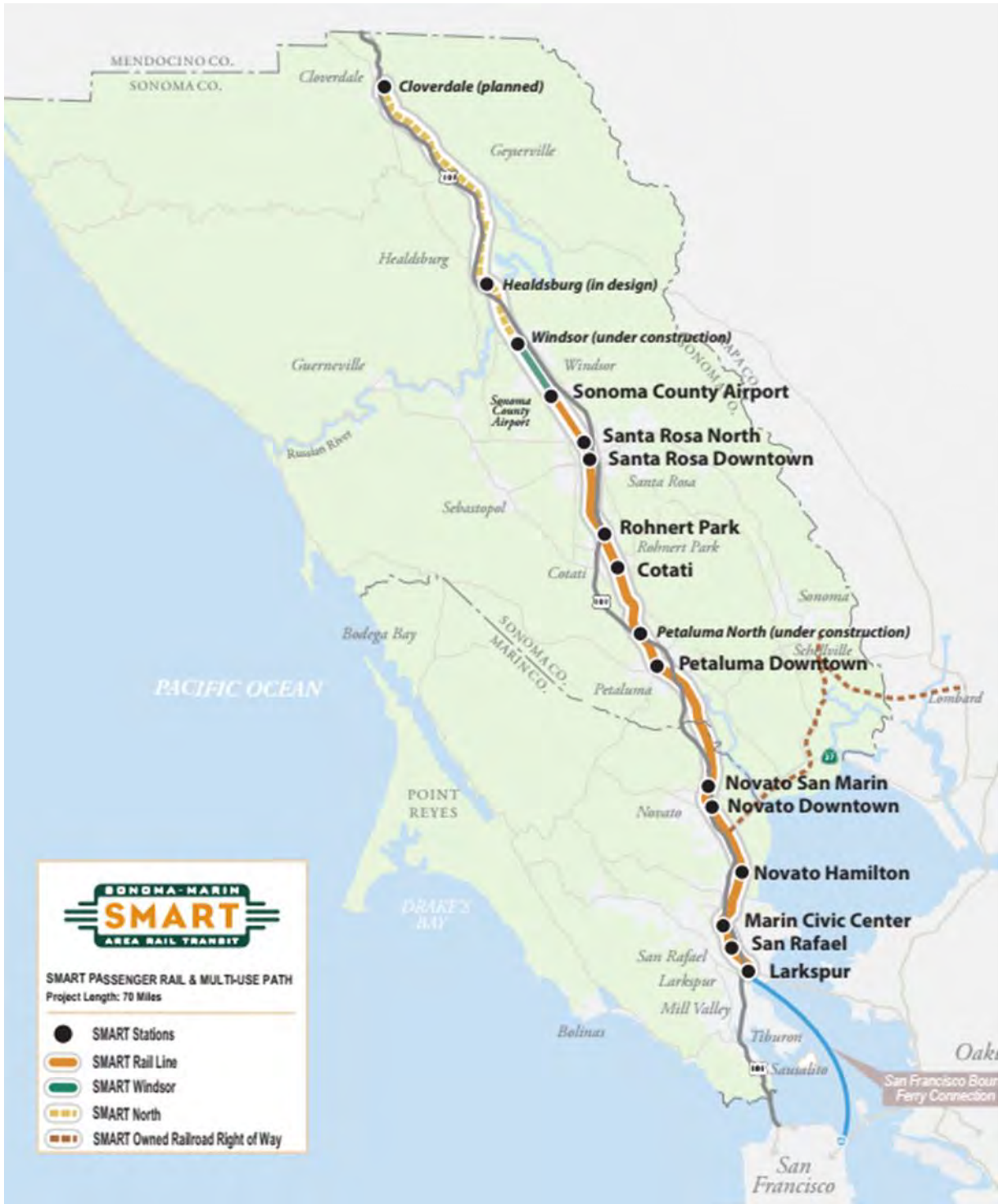
August 2020	LNU Lighting Complex Fires
May 2021	Fares lowered by 40%; additional 10 weekday trips are added for a total of 26 weekday trips; Saturday service returns
November 2021	New General Manager is hired
March 2022	Assumed freight operations from the Northwestern Pacific Railroad Company (NWPCo.)
May 2022	Sunday service returns
June 2022	Additional 10 weekday trips are added for a total of 36 weekday trips
July 2022	Started operations of freight service with SMART employees
September 2022	Launched real-time map and arrival prediction tool on SMART website
October 2022	Additional 2 weekday trips are added for a total of 38 weekday trips
June 2023	Launched free Summer Youth Pass
June 2023	Launched new SMART Connect service at Sonoma County Airport Station
July 2023	Reduction in 31-day pass price by 15% to reflect hybrid work schedule of 3 days a week in office
October 2023	Added one weekend round trip for total of 16 weekend trips
November 2023	Groundbreaking for Petaluma North Station, McDowell, and Pathways
November 2023	Secured funding to complete the previously suspended work on the Windsor Extension and re-engaged contractors
January - March 2024	Strategic Plan update listening sessions held to inform Strategic Plan to guide Agency from 2025-2029
April 2024	Youth and Seniors Ride Free Program implemented to encourage use of public transit
April 2024	SMART carries a record high of 80,405 riders in April, setting a new all-time monthly ridership record
June 2024	Launched SMART Connect shuttle at Larkspur

SMART's Passenger Rail System

System Statistics

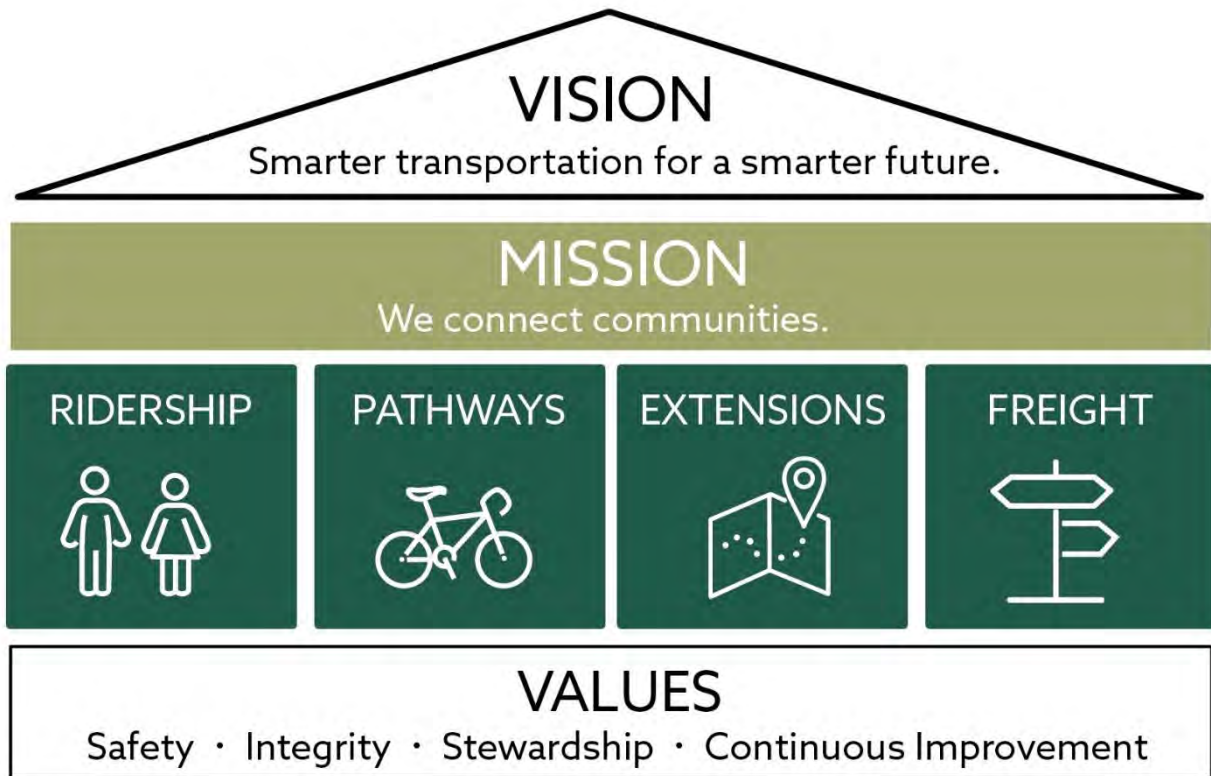
- Forty-five (45) miles rail corridor - connecting the Larkspur Ferry to the Sonoma County Airport
- Twelve (12) miles of twenty-eight (28) miles of pathway constructed and maintained by SMART, providing a first/ last mile connection to the rail corridor
- Twelve (12) stations
- Six (6) park-n-ride lots
- Sixty-eight (68) public crossings
- Twenty-seven (27) bridges
- Two (2) tunnels
- Fleet of eighteen (18) Diesel Multiple Units (DMUs)





SMART Overview

In Fiscal Year 2022, the Board of Directors approved SMART’s Vision, Mission, Objectives, and Values. In Fiscal Year 2023, strategies for the objectives were developed and presented. In Fiscal Year 2024, many of these objectives were accomplished, as detailed below.



How We Measure Up: Progress on Strategies from the Fiscal Year 2024 Budget

Ridership

In the fiscal year 2024 Budget, SMART formulated strategies designed to boost ridership and address some of the most vexing elements frustrating riders. The Microtransit Pilot Program was implemented at the Airport station, to solve the first and last mile gap between the station and the Sonoma County Airport. Additional evening service was added over the summer with the Starlighter Pilot Program, and when the program ended, service was adjusted slightly later than prior to the program. SMART has offered additional service to meet events like the Marin County Fair, Giants games, and the Butter and Eggs Festival. The planning department has coordinated with transit provider partners to improve connections to bus and ferry service. SMART is now allowing overnight parking at the Park-and-Ride Lots for ease of utilizing the system. In order to respond to the current realities of the hybrid work

schedule, SMART repriced its monthly pass to reflect a 3-day work week in July of 2023. SMART applied for and received a grant through the Road Repair and Accountability Act, funded by Caltrans Sustainable Transportation Planning Grant, for the Quality of Life and Economic Impact Assessment. In coordination with other local transit providers, SMART offered free fares for K-12 students over the summer. The success of this program **impacted SMART's decision to** implement the Youth and Seniors Ride Free program as of April 1, 2024, which is currently slated to continue through June of 2025. SMART is in the process of designing and installing Public Information Display Signs at station platforms, to provide riders and the public with the most up-to-date information available. In June 2024, SMART launched a second shuttle at the Larkspur Station. Additionally, SMART is monitoring ridership and the overall system to remain agile in a changing environment.

Pathway

In the Fiscal Year 2024 Budget, several high-level strategies were pursued with respect to Pathway Projects. The plan was to construct the funded segments of the pathway, which is in progress. SMART currently has segments of pathway under construction in the Sonoma County Pathway Project, as part of the Petaluma North Project, which will be completed in Fiscal Year 2025. These segments are:

- 2.9 miles between Southpoint Boulevard in Petaluma to Main Street in Penngrove, from mile post 40.4 to mile post 43.3
- 2.7 miles between Golf Course Drive in Rohnert Park to Bellevue Avenue in Santa Rosa, from mile post 48.5 to mile post 51.2

Additionally, SMART is constructing 2.7 miles of pathway between the Airport Station and Windsor Station as part of the Windsor Project, to be completed in Fiscal Year 2025. A segment of pathway in San Rafael is under construction to add 0.9 miles of pathway between McInnis Parkway and Smith Ranch Road, from mile post 20.1 to 21.

SMART designed and permitted additional pathway segments in Marin and Sonoma Counties, but that work will continue into Fiscal Year 2025. Updated pathway maps are included on the SMART website (and on page B-42 of this document), and these maps illustrate the segments of pathway currently under construction. Additionally, the pathway wayfinding project was developed in Fiscal Year 2024, with plans for installation in Fiscal Year 2025.

Extensions

In Fiscal Year 2024, SMART broke ground on the Petaluma North Station and resumed construction on the Windsor Extension Project.

SMART is currently involved in the East/West Rail Highway 37 Corridor Project, with continued participation in corridor activities. Working with partners, SMART seeks to incorporate rail in the **project. SMART's engineering team is working with Caltrans on** the rail service plan analysis.

Freight

The freight division of SMART is actively involved in seeking out additional customers and ways to increase revenue but did not achieve its goal of increasing revenue by \$500,000 in Fiscal Year 2024. Freight did gain one new customer and is currently storing cars at its Schellville location. The expenditures for freight have reduced, though not reaching the goal that was set in the Fiscal Year 2024 budget. Leadership continues to work to secure funding **for capital projects and to maintain the system's** state of good repair.

Fiscal Year 2025 Strategies

SMART has established strategic objectives for the Fiscal Year 2025. In some cases, these strategies are related to projects that were started in previous fiscal years and will continue into future years. The goal is to make measurable progress on each and complete as many of these objectives as possible within the year.

Ridership - Strategies

- Finish construction and open Petaluma North Station
- Complete Windsor Extension and open Windsor Station
- Implement two additional weekday round trips (from 38 to 42 trips)
- Continue “Youth and Seniors Ride Free” program
- Public information sign design and implementation
- Additional shuttle service location(s)
- Work with transit providers to improve bus/ferry connections
- Undertake Quality of Life Study
- Continuation of enhanced marketing plan
- Continue monitoring the system/ridership and adjusting where necessary
- Ridership estimate: 904,200 (nearly 10% increase from FY24)

Pathway - Strategies

- Construct funded segments of the pathway
 - Santa Rosa to Windsor Pathway (2.7 miles, part of Windsor Extension)
 - Segments 2 and 3 of the Sonoma County Pathway (part of Petaluma North Project)
 - Segment 2: Southpoint Boulevard, Petaluma to Main Street, Penngrove mile post 40.4 to 43.3, 2.9 miles
 - Segment 3: Golf Course Drive, Rohnert Park to Bellevue Avenue, South Santa Rosa mile post 48.5 to 51.2
 - Complete McInnis to Smith Ranch Road
- Seek out grant funding to construct further segments of Pathway
 - Hanna Ranch Road to Vintage Way
 - Guerneville Road to Airport Boulevard
- Completion of design and permitting of pathways

- Implement wayfinding program

Extensions

- Open Petaluma North Station
- Complete Windsor Extension and open Windsor Station
- North Extension to Cloverdale
 - Design and build portions that are funded
 - Extension to Healdsburg partially funded - design and partial construction
- Continue effort to get extensions into Plan Bay Area
- East/ West Rail
 - Continue participation in Highway 37 corridor activities
 - Work with partners to incorporate rail into the project
 - Complete Caltrans rail service plan analysis
 - Continue to partner with Caltrans and FRA Corridor ID Program through SMART East-West project development and subsequent phases

Freight - Strategies

- Increase annual revenue
- Secure funding for capital/ State of Good Repair (SGR) improvement (\$10 million)
- Market freight and storage opportunities at SMART
- Leverage storage track at Schellville and Burdell
- Promote transload opportunities at Victory Station (Schellville)
- Acquire new business
- Examine freight tariffs and consider increasing fees
- Manage maintenance requirements
 - Bridges, tracks, crossings, equipment, etc.

Performance Measures - National Transit Database (NTD)

After data reporting was required by Congress in 1974, the FTA's National Transit Database (NTD) was set up to be the repository of data about the financial, operating and asset conditions of American transit systems. The NTD records the financial, operating, and asset condition of transit systems helping to keep track of the industry and provide public information and statistics. The NTD is designed to support local, state and regional planning efforts and help governments and other decision-makers make multi-year comparisons and perform trend analyses. It contains a wealth of information such as agency funding sources, inventories of vehicles and maintenance facilities, safety event reports, measures of transit service provided and consumed, and data on transit employees.

FTA uses NTD data to apportion funding to urbanized and rural areas in the United States. Transit agencies report data on a number of key metrics including Vehicle Revenue Miles (VRM), Vehicle Revenue Hours (VRH), Passenger Miles Traveled (PMT), Unlinked Passenger Trips (UPT), and Operating Expenses (OE).¹

SMART reports our information to NTD in October of each for the previous fiscal year after the completion of annual financial audit

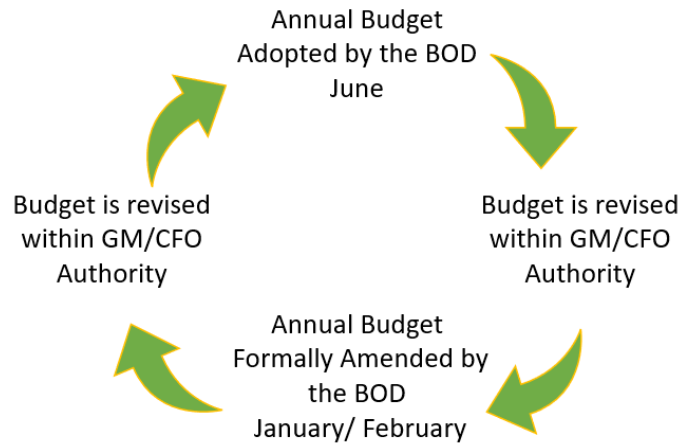
NTD Metrics	2019	2020	2021	2022	2023
Boardings	716,847	567,103	122,849	354,328	640,099
Vehicle Revenue Miles	923,002	821,415	398,291	679,245	974,479
Passenger Miles	18,371,183	13,516,234	3,148,345	7,855,912	13,922,153
Operating Expense	\$ 27,490,190	\$ 28,757,008	\$ 24,833,822	\$ 27,834,598	\$ 30,585,066
Operating Cost per Vehicle Revenue Mile	\$ 29.78	\$ 35.01	\$ 62.35	\$ 40.98	\$ 31.39
Operating Cost per Passenger Mile	\$ 1.50	\$ 2.13	\$ 7.89	\$ 3.54	\$ 2.20
Passenger Trips per Vehicle Revenue Mile	0.8	0.7	0.3	0.5	0.7
Investment Per Passenger Mile (IPPM) = (Cost - Fare/ Passenger Miles)	\$ 1.27	\$ 1.90	\$ 7.66	\$ 3.38	\$ 2.07
Fare Revenues	\$ 4,094,540	\$ 3,090,457	\$ 706,938	\$ 1,283,112	\$ 1,800,747
Farebox Recovery (Fare Revenues/Operating Expense)	15%	11%	3%	5%	6%
Average Fare (Fares/ Boardings)	\$ 5.71	\$ 5.45	\$ 5.75	\$ 3.62	\$ 2.81
Cost per Boarding (Operating Expense/ Boardings)	\$ 38.35	\$ 50.71	\$ 202.15	\$ 78.56	\$ 47.78
Subsidy per Boarding [(Cost - Fare)/ Boardings]	\$ 32.64	\$ 45.00	\$ 196.39	\$ 74.93	\$ 44.97

Note: Fiscal Years 2020, 2021, and 2022 were impacted by COVID and had reduced or curtailed service.

¹ <https://www.transit.dot.gov/ntd>

Budget Cycle

The Administrative Code of SMART, as adopted by the Board of Directors in July 2013, provides that the Board of Directors will adopt an annual budget no later than the **District's June meeting** for the ensuing fiscal year.



The budget outlines the expected revenues and expenditure amounts needed for salaries, benefits, services, supplies, capital and other necessary spending throughout the fiscal year. The budget limits the amount of total expenditures that can be incurred without further Board approval.

In the event that total expenditures need to be increased, a budget amendment can be presented to the Board of Directors for approval.

Mid-year, an amended budget will be presented to the Board of Directors for approval. The amended budget will include the most recent expectations for revenues and expenditures projected through fiscal year end.

Budget adjustments can be made and approved by the Chief Financial Officer as long as total expenditures in the Board-adopted budget are not exceeded.

At the end of each fiscal year, once the financial audit has been finalized, a comparison **of the previous year's budget to actual expenditures will be** generated and presented to the Board of Directors for information.

Basis of Budgeting

The District's financial statements are reported using the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred regardless of the timing of related cash flows. Sales taxes are recorded when earned and reported as non-operating revenue. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The **District's budget is prepared** on a modified accrual basis with the following exceptions:

- Inclusion of capital outlays and debt principal payments as expenditures
- Inclusion of asset sale proceeds and debt issuance proceeds
- Exclusion of gains and losses on disposition of property and equipment
- Exclusion of the non-cash portion of long-term unfunded pension accruals

Fund Structure

SMART reports its financial activity as an enterprise. We have two funds, the General Fund (01), with several sub funds for purposes of segregating expenditures, and the Freight Fund (60).

Fund	Description
01	General Fund
02	Bond Fund
03	Bond Reserve Fund
08	General Reserve Fund
15	Self-Insurance Fund
18	OPEB Pension Fund
20	Equipment Replacement Fund
30	Landing Way Replacement Fund
50	Capital Engineering Projects Fund
60	Freight

BUDGET OVERVIEW

Passenger

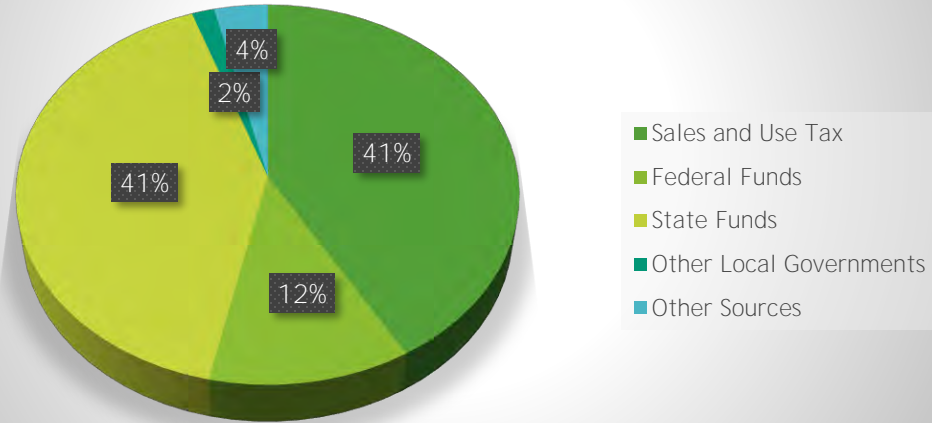
The Fiscal Year 2025 revenue estimate for passenger rail and pathways totals \$121.3 million compared to \$114.8 million in Fiscal Year 2024. Of the \$121.3 million, \$40 million is anticipated for federal and state project specific capital grants for construction. Fiscal Year 2025 will be the first year we receive 5337 funds from the Federal Transit Administration for State of Good Repair projects estimated at \$6.35 million. These 5337 funds are in addition to the State and Federal grants which provide \$12.8 million support to the Fiscal Year 2025 operating budget.

Overall expenditures are expected to increase in Fiscal Year 2025 due to the large capital construction program and projects slated for completion. The capital engineering projects (pathways and extensions) are budgeted to come in \$20.7 million higher than in Fiscal Year 2024.

Revenues	FY24 Amended Budget	FY25	Difference
SMART S&U Tax	\$ 50,031,000	\$ 50,426,000	\$ 395,000
Federal Funds	\$ 5,749,081	\$ 14,224,841	\$ 8,475,760
State Funds	\$ 47,746,437	\$ 49,255,697	\$ 1,509,260
Other Sources	\$ 3,021,327	\$ 4,503,447	\$ 1,482,120
Regional Funds	\$ 8,221,921	\$ 2,884,632	\$ (5,337,289)
Total Revenues	\$ 114,769,766	\$ 121,294,617	\$ 6,524,851
Expenditures	FY24 Amended Budget	FY25	Difference
Debt Service	\$ 16,296,220	\$ 16,904,116	\$ 607,896
Salaries & Benefits	\$ 27,157,564	\$ 28,822,096	\$ 1,664,532
- Reduction for Salaries Charged to Projects	\$ (1,130,258)	\$ (1,655,611)	\$ (525,353)
- Reduction for Admin Salaries and Services to Freight	\$ -	\$ (32,895)	\$ (32,895)
Services & Supplies	\$ 20,381,904	\$ 19,671,720	\$ (710,184)
Contribution to OPEB/CalPERS Liability Fund	\$ 500,000	\$ 1,000,000	\$ 500,000
Vehicle/Equipment Capital Reserve	\$ 1,000,000	\$ 2,000,000	\$ 1,000,000
Operating Reserve	\$ 1,278,617	\$ 450,346	\$ (828,271)
Projects			\$ -
Information Systems	\$ 501,422	\$ 813,910	\$ 312,488
Planning	\$ 1,068,684	\$ 895,403	\$ (173,281)
Environmental Mitigation	\$ 263,398	\$ 1,338,666	\$ 1,075,268
Train Control	\$ -	\$ 2,500,000	\$ 2,500,000
Equipment	\$ 69,500	\$ 1,200,000	\$ 1,130,500
Non-Revenue Vehicles	\$ 1,037,906	\$ 921,654	\$ (116,252)
Shuttle	\$ -	\$ 100,000	\$ 100,000
Maintenance of Way, Track, Facilities	\$ 291,333	\$ 475,827	\$ 184,494
Vehicle Maintenance (DMUs)	\$ 2,037,000	\$ 1,331,218	\$ (705,782)
Pathways	\$ 16,375,801	\$ 27,363,418	\$ 10,987,617
Extensions	\$ 37,095,913	\$ 37,955,872	\$ 859,959
Other Construction	\$ -	\$ 1,108,632	\$ 1,108,632
Miscellaneous	\$ -	\$ 1,715,357	\$ 1,715,357
Total	\$ 124,225,004	\$ 144,879,729	\$ 20,654,725

Revenues

FY25 Estimated Revenue - Passenger



Ticket Vending Machine (TVM)

Fiscal Year 2025 Estimated Revenues

Revenues	FY 25
SMART S&U Tax	
Measure Q	\$ 50,426,000
Total Sales and Use Tax	\$ 50,426,000
Federal Funds	
5307 - Urbanized Area Formula Funds (Preventative Mtce)	\$ 3,770,292
5337 - Federal State of Good Repair Funds	\$ 6,350,000
Discretionary Earmark	\$ 1,800,000
FTA Quick Strike Funds (CMAQ)	\$ 789,308
FRA CRISI - Santa Rosa to Windsor	\$ 1,499,298
Suicide Prevention Grant	\$ 15,943
Total Federal Funds	\$ 14,224,841
State Funds	
AHSC - Petaluma North Station (Petaluma/ Danco)	\$ 2,549,485
AHSC - Windsor (Kashia Tribe/ Windsor/ Burbank Housing)	\$ 750,000
AHSC - Windsor (City of Santa Rosa/ Mid-Pen)	\$ 2,263,161
ATP - Sonoma County Pathway	\$ 8,104,983
Clean California Transit Grant	\$ 881,316
ITIP - Windsor Systems	\$ 3,230,381
LCTOP - Low Carbon Transit Operating	\$ 543,086
LCTOP - Population Marin Allocation	\$ 23,270
LPP - Local Partnership Program Funds	\$ 789,308
Caltrans Sustainability Communities Competative Planning Grant	\$ 400,000
SCC - Windsor	\$ 13,341,386
STA - State of Good Repair (SGR)	\$ 340,634
STA - State Transit Assistance (Revenue)	\$ 2,451,807
STA - State Transit Assistance (Population)	\$ 1,162,223
SB1 - SRA - State Rail Assistance	\$ 3,700,000
State Funds - Shuttle Service	\$ 500,000
TIRCP - Petaluma North	\$ 6,774,657
TIRCP - Windsor to Healdsburg	\$ 1,450,000
Total State Funds	\$ 49,255,697
Other Local Governments	
City of Windsor - Utility Crossing Work	\$ 307,100
City of Santa Rosa	\$ 13,987
Town of Windsor	\$ 500,000
City of Petaluma	\$ 787,545
SCTA- RM3	\$ 1,276,000
Total Local Governments	\$ 2,884,632
Other Sources	
Fare Revenues	\$ 2,215,290
Parking	\$ 11,400
Shuttle Revenues	\$ 1,200
Interest Earning	\$ 1,500,000
Advertising	\$ 132,100
Rent - Real Estate	\$ 479,636
Misc.	\$ 54,257
Charges for Services	\$ 109,564
Total Other Sources	\$ 4,503,447
Total Revenues	\$ 121,294,617

Sales Tax

On November 4, 2008, more than two-thirds of the voters in Sonoma and Marin counties approved Measure Q implementing the 2008 Measure Q Sales Tax. The 2008 Measure Q Sales Tax is a sales and use tax of one quarter of one percent (1/4%) imposed for a period of 20 years beginning April 1, 2009, on the gross receipts from all tangible personal property sold at retail businesses in the counties and a use tax at the same rate on the storage, use, or other consumption in the counties of such property purchased from any retailer, subject to certain exceptions. While we saw a decrease of revenues in Fiscal Year 2020, subsequent growth was in the double digits for Fiscal Year 2021 and 2022. While Fiscal Year 2023 finished out a little over a percentage point above Fiscal Year 2022, in Fiscal Year 2024 growth slowed even further. Based on current projections, Fiscal Year 2025 appears to be flat.

SMART HISTORICAL SALES TAX COLLECTIONS

	Sales Tax	Growth Rate	
2009	\$ 4,976,687		
2010	\$ 24,059,929	383.45%	Actual
2011	\$ 26,826,843	11.50%	Actual
2012	\$ 28,303,501	5.50%	Actual
2013	\$ 30,435,753	7.53%	Actual
2014	\$ 32,473,329	6.69%	Actual
2015	\$ 33,845,426	4.23%	Actual
2016	\$ 34,776,012	2.75%	Actual
2017	\$ 36,061,895	3.70%	Actual
2018	\$ 37,135,476	2.98%	Actual
2019	\$ 41,241,140	11.06%	Actual
2020	\$ 38,978,630	-5.49%	Actual
2021	\$ 44,002,410	12.89%	Actual
2022	\$ 49,074,830	11.53%	Actual
2023	\$ 49,649,375	1.17%	Actual
2024	\$ 50,031,000	0.77%	Estimated
2025	\$ 50,426,000	0.79%	Estimated
	\$ 612,298,236		

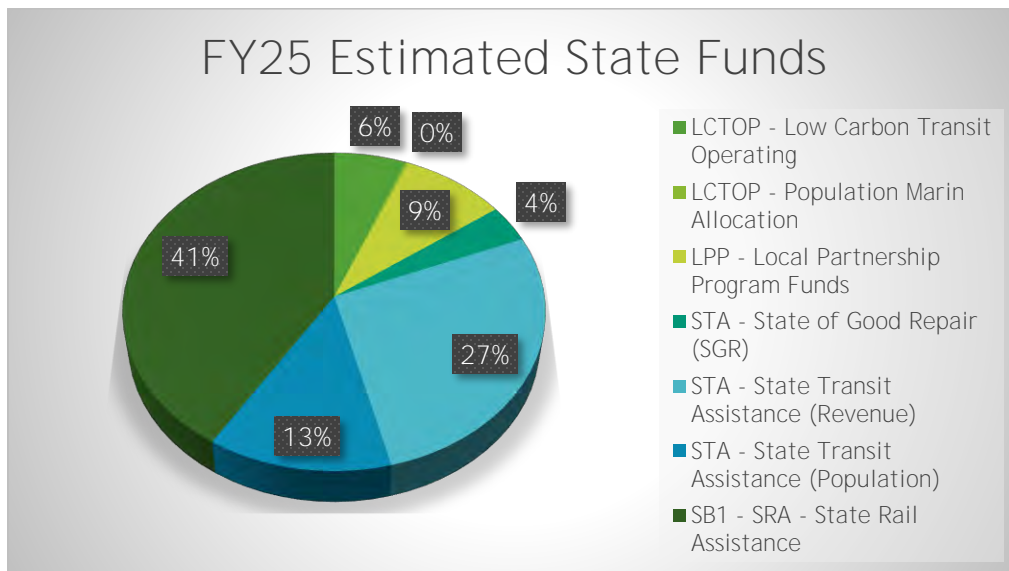
State Revenues

SMART receives formula allocation from four (4) state revenue programs itemized below. SMART may receive other state grants but those are allocated on an application basis, are project specific, and are typically one-time allocations.

- **State Transit Assistance:** A portion of the revenues derived from the sales tax on diesel fuel purchases and registration fees is appropriated by the State **Legislature to the State Transit Assistance Program (“STA”) for public transportation purposes.** These STA revenues are allocated to public transit agencies throughout the State based on population and operating revenues by

formula. This fund source increased through 2017 Senate Bill 1, the Road Repair and Accountability Act. SB1 created an additional STA program, the STA State of Good Repair (SGR) Program to provide annual funding to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects.

- State Rail Assistance: Another new funding source created by SB 1 is the State Rail Assistance (SRA) program. SRA directs a 0.5% portion of new diesel sales tax revenue for allocation: half to the five (including, Altamont Corridor Express Authority (ACE), North County Transit Development Board (Coaster), Peninsula Corridor Joint Powers Board (Caltrain), Sonoma-Marín Area Rail Transit District (SMART), Southern California Regional Rail Authority (Metrolink)) commuter rail providers and half to intercity rail corridors.
- State Local Partnership Program: SB 1 created the Local Partnership Program Formula fund source. This program continuously appropriates funding annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The funds are managed by the California Transportation Commission, which also manages a Competitive portion of the Local Partnership Program.
- Low Carbon Transit Operations Program (LCTOP): LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Funds for this program come from State Cap and Trade auctions. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.

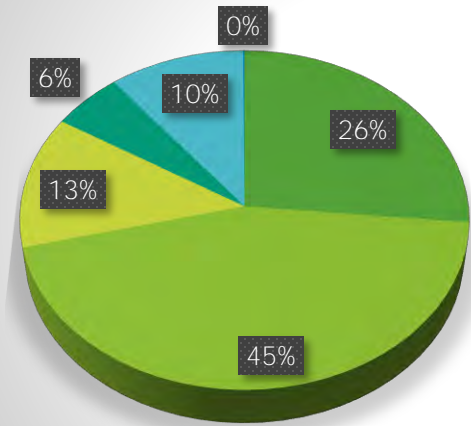


Federal Revenues

SMART is a direct recipient of Federal Transit Administration (FTA) and Federal Rail Administration (FRA) Funds.

- 5337 Funds: FTA Formula funds providing capital assistance for maintenance, replacement, and rehabilitation projects of fixed guideway systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Fiscal Year 2025 is the first year that SMART is eligible for this funds source, and we have budgeted the amount based on information provided by the FTA, though we have not received updated information about when the funds will be available or their exact amount.
- 5307 Funds: FTA Urbanized Area Formula Funds that can be used for capital projects, operating assistance, job access, reverse commute projects, and transportation related planning. SMART became eligible for these funds in Fiscal Year 2020.
- FTA/Quick-Strike Funds: The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program established by the Metropolitan Transportation Commission. Federal funding was made available to support local and regional projects that could be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. SMART was awarded these funds and transferred them to the FTA for execution into a grant.
- Community Project Funds (Discretionary Earmark): The Consolidated Appropriations Act, 2023 appropriated \$360.46 million in Community Project Funding (CPF), also known as Congressionally Directed Spending (CDS). The SMART Rail Extension to Healdsburg - Preliminary Design was nominated by U.S. Congressman Jared Huffman.
- FRA CRISI Funds: Consolidated Rail Infrastructure and Safety Improvements Program, which provides funding for projects that improve safety, efficiency, and reliability of intercity passenger and freight rail. These grant funds are specifically to fund the Windsor Systems project to implement positive train control (PTC) on the extension.

FY25 Estimated Federal Funds



- 5307 - Urbanized Area Formula Funds (Preventative Mtce)
- 5337 - Federal State of Good Repair Funds
- Discretionary Earmark
- FTA Quick Strike Funds (CMAQ)
- FRA CRISI - Santa Rosa to Windsor
- FRA Suicide Prevention Grant

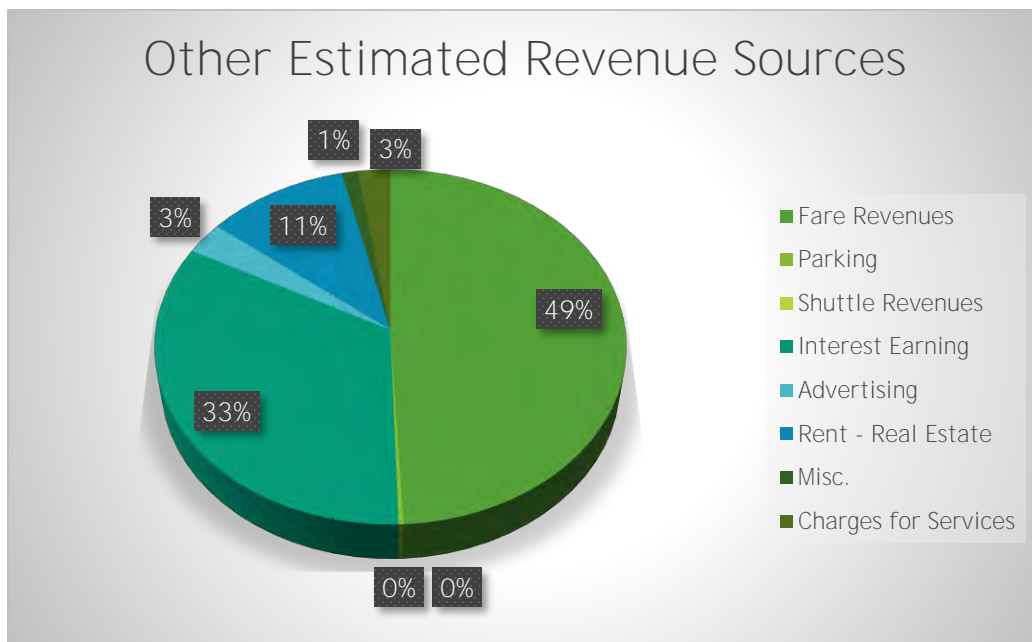
State Funds - Project Specific

- Windsor Extension
 - AHSC - Affordable Housing & Sustainable Communities
 - Two grants for a total in FY25 of \$2,788,161
 - SCC - Solutions for Congested Corridors
 - \$13,341,386 budgeted in FY25
 - ITIP - Interregional Transportation Improvement Program
 - \$3,230,381 budgeted in FY25
- Windsor to Healdsburg
 - TIRCP - Transit and Intercity Rail Capital Program
 - \$1,450,000 budgeted in FY25
- Petaluma North Station
 - TIRCP - Transit & Intercity Rail Capital Program
 - \$6,774,657 budgeted in FY25
 - AHSC - Affordable Housing Sustainable Communities Program
 - \$895,000 budgeted in FY25
- McDowell Crossing
 - AHSC - Affordable Housing Sustainable Communities Program
 - \$1,654,485 budgeted in FY25
- Sonoma County Pathway
 - ATP - Active Transportation Program
 - \$8,104,983 budgeted in FY25
- Joe Rodota to Third Street Pathway Construction
 - AHSC - Affordable Housing Sustainable Communities Program
 - \$225,000 budgeted in FY25
- Quality of Life & Economic Impact Assessment
 - RMRA - Road Repair and Accountability Act funded Caltrans Sustainable Transportation Planning Grant
 - \$400,000 budgeted in FY25
- Shuttle Service
 - Funded by State of California General Fund Budget Act of 2023
 - \$500,000 budgeted to FY25
- Real Time Signage at Stations
 - Clean California Transit Grant - \$300,000 budgeted in FY25
- Pathway Wayfinding Fabrication and Implementation
 - Clean California Transit Grant - \$581,316 budgeted in FY25

Local Governments - Project Specific

- Joe Rodota to 3rd Street Traffic Signal Design
 - City of Santa Rosa
 - \$13,987 budgeted in FY25
- Windsor Pedestrian Undercrossing
 - Town of Windsor
 - \$500,000 budgeted in FY25
- Region Measure 3 (RM3) funding through Sonoma County Transportation Authority
 - \$1,276,000 rolling to FY25
- Windsor Utility Crossings
 - Town of Windsor
 - \$307,100 rolling to FY25
- McDowell Paving Project
 - City of Petaluma
 - \$787,545 rolling to FY25

Other SMART Revenues



- Farebox Revenues: SMART passengers pay for their rides using the fare structure approved by the SMART Board in 2015 and 2016. SMART participates in the regional Clipper fare system that allows riders to transfer seamlessly among Bay

Area operators using one fare media card. SMART also has its own mobile ticket app that provides easy purchasing of multiple or discounted tickets without purchasing a Clipper card. The fares are based on the distance travelled by a rider, like other commuter rail services. In May of 2021, fares were lowered by approximately 40%. SMART also provides several discounts to SMART riders.

- **In May 2021, a new “Weekend Day Pass” was implemented. The Weekend Day Pass is \$10.00 for adults and \$5.00 for seniors, youth, passengers with disabilities and START customers. The Weekend Day Pass offers unlimited rides for the entire day.**
- In September 2021, the 31-day pass was lowered to \$135.00 for adults and \$67.50 for youth, seniors, and passengers with disabilities. In July 2023, the 31-day pass was lowered again and was priced based on a 3-day work week and an average of 3-zones travelled. This reduced the price to \$117.00 for adults and \$58.50 for seniors, youth, and passengers with disabilities.
- In April 2024, the Youth and Seniors Ride Free Program was implemented, and is planned to continue through June 2025.
- Advertising Revenues: Revenues from advertising space sold onboard trains and station platform shelter panels.
- Charges for Services: Includes flagging services.
- Interest Earnings: Interest earnings are budgeted to increase in Fiscal Year 2025 due to the current interest rates.
- Lease Revenues: Revenues generated by real estate holdings
- Miscellaneous Revenues: Vary each year, but are assumed to be like Fiscal Year 2024
- Parking Revenue: Parking fees are suspended during the hours of 4:00 am and 11:59 pm. Effective July 1, 2023, those wishing to park overnight pay a fee of \$5.00 between the hours of 12:00 am and 3:59 am.
- Shuttle Revenue: Fiscal Year 2024 marked the first full year of shuttle service, budgeting for Fiscal Year 2025 based on that information

RIDERSHIP

Expenditures by Objectives - Ridership

- Finish construction and open Petaluma North Station
- Complete Windsor Extension and open Windsor Station
- Implement two additional round trips
- Continue “Youth and Seniors Ride Free” program
- Public information sign design and implementation
- Additional shuttle service location(s)
- Work with transit providers to improve bus/ferry connections
- Undertake Quality of Life Study
- Continuation of enhanced marketing plan
- Continue monitoring the system/ridership and adjusting where necessary
- Ridership estimate: 904,200 (nearly 10% increase from FY24)

Ridership	FY25
First/ Last Mile Connections - Microtransit at Airport Station, Implement other location(s)	\$ 1,000,000
Continue Enhanced Marketing Plan	\$ 200,000
Quality of Life & Economic Impact Assessment	\$ 436,403
Public Information Display Signs at Platforms	\$ 450,000
Website Redesign	\$ 500,000
Automated Station Announcements	\$ 34,000
Direct Operations	\$ 20,054,643
- Additional Weekday Service	
- Additional Event Service Based on Demand	
- Additional Operations Cost to extend to Windsor	
Administration	\$ 18,528,887
Operations	\$ 11,161,054
Total	\$ 52,364,988



PATHWAYS

Expenditures by Objectives - Pathways

- Construct funded segments of the pathway
 - Santa Rosa to Windsor Pathway (part of Windsor Extension)
 - Segments 2 and 3 of the Sonoma County Pathway (part of Petaluma North Project)
 - Complete McInnis to Smith Ranch Road
- Seek out grant funding to construct further segments of pathway
 - Hanna Ranch Rd to Vintage Way
 - Guerneville Rd to Airport Blvd
- Complete design and permitting of pathways
- Implement wayfinding program

Pathways	FY25
Construct Funded Segments of the Pathway	
- McInnis to Smith Ranch Pathway	\$ 1,945,233
- Sonoma County Pathways	\$ 17,556,937
- Joe Rodota to Third Street	\$ 465,986
- Hanna Ranch to Vintage Way Pathway	\$ 200,000
- Guerneville Road to Airport Blvd. Pathway	\$ 200,000
Design and Permit Pathways	
- Marin- Sonoma Pathways	\$ 1,304,423
- Marin Pathways	\$ 4,038,421
- Puerto Suello to San Pedro Road	\$ 708,227
Wayfinding Program	\$ 828,990
Pathway Specific Maintenance	\$ 145,700
Administration	\$ 1,638,363
Operations	\$ 1,243,341
Total Pathways	\$ 30,275,621



EXTENSIONS

Expenditures by Objectives - Extensions

- Open Petaluma North Station
- Complete Windsor Extension and open Windsor Station
- North Extension to Cloverdale
 - Design and build portions that are funded
 - Extension to Healdsburg partially funded - design and partial construction
- Continue effort to get Extensions into Plan Bay Area
- East/ West Rail
 - Continue participation in Highway 37 corridor activities
 - Work with partners to incorporate rail into the project
 - Complete Caltrans rail service plan analysis
 - Partner with Caltrans and FRA Corridor ID Program through SMART East-West project development and subsequent phases

Extensions	FY25
Santa Rosa to Windsor	\$ 23,715,963
Windsor Pedestrian Undercrossing	\$ 1,776,000
Windsor to Healdsburg	\$ 3,250,000
Petaluma North Station	\$ 7,549,424
McDowell Crossing	\$ 1,664,485
Total	\$ 37,955,872



FREIGHT

Expenditures by Objectives - Freight

- Increase annual revenue
- Secure funding for capital/ SGR improvement (\$10 million)
- Market freight and storage opportunities at SMART
- Leverage storage track at Schellville and Burdell
- Promote transload opportunities at Victory Station (Schellville)
- Acquire new business
- Examine freight tariffs and consider increasing fees
- Manage maintenance requirements
 - Bridges, tracks, crossings, equipment, etc.

Freight	FY25
Operations	\$ 767,290
Capital	\$ 167,920
Salary and Benefits	\$ 870,099
Total Freight	\$ 1,805,309

Expenditures

Passenger Rail Operations

Passenger Rail Operations has three (3) major divisions that work together to move people in a safe, reliable, and affordable way.

The Transportation Division is responsible for operating the trains, checking fares, assisting passengers, ensuring onboard passenger safety, and guaranteeing compliance with FRA regulations related to train operations and passenger service. In addition, the Operations Control Center monitors the status of the entire system, dispatches passenger and freight trains, and is the emergency point of contact for outside first responder agencies.

The Vehicle Maintenance Division is responsible for preventative maintenance work, inspections, cleaning, and repairs of the Diesel Multiple Units (DMUs), along with interior inspections and cleaning.

The Maintenance of Way Division is responsible for track and right of way inspection and maintenance, train control and grade crossing warning device maintenance and regulatory required inspections, and maintenance of all SMART owned facilities (pathway, stations, moveable bridge electronics and mechanics, buildings, and right of way fencing.)

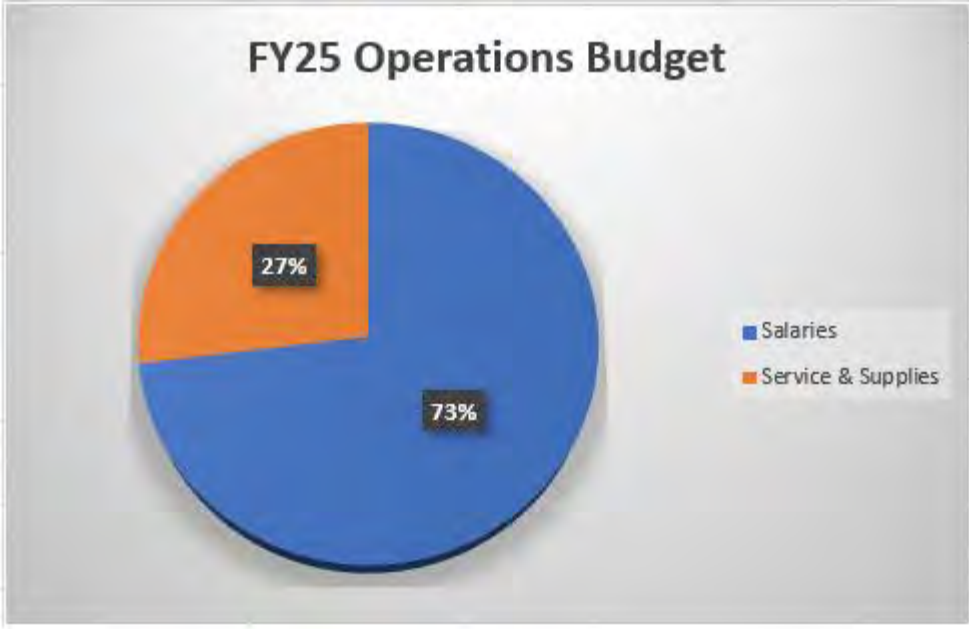
In addition to Transportation, Vehicle Maintenance and Maintenance of Way two additional functions are under the operations budget.

Public Safety

The Public Safety Department coordinates with Federal, State, and local jurisdictions to provide incident response, facility safety, and keep the public and our customers safe.

Train Control Systems

The Train Control Systems is responsible for monitoring and managing SMART's train control systems. The train control systems perform such functions as: safely route trains, safely separate trains, track and report the location of trains, detect and report broken rail, detect and report misaligned switches, detect and report misaligned bridges, and detect and report faults. In addition, other integral parts of the train control systems include positive train control (PTC), traffic signal interconnection, and grade crossing warning systems.



The Operations Department has 121 full-time equivalent (FTE) employees, including one limited time position, with an estimated budget for salaries and benefits of \$19,733,665. Salaries and Benefits make up 73% of the total Operations budget, see above.

Operations	FY25
Operations General	\$ 1,147,654
Maintenance of Way	\$ 4,558,980
Transportation	\$ 8,963,208
Vehicle Maintenance	\$ 4,040,950
Safety	\$ 1,022,872
Total	\$ 19,733,665

This budget funds one (1) new Lead Facility Maintenance Engineer, one (1) new Superintendent of Maintenance of Way, two (2) new Operations Communications Specialist positions, and one (1) limited-term Code Compliance Officer. It also converts one (1) Inventory and Parts Clerk position to one (1) newly created Materials Sourcing Specialist position.

Operations Salaries and Benefits are increasing by \$1,001,428 or 5.2%. This is a result of the four (4) new positions and one (1) limited-term position, implementation of raises in accordance with the collective bargaining agreements, and an estimated increase of 10% in benefits.

SMART has been operating 38 weekday trips since October 2022. In Fiscal Year 2023 added evening service on Friday and Saturdays, consisting of two additional trips on Friday and Saturday and allowed for additional service for special events as warranted. This budget anticipates adding 2 roundtrip weekday trips in Fiscal Year 2025, for a total of 42 weekday trips. The Windsor Extension is planned to open in this fiscal year, and this budget accounts for those additional operations costs for the increased distance and maintenance requirements. This budget features a new account for consumables, which consolidates items previously lumped into miscellaneous expenses and small tools. The increase in Contracted Services is generated by the need to procure a new service to test the Auxiliary Power Supply (APS) units on the trains. Overall, this results in a 5.3% increase from Fiscal Year 2024.



Account	Account Description	FY 24 Amended Budget	FY 25 Requested Budget
51061	Maintenance of Equipment	\$ 474,904	\$ 480,404
51063	Maintenance of Signals	\$ 137,675	\$ 167,500
51064	Maintenance of Revenue Vehicles	\$ 347,000	\$ 411,000
51071	Maintenance of Facilities	\$ 275,375	\$ 263,345
51074	Maintenance of Railway	\$ 455,158	\$ 186,600
51075	Maintenance of Pathway	\$ 19,500	\$ 30,500
51225	Training & Travel Expense	\$ 58,500	\$ 66,660
51252	Fare Collection Fees	\$ -	\$ -
51401	Rental/ Leases - Equipment	\$ 50,160	\$ 57,960
51605	Mileage Reimbursement & Auto Tolls	\$ 1,000	\$ 1,000
51802	Contract Services - Administrative	\$ 604,850	\$ 1,141,602
51804	Contract Services - Transportation	\$ 1,092,500	\$ 872,337
51902	Communications	\$ 50,260	\$ 50,996
52021	Uniform Expense	\$ 84,000	\$ 92,400
52061	Fuel and Lubricants	\$ 2,018,363	\$ 1,993,363
52091	Memberships	\$ 2,500	\$ 1,100
52101	Miscellaneous Expense	\$ 53,000	\$ 10,000
52111	Office Expense	\$ 60,000	\$ 54,000
52117	Postage	\$ 14,000	\$ 55,000
52135	Consumables	\$ -	\$ 73,000
52141	Small Tools and Equipment	\$ 124,500	\$ 111,500
52142	Computer Hardware	\$ 7,000	\$ -
52143	Software	\$ 32,200	\$ 77,823
52162	Public Relations Expense	\$ -	\$ 75,000
52161	Marketing and Promotional Items	\$ 48,902	\$ 48,902
52191	Utilities	\$ 890,120	\$ 955,980
	Grand Total	\$ 6,901,466	\$ 7,277,972

Administration

The Administration budget funds the day-to-day business functions of the organization such as finance, human resources, planning, legal, real estate, information technology, and government/ legislative relations.

Communications and Marketing Department

The Communications Department consists of three different areas of focus: Media and Public Relations, Marketing, and Customer Service.

Media and Public Relations is responsible for keeping SMART's external audiences informed and engaged about the agency's services, programs, and projects. Some examples are:

- Digital and Social Media Platforms

- Websites
- Media relations
- Community presentation, construction outreach, and events
- Rail Safety Education

Marketing is responsible for outreach and marketing. Some examples are:

- Digital, Print, On-Board Train, and Platform Advertising
- Marketing Collateral

Customer Service is responsible for responding to customer inquiries through phone calls and emails received.

Finance and Procurement Department

The Finance Department includes the following functions:

- Accounting
- Budget
- Finance
- Grants Budgeting and Reporting
- Payroll
- Procurement
- Treasury

Human Resource Department

Human Resources is responsible for personnel issues, recruitment and selection of employees, employee compensation, labor negotiations, and performance management.

Information Systems (IS) Department

The IS Department **develops, operates, and maintains SMART's information and telecommunications systems.**

- Maintains the cybersecurity of all SMART IT systems
- Administrative Information Systems for 4 offices including email, servers, and printers
- Railroad Information Systems such as CCTV, radio, platform equipment, and fare collection devices

- 1,300 devices consisting of computers, cell phones, vehicle locators, printers, radios, cameras, and network devices

Legal Department

The Legal department is responsible for the following:

- Transactional Matters
- Litigation
- Risk Management

Planning Department

Planning is responsible for the following functions:

- Rail and multiuse pathway planning and service delivery studies
- Ridership and service planning analyses and recommendations
- Capital planning studies
- Local and regional agency planning coordination
- First-last mile solutions planning

Real Estate

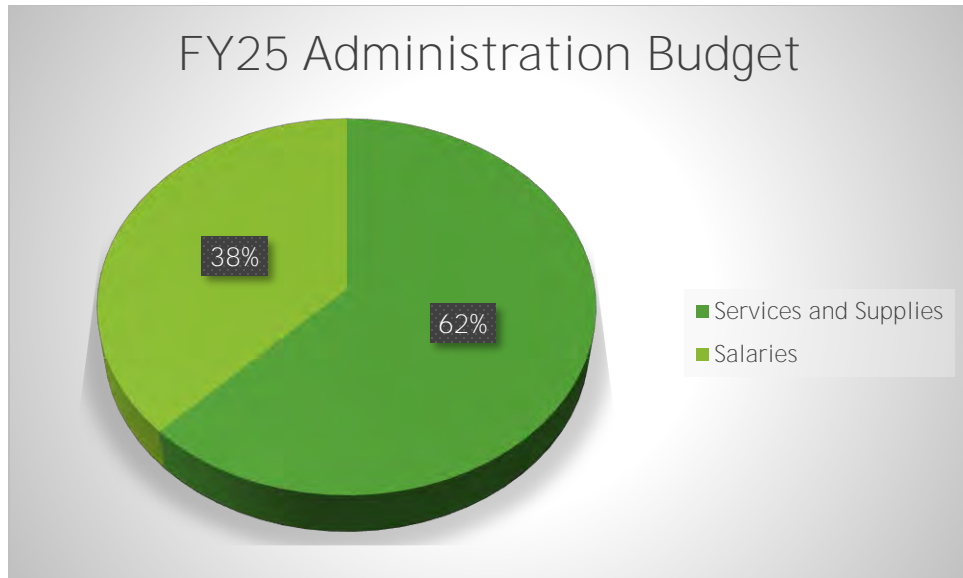
The Real Estate Department is responsible for managing SMART's Right-of-Way and processing all third-party requests for access to the Right-of-Way. It also handles property sales and acquisitions and supports all departments with title research and boundary information.

Engineering

Engineering is responsible for planning and managing the expansion of the rail and pathway systems, managing SMART's existing infrastructure, supporting grant applications, and coordinating with local jurisdictions. Most of the staff time in engineering is charged to projects, but time associated with leave, training, and non-project related activities are included in the chart below.

SMART's District Administration has 46 full-time equivalent (FTE) employees, two (2) limited-term employees, and interns with an estimated budget for salaries and benefits of \$7,560,469. There are two new positions - Grants & Budget Analyst and an Administrative Assistant for Real Estate, as well as a limited term position and intern in Marketing and Communications have been added in Fiscal Year 2025 to accommodate the additional workload. A three percent (3%) cost of living increase has been included for all non-bargaining unit employees. These additions lead to a 9.1% increase over Fiscal Year 2024.

Administration	FY25
General Administration	\$ 3,255,482
Information Systems	\$ 485,659
Human Resources	\$ 504,038
Legal	\$ 1,035,728
Marketing and Communications	\$ 629,385
Board Office	\$ 179,136
Real Estate	\$ 564,674
Planning	\$ 524,377
Engineering (Non-Project Specific)	\$ 381,990
Total	\$ 7,560,469



The Administrative Budget has increased by \$1.1 million (9%) over Fiscal Year 2024. Much of this increase is related to the following:

- Transferring the cost of fare collection from operations to administration.
- Contracted Services increasing with necessary implementations in software for Finance and IT, as well as the cost to engage a recruiting firm to help with hard-to-fill positions.
- Legal expenses decreased in this fiscal year, due to fewer active cases.
- A significant increase in insurance costs, even after large increases in previous fiscal years. We have not received our final insurance quotes but are anticipating an overall 20% increase.

Account	Account Description	FY 24 Amended Budget	FY 25 Requested Budget
51042	Insurance	\$ 2,606,570	\$ 3,184,605
51045	Provisions for Claims	\$ 500,000	\$ 500,000
51062	Maintenance of Radios	\$ 156,200	\$ 196,910
51206	Auditing/ Accounting Services	\$ 58,500	\$ 61,110
51207	Fiscal Accounting Services	\$ 10,609	\$ 6,300
51211	Legal	\$ 1,071,000	\$ 775,000
51214	Agency Extra Help	\$ 155,000	\$ 155,000
51225	Training & Travel Expense	\$ 328,535	\$ 325,000
51226	Contracted Services	\$ 217,000	\$ 225,000
51241	Printing Services	\$ 57,300	\$ 62,800
51242	Fiscal Agent Fees	\$ 5,000	\$ 5,000
51244	Permits/ Fees	\$ 30,500	\$ 20,300
51252	Fare Collection Fees	\$ 216,000	\$ 306,500
51301	Public/ Legal Notices	\$ 54,800	\$ 64,000
51401	Rental/ Leases - Equipment	\$ 61,218	\$ 56,000
51421	Rental/ Leases - Buildings	\$ 460,867	\$ 460,867
51605	Mileage Reimbursement & Auto Tolls	\$ 40,560	\$ 54,600
51802	Contract Services - Administrative	\$ 2,186,707	\$ 2,586,697
51803	Contract Services - Personnel	\$ 229,375	\$ 270,500
51902	Communications	\$ 369,350	\$ 354,500
51918	Claims Processing Payroll	\$ 42,200	\$ 50,000
52021	Uniform Expense	\$ 5,000	\$ 5,600
52091	Memberships	\$ 35,895	\$ 62,290
52101	Miscellaneous Expense	\$ 1,000,000	\$ 1,000,000
52111	Office Expense	\$ 49,600	\$ 53,600
52115	Books/ Periodicals	\$ 3,500	\$ 3,500
52117	Postage	\$ 5,000	\$ 5,000
52141	Small Tools and Equipment	\$ 1,000	\$ 1,000
52142	Computer Hardware	\$ 163,500	\$ 182,500
52143	Computer Software	\$ 758,200	\$ 1,067,570
52161	Marketing/ Promotional Items	\$ 30,000	\$ 30,000
52162	Public Relations Expense	\$ 363,800	\$ 262,000
	Grand Total	\$ 11,272,786	\$ 12,393,748

Environmental Projects

As part of SMART's expansions and pathway projects, riparian mitigation projects are often required by the environmental permits to compensate for temporary and permanent construction impacts. These projects entail restoring creeks and rivers by planting native trees and scrubs, removing invasive plant species, and removing trash. There are performance and monitoring criteria for each project for periods of 5 to 10 years to confirm success of the mitigation efforts.

Department	Project	Total FY25 Amount
Environmental/Mitigation		
	San Rafael Creek Riparian Construction & Monitoring (Larkspur Mitigation)	\$ 31,641
	Las Gallinas Riparian Enhancement & Monitoring	\$ 19,225
	Mira Monte Resortation	\$ 9,000
	Petaluma Riparian Construction & Monitoring (SoCo NMP Seg 1 & 2)	\$ 43,287
	Crane Creek Riparian Monitoring (SoCo NMP Seg 3 and Guerneville NMP)	\$ 618,798
	Helen Putnam Riparian Monitoring (McInnis NMP)	\$ 601,398
	Windsor Riparian Mitigation Monitoring	\$ 15,318
Total		\$ 1,338,666



Riparian Mitigation in Petaluma for Pathway Projects

State of Good Repair and Capital Projects

49 CFR 625.5 defines State of Good Repair (SGR) as the condition in which a capital asset can operate at a full level of performance. **Per FTA, “having well maintained, reliable transit infrastructure - track, signal systems, bridges, tunnels, vehicles and stations - will help ensure safe, dependable and accessible services.”**

SMART has broken our costs into State of Good Repair and Capital Projects. State of Good Repair expenditures are those costs that keep our assets in a condition where the asset can operate at a full level of performance. This requires regular repairs and replacement of those assets.

Department	Project	Total FY25 Amount
Engineering		
Expansion		
	Santa Rosa Airport Station to Windsor Station	\$ 23,715,963
	Windsor Station to Healdsburg Station	\$ 3,250,000
	Windsor Pedestrian Undercrossing	\$ 1,776,000
	Petaluma North Station	\$ 7,549,424
	N. McDowell Boulevard Crossing Reconstruction	\$ 1,664,485
Total		\$ 37,955,872
Miscellaneous		
	Joe Rodota Trail to 3rd St Traffic Signal Design (City of Santa Rosa)	\$ 13,987
	Town of Windsor Utility Crossings (CNPA)	\$ 307,100
	N. McDowell Blvd Paving Project (City of Petaluma - CNPA)	\$ 787,545
Total		\$ 1,108,632

Department	Project	Total FY25 Amount
Admin		
Information Systems	Petaluma Voicemail Server	\$ 6,000
	6 UPSs in Petaluma	\$ 33,000
	Petaluma Print Server	\$ 5,000
	Access Control Server	\$ 14,000
	PET Internet Routers (Primary & Secondary)	\$ 37,000
	PET Firewalls and Switches (Active and Standby)	\$ 37,000
	PET Internal Routers (Primary and Secondary)	\$ 37,000
	PET CCTV Network PoE Switches (2)	\$ 10,000
	PET VPN Concentrator	\$ 11,550
	PET Access Control / Security Camera Network Switch	\$ 6,000
	Roblar Cisco Switches - C&D, S&U, CCTV POE	\$ 15,750
	Roblar Avaya Phone System and switch	\$ 10,000
	OMF Server	\$ 6,000
	Bridge/Tunnel CCTV Servers and Video Appliance	\$ 81,060
	ROC Avaya Phone System and switch	\$ 10,500
	ROC VPN Concentrator	\$ 11,550
	ROC IPSec Router to Marin County AVL	\$ 26,000
	ROC IPSec Router to Sonoma County AVL	\$ 26,000
	ROC Fiber Switch CDC to MPOE; CDC to IDF (2 switches)	\$ 12,000
	ROC Point-of-Entry Routers (Primary & Secondary)	\$ 50,000
	ROC Point-of-Entry Switches (Primary & Secondary)	\$ 10,000
	2 Backup Servers - ROC and PET	\$ 14,000
	Station Network Platform Switches (48)	\$ -
	Radio System Upgrade	\$ 287,500
	Board Meeting AV Equipment (Cameras, Audio Mixer, Video Board)	\$ 23,000
	Automated Station Announcements	\$ 34,000
Total		\$ 813,910
Planning		
	Platform Real-Time Signage	\$ 450,000

Department	Project	Total FY25 Amount
Operations		
Non-Revenue Vehicles	F-350 Hi-Rail	\$ 144,565
	Ram Truck	\$ -
	Ram Truck	\$ 50,000
	F350 Extended Cab XL (Hi-Rail)	\$ 107,385
	F250 Crew Cab w/ Harbor Body	\$ 75,000
	F350 Extended Cab XL (Hi-Rail)	\$ 75,000
	Transit Connect Van	\$ 49,352
	F250 W/ Harbor Body (2 axle)	\$ 75,000
	F150 Crew Cab XL (2 axle)	\$ 49,352
	F150 Crew Cab XL (2 axle)	\$ 48,000
	F150 Crew Cab XL	\$ 48,000
	F450 (2 axle)	\$ -
	Ford Interceptor	\$ -
	Used Hyrail boom Truck	\$ 200,000
Total		\$ 921,654
Shuttle	Larkspur Train & Ferry Shuttle Electrification Project	\$ 100,000
Total		\$ 100,000
Train Control	Dispatch Software	\$ 2,500,000
Total		\$ 2,500,000
Track, MOW, & Facilities	Joints (Insulated/ Welded)	
	Train Control Systems & Communications	
	FY25 Guideway & Trackwork - Mainline (Surfacing)	\$ 345,338
	Power drop - Fulton	\$ 30,000
	Fabric Building - Scrubber storage, garage	\$ 30,000
	Backup generator at Roblar	\$ 50,000
	Generator Plug Retrofit at all Platforms	\$ 20,489
Total		\$ 475,827
Equipment & Machinery	New DMU Cameras	\$ 1,200,000
Total		1,200,000.00
Revenue Vehicles (DMUs)	Purchase spare Auxillary Power Supply (Parts)	\$ -
	Master Control Overhaul	\$ 175,804
	Shift Cylinders / Valve Blocks (parts)	\$ -
	FY25 DMU Air Brake Overhaul and Air Supply Unit- Fleet Material Lead Time	\$ 701,414
	Energy Cushion Device Crash System	\$ 150,000
	Truck sus. Replacement (Parts)	\$ -
	Fire Sup. System, PKP	\$ -
	Engineer Seat Replacement	\$ 50,000
	Placeholder (LED's) (Parts vs Project)	\$ 200,000
	Event Recorder Overhaul	\$ 54,000
Total		\$ 1,331,218.00

The Fiscal Year 2025 Budget completes several sections of pathway. The budget will complete the construction of 9.26 miles of pathway (Airport to Windsor, Golf Course to Bellevue, Petaluma to Penngrove, McInnis to Smith Ranch, Joe Rodota Trail to W. 3rd) as well as begin initial construction on Hanna Ranch Road to Vintage Way and Guerneville Road to Airport Boulevard. The budget also funds the design work for over 15 miles of pathway in both Marin and Sonoma County. Progressing the design on this pathway will bring these segments closer to shovel-ready, which will allow SMART to pursue additional grant funds and support their near-term completion.

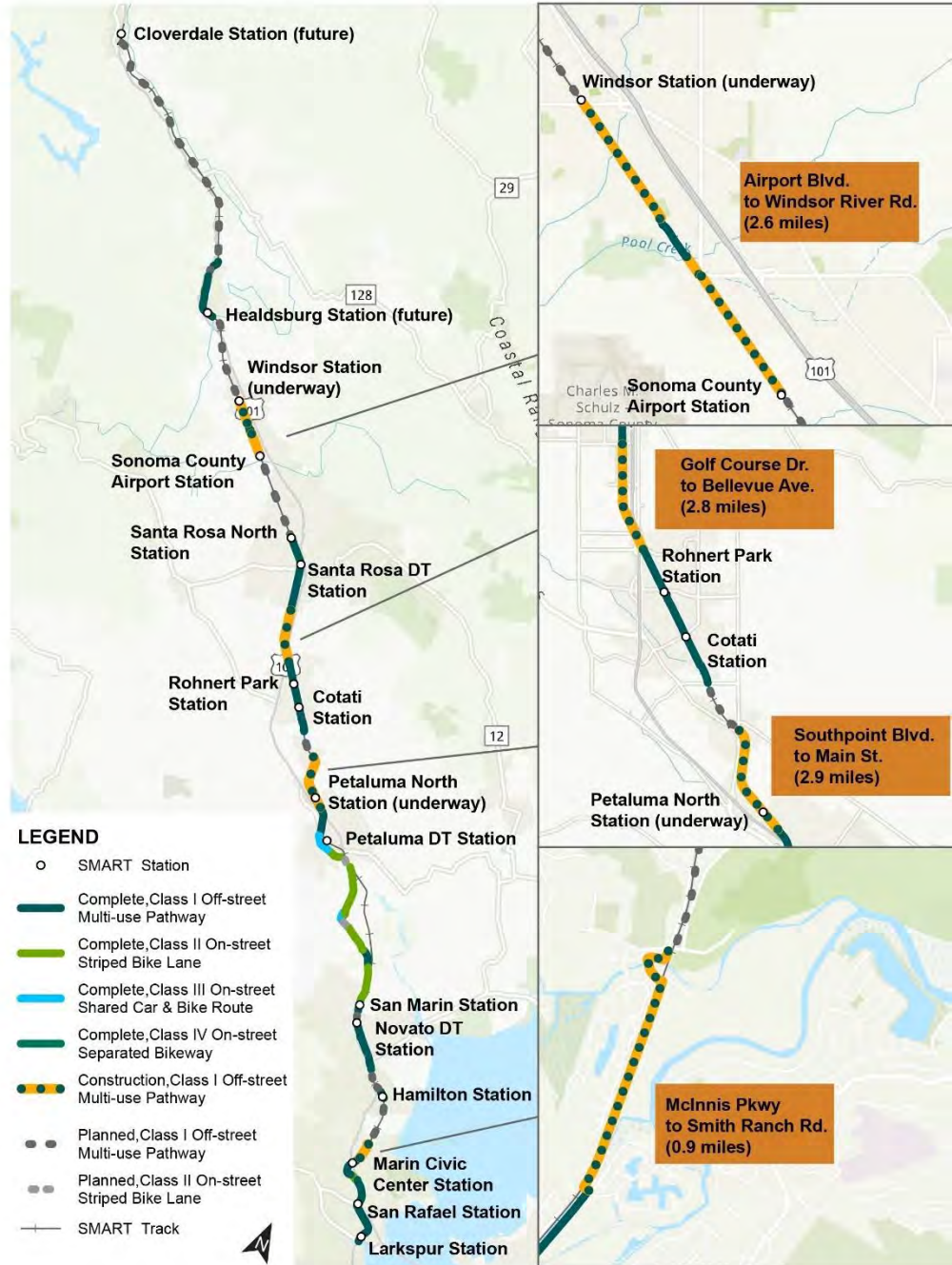
See the following link for pathway interactive maps, and below for a map featuring the sections of pathway currently under construction:

https://sonomamarintrain.org/smart_pathway

Department	Project	Total FY25 Amount
Pathways		
	Marin - Sonoma Pathway Design & Permitting	\$ 1,304,423
	Marin Pathway Design & Permitting	\$ 4,038,421
	McInnis Pkwy to Smith Ranch Rd NMP Permitting	\$ 41,617
	McInnis Pkwy to Smith Ranch Rd NMP Construction	\$ 1,578,616
	Joe Rodota Trail to 3rd St NMP Design and Construction	\$ 465,986
	Hanna Ranch Rd to Vintage Wy NMP Construction	\$ 200,000
	Guerneville Rd to Airport Blvd NMP Construction	\$ 200,000
	SoCo NMP Gap Closure Construction (Segments 2 & 3)	\$ 17,556,937
	Puerto Suello Tunnel NMP Design	\$ 708,227
	Pathways - Slurry seal 2 miles	\$ 115,200
	Pathway Wayfinding - Fabrication & Installation	\$ 731,316
Total		\$ 26,940,744

Pathway Segments Under Design	Length (in miles)
Marin-Sonoma Pathways - \$1,304,423	6.2
- Main Street to East Railroad Avenue	1.48
- Joe Rodota Trail 3rd Street	0.06
- Santa Rosa Downtown Station to 6th Street	0.04
- Guerneville Road to West Steele Lane	0.32
- West Steele Lane to San Miguel Boulevard	1.2
- San Miguel Boulevard to Airport Boulevard	3.1
Marin Pathways - \$4,038,421	5.95
- Smith Ranch Road to Main Gate Road/ Novato - Hamilton Station	2.65
- State Access Road to Bay Trail	1.4
- Hanna Ranch Road to South Side of Novato Creek	1.26
- Grant Avenue to Olive Avenue	0.26
- Olive Avenue to Rush Creek Place	0.38
Puerto Suello to San Pedro Road - \$708,277	

SMART PATHWAY MAP



LEGEND

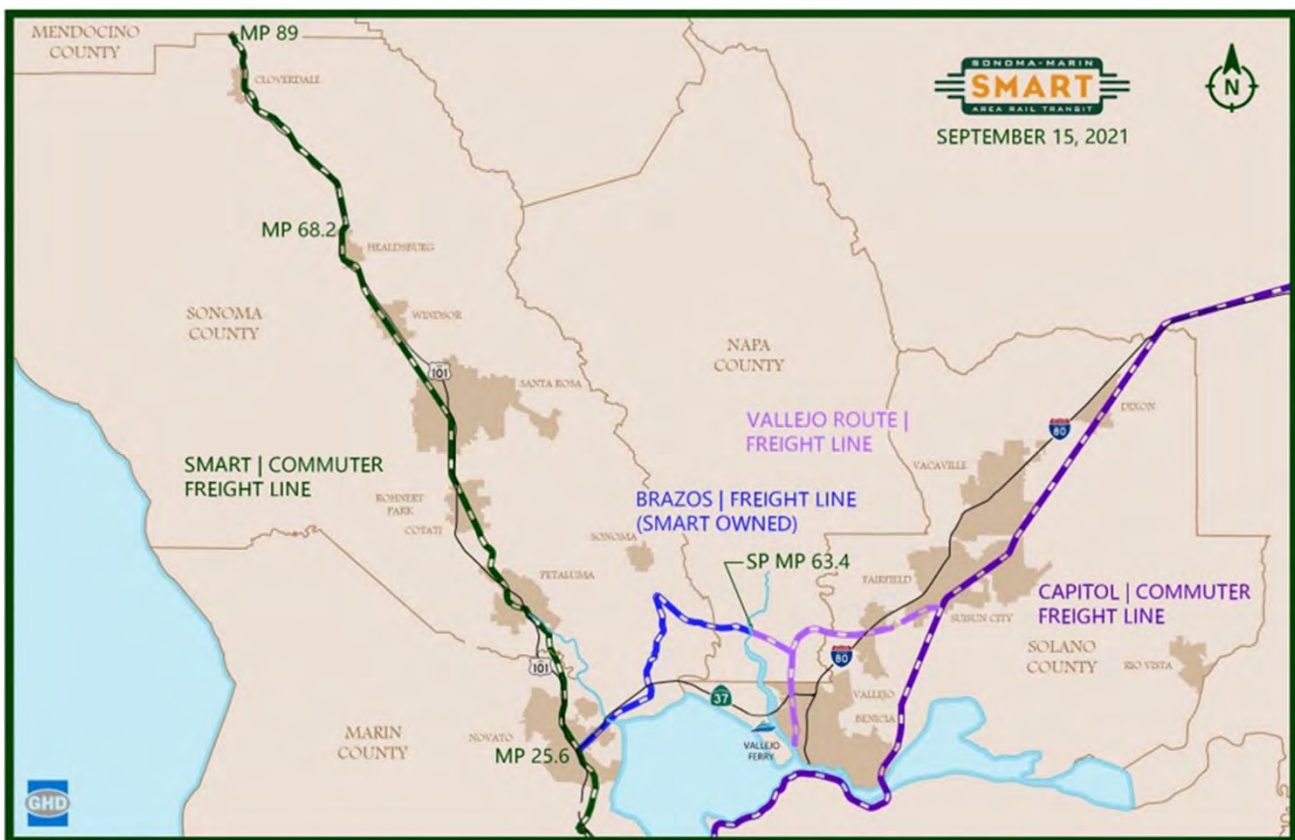
- SMART Station
- Complete, Class I Off-street Multi-use Pathway
- Complete, Class II On-street Striped Bike Lane
- Complete, Class III On-street Shared Car & Bike Route
- Complete, Class IV On-street Separated Bikeway
- Construction, Class I Off-street Multi-use Pathway
- Planned, Class I Off-street Multi-use Pathway
- Planned, Class II On-street Striped Bike Lane
- SMART Track

FREIGHT

Freight

In July of 2022, SMART began in-house operations of freight services. Revenues for freight operations in Fiscal Year 2025 are estimated at \$1.8 million. We anticipate spending \$870,099 on salaries and benefits, \$767,290 on operations, and \$167,920 on capital repairs and replacements in Fiscal Year 2025.

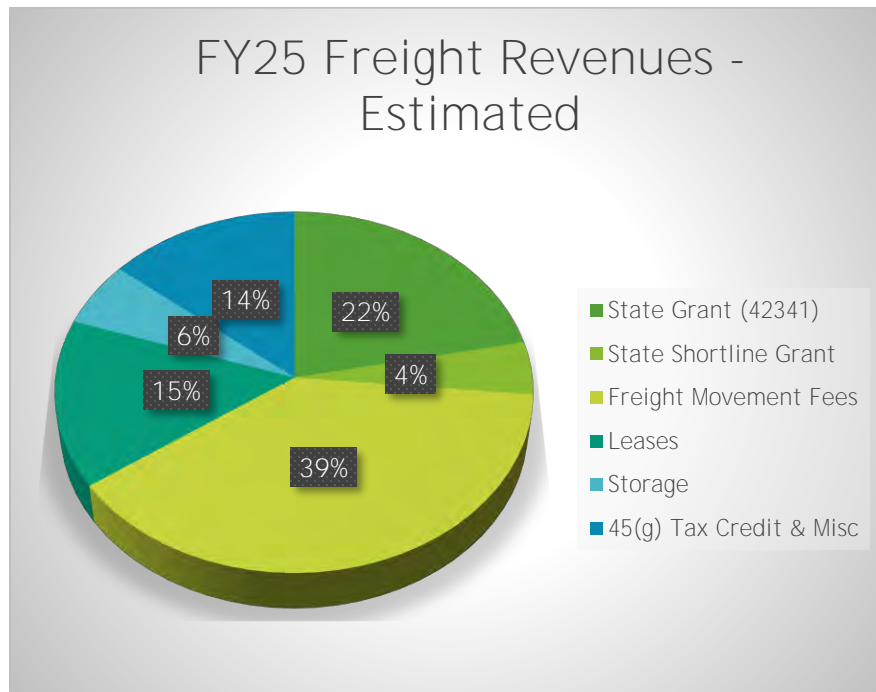
In March of 2022, SMART assumed the freight operations from the Northwestern Pacific Railroad Company (NWPCo) which had been operating service from Napa County to Petaluma since 2011. SMART began in-house operations on July 1, 2022. Currently there are three customers that receive primarily feed grain. In addition, there is a freight car storage location at the Schellville yard, currently storing rail cars for one customer. Service consists of two round trips a week to Petaluma customers as well as two round trips to the California Northern Railroad to receive and deliver rail cars to and from the interchange.



Revenues and expenditures for freight operations are being tracked separately in Fund 60. Administrative expenses are allocated based on a ratio of total passenger miles freight operated versus total passenger miles commuter rail operated, with a passenger mile for freight defined as cars multiplied by miles.

The SMART Board of Directors previously approved six (6) FTE to operate the Freight Division for the organization. The FY 25 budget for salaries and benefits for freight operations is estimated at \$870,099. This budget funds one (1) freight manager, four (4) freight utility workers, and a half-time administrative assistant. The other authorized half-time freight utility worker is not budgeted due to funding constraints. The details regarding these positions can be found in Appendix C. A three percent (3%) cost of living increase is included for Fiscal Year 2025.

The SMART Freight Division has been evaluating and prioritizing the work that needs to be performed to run the service and comply with all Federal Railroad Administration requirements. Work to clean up Schellville Depot and repairs to high priority bridges were completed in previous fiscal years. Further maintenance on the bridges and infrastructure will be considered based on acquiring additional funding. The Fiscal Year 2025 Budget includes the purchase of bridge timbers for future bridge repairs as well as funds for the Grade Crossing Repair. The Freight Manager continues to reach out to potential new customers to increase revenues.



Revenue Source	FY25 Estimated
State Grant (42341)	\$ 393,549
State Shortline Grant	\$ 83,960
Freight Movement Fees	\$ 700,000
Leases	\$ 270,000
Storage	\$ 104,800
45(g) Tax Credit & Misc	\$ 253,000
Total	\$ 1,805,309



Account	Account Description	FY 24 Amended Budget	FY 25 Requested Budget
	Salaries and Benefits	\$ 920,876	\$ 870,099
50995	Freight Cost Allocation - Administration	\$ 120,000	\$ 32,895
51042	Insurance	\$ 73,704	\$ -
51061	Maintenance of Equipment	\$ 35,250	\$ 36,150
51062	Maintenance of Radios	\$ 2,034	\$ -
51063	Maintenance of Signals	\$ 15,000	\$ 15,000
51064	Maintenance of Revenue Vehicles	\$ 95,000	\$ 45,000
51071	Maintenance of Facilities	\$ 25,000	\$ 5,000
51074	Maintenance of Railway	\$ 60,000	\$ 87,000
51225	Training & Travel Expense	\$ 10,000	\$ -
51244	Permits and Fees	\$ 70,000	\$ 72,690
51401	Rental/ Leases - Equipment	\$ 55,000	\$ 57,947
51605	Mileage Reimbursement & Auto Tolls	\$ 1,389	\$ 2,500
51802	Contract Services - Administrative	\$ 235,683	\$ 220,481
51902	Communications	\$ 15,050	\$ 15,000
52021	Uniform Expense	\$ 3,957	\$ 5,000
52061	Fuel and Lubricants	\$ 114,111	\$ 115,000
52091	Memberships	\$ 2,043	\$ 1,100
52101	Miscellaneous Expense	\$ 14,374	\$ 2,887
52117	Postage	\$ -	\$ 5,000
52141	Small Tools and Equipment	\$ 15,000	\$ 18,000
52143	Software	\$ 8,640	\$ 8,640
52191	Utilities	\$ 15,000	\$ 22,000
	Total	\$ 1,907,111	\$ 1,637,389
	Projects		
	Brazos Branch - Phase I	\$ 660,696	\$ -
	Tie Replacement	\$ 50,000	\$ -
	Brazos Branch - Phase II	\$ 95,000	\$ 67,920
	Grade Crossing Repair	\$ 100,000	\$ 100,000
	Total	905,696.00	\$ 167,920
	Grand Total	\$ 2,812,807	\$ 1,805,309

The freight fund does not have reserves and the fund balance will be dependent on the amount budgeted but not spent in Fiscal Year 2024. Likely that fund balance will be very low.



Freight Repairs



Reserves

SMART has several reserves that have been established for various purposes.

Pension & OPEB Liability Reserve

This reserve is to ensure that we have funds set aside for future pension costs. We have set aside \$1,000,000 for Fiscal Year 2025 for a Fiscal Year 2025 balance of \$5,574,676.

Vehicles & Equipment Reserve

This reserve is used to accumulate funds for future capital equipment needs such as DMU replacement. The Fiscal Year 2024 balance is \$10,625,000. We are adding an additional \$2,000,000 for a total reserve of \$12,625,000 in Fiscal Year 2025.

Corridor Completion Reserve

This reserve was established in the FY 2020/2021 amended budget to set aside funds for design, environmental, or leveraging grants. The current balance is \$7,000,000.

Operating Reserve

The Fiscal Year 2024 operating reserve was \$11,278,617. We have calculated 25% of the operating costs for Fiscal Year 2025 which would result in a reserve of or an increase of \$450,346 for a total of \$11,728,963.

Fund Balance

The estimated fund balance for Fiscal Year 2025 year-end is \$55,820,510.

Debt

In October of 2020, SMART pursued a successful taxable advance refunding of the 2011A bonds. The refunding matched the existing March 1, 2029, final maturity of the 2011A bonds. **These bonds are secured by a gross lien of SMART's ¼ cent sales tax. The bonds were rated "AA" by Standard & Poor's.** The debt service schedule is listed below.

Fiscal Year	Series 2020 Bonds Principal	Series 2020 Bonds Interest	Debt Service
2021	\$3,365,000.00	\$566,576.35	\$3,931,576.35
2022	13,280,000.00	1,656,755.80	14,936,755.80
2023	14,015,000.00	1,581,192.60	15,596,192.60
2024	14,765,000.00	1,479,443.70	16,244,443.70
2025	15,580,000.00	1,324,115.90	16,904,115.90
2026	15,860,000.00	1,136,844.30	16,996,844.30
2027	16,105,000.00	893,869.10	16,998,869.10
2028	16,385,000.00	614,930.50	16,999,930.50
2029	13,615,000.00	284,281.20	13,899,281.20
Total	\$122,970,000.00	\$9,538,009.45	\$132,508,009.45

APPENDIX A - PASSENGER RAIL OVERVIEW OF SOURCES & USES

FISCAL YEAR 2024-2025 DRAFT BUDGET - SOURCES AND USES				
		A	B	C
		FY24 Amended Budget	FY25 Budget	Difference
1	Beginning Fund Balance *	\$ 90,529,548	\$ 81,342,877	\$ (9,186,671)
2	Revenues			
3	SMART S&U Tax			
4	Measure Q	\$ 50,031,000	\$ 50,426,000	\$ 395,000
5	Federal Funds			
6	5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$ 3,997,642	\$ 3,770,292	\$ (227,350)
7	5337 - Federal State of Good Repair Funds	\$ -	\$ 6,350,000	\$ 6,350,000
8	Discretionary Earmark	\$ -	\$ 1,800,000	\$ 1,800,000
9	FRA - Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$ 250,000	\$ 1,499,298	\$ 1,249,298
10	FRA Suicide Prevention Grant	\$ 78,902	\$ 15,943	\$ (62,959)
11	Quick Strike (CMAQ) McInnis to Smith Ranch Rd)	\$ 1,422,537	\$ 789,308	\$ (633,229)
12	State Funds			
13	AHSC - Roseland Village (Round5)	\$ 2,038,161	\$ 2,263,161	\$ 225,000
14	AHSC - Kashia Tribe (Round 7)	\$ 750,000	\$ 750,000	\$ -
15	AHSC - Petaluma (Danco)	\$ 645,515	\$ 2,549,485	\$ 1,903,970
16	ATP - SoCo Pathway - CTC/Caltrans/MTC	\$ 4,138,101	\$ 8,104,983	\$ 3,966,882
17	Caltrans Sustainability Communities Competative Planning Grant	\$ 400,000	\$ 400,000	\$ -
18	Clean California Transit Grant	\$ 1,000,000	\$ 881,316	\$ (118,684)
19	LCTOP - Low Carbon Transit Operating	\$ 520,218	\$ 566,356	\$ 46,138
20	LPP - Local Partnership Program	\$ 1,422,537	\$ 789,308	\$ (633,229)
21	ITIP - Windsor Systems	\$ 6,966,677	\$ 3,230,381	\$ (3,736,296)
22	SCC - Windsor	\$ 16,658,614	\$ 13,341,386	\$ (3,317,228)
23	SRA - State Rail Assistance	\$ 5,026,754	\$ 3,700,000	\$ (1,326,754)
24	STA - State Transit Assistance (Population)	\$ 653,792	\$ 1,162,223	\$ 508,431
25	STA - State Transit Assistance (Revenue)	\$ 3,170,013	\$ 2,451,807	\$ (718,206)
26	STA - SGR (State of Good Repair)	\$ 330,712	\$ 340,634	\$ 9,922
27	State Funds - Shuttle Service	\$ 500,000	\$ 500,000	\$ -
28	TIRCP - Petaluma North and McDowell Crossing	\$ 3,325,343	\$ 6,774,657	\$ 3,449,314
29	TIRCP - Windsor to Healdsburg	\$ 200,000	\$ 1,450,000	\$ 1,250,000
30	Regional Funds			
31	Measure M - SCTA	\$ 974,254	\$ -	\$ (974,254)
32	Other Governments	\$ 4,447,667	\$ 1,401,532	\$ (3,046,135)
33	Regional Measure 3 (RM3)	\$ 2,800,000	\$ 1,276,000	\$ (1,524,000)
34	Other Sources			
35	Advertising	\$ 70,000	\$ 132,100	\$ 62,100
36	Charges for Services	\$ 75,637	\$ 109,564	\$ 33,927
37	Fare Revenues	\$ 1,803,384	\$ 2,215,290	\$ 411,906
38	Interest Earning	\$ 627,926	\$ 1,500,000	\$ 872,074
39	Misc.	\$ 5,659	\$ 54,257	\$ 48,598
40	Parking	\$ 15,000	\$ 11,400	\$ (3,600)
41	Rent - Real Estate	\$ 423,721	\$ 479,636	\$ 55,915
42	Shuttle Revenues	\$ -	\$ 1,200	\$ 1,200
43	Total Revenues	\$ 114,769,766	\$ 121,087,517	\$ 6,317,751
44	Total Revenues + Fund Balance	\$ 205,299,314	\$ 202,430,394	\$ (2,868,920)

45				
46		FY24 Amended Budget	FY25 Budget	Difference
47	Debt Service	\$ 16,296,220	\$ 16,904,116	\$ 607,896
48	Salaries & Benefits	\$ 27,157,564	\$ 28,822,096	\$ 1,664,532
49	Reduction for Salaries Charged to Projects	\$ (1,130,258)	\$ (1,655,611)	\$ (525,353)
50	Reduction for Allocation of Salaries/ Services/ Supplies to Freight	\$ (120,000)	\$ (32,895)	\$ 87,105
51	Service & Supplies	\$ 20,381,904	\$ 19,671,720	\$ (710,184)
52	Total Salaries, Benefits, Service, & Supplies	\$ 46,289,210	\$ 46,805,310	\$ 516,100
53	Contribution to OPEB/ CalPERS Liability Fund	\$ 500,000	\$ 1,000,000	\$ 500,000
54	Contribution to Capital Sinking Fund	\$ 1,000,000	\$ 2,000,000	\$ 1,000,000
55	Operating Reserve	\$ 1,278,617	\$ 450,346	\$ (828,271)
56	Total Reserve Contributions	\$ 2,778,617	\$ 3,450,346	\$ 671,729
57	Total Debt Service, Operating, Reserves	\$ 65,364,047	\$ 68,867,484	\$ 3,503,437
58	Balance	\$ 139,551,992	\$ 133,562,910	\$ (5,989,082)
59				
60		FY24 Amended Budget	FY25 Budget	Difference
61				
62	State of Good Repair and Projects			
63	Bridges	\$ 136,458	\$ -	\$ (136,458)
64	DMU	\$ 2,037,000	\$ 1,331,218	\$ (705,782)
65	Equipment	\$ 69,500	\$ 1,200,000	\$ 1,130,500
66	Information Technology	\$ 501,422	\$ 813,910	\$ 312,488
67	Non-Revenue Vehicles	\$ 1,037,906	\$ 921,654	\$ (116,252)
68	Safety and Security	\$ 78,902	\$ 15,943	\$ (62,959)
69	Track, MOW, and Facilities	\$ 291,333	\$ 475,827	\$ 184,494
70	Train Control	\$ -	\$ 2,500,000	\$ 2,500,000
71	Total State of Good Repair	\$ 4,737,401	\$ 7,258,552	\$ 3,106,031
72	Environmental and Mitigation	\$ 263,398	\$ 1,338,666	\$ 1,075,268
73	Planning - Studies	\$ 119,877	\$ 445,403	\$ 325,526
74	Planning - Capital	\$ -	\$ 450,000	\$ 450,000
75	Shuttle	\$ -	\$ 100,000	\$ 100,000
76	Other Construction	\$ 584,880	\$ 1,108,632	\$ 523,752
77	Miscellaneous	\$ -	\$ 1,715,357	\$ 1,715,357
78	Total Planning, Environmental, Other Construction, Shuttle	\$ 968,155	\$ 5,158,058	\$ 4,189,903
79				
80		FY24 Amended Budget	FY25 Budget	Difference
81				
82	Capital Projects			
83	Expansion	\$ 37,095,913	\$ 37,955,872	\$ 859,959
84	Pathways - Design and Permitting	\$ -	\$ 6,051,072	\$ 6,051,072
85	Pathways - Capital	\$ 16,375,801	\$ 21,312,346	\$ 4,936,545
86	Total Capital Expenditures	\$ 53,471,714	\$ 65,319,290	\$ 11,847,576
87	Ending Fund Balance	\$ 81,342,877	\$ 55,827,010	\$ (25,132,592)
	* Excludes Reserves			

APPENDIX B - FREIGHT OVERVIEW OF SOURCES & USES

Appendix B - Freight Sources and Uses				
Fiscal Year 2024-2025 Draft Budget				
		A	B	C
		FY24 Amended Budget	FY25 Budget	Difference
1	Beginning Fund Balance	\$ 393,549		\$ (393,549)
2	Revenues			
3	State Grant (42341)	\$ 1,363,606	\$ 393,549	\$ (970,057)
4	State Shortline Grant	\$ 115,000	\$ 83,960	\$ (31,040)
5	Freight Movement Fees	\$ 800,000	\$ 700,000	\$ (100,000)
6	Leases	\$ 270,000	\$ 270,000	\$ -
7	Storage	\$ 26,200	\$ 104,800	\$ 78,600
8	45(g) Tax Credit & Misc. Revenues	\$ 253,000	\$ 253,000	\$ -
9	Total Revenues	\$ 2,827,806	\$ 1,805,309	\$ (1,022,497)
10	Total Revenues + Fund Balance	\$ 3,221,355	\$ 1,805,309	\$ (1,416,046)
11				
12		FY24 Amended Budget	FY25 Budget	Difference
13				
14	Salaries & Benefits	\$ 920,876	\$ 870,099	\$ (50,777)
15	Service & Supplies	\$ 1,021,234	\$ 767,290	\$ (253,944)
16	Total Salaries, Benefits, Services, & Supplies	\$ 1,942,110	\$ 1,637,389	\$ 304,721
17	Balance	\$ 1,279,245	\$ 167,920	\$ (1,111,325)
18				
19		FY24 Amended Budget	FY25 Budget	Difference
20				
21	Brazos Branch Bridge Repairs (High Priority)	\$ 660,696	\$ -	\$ (660,696)
22	Brazos Branch Bridge Repairs - Phase II	\$ 75,000	\$ 67,920	\$ (7,080)
23	Tie Replacement	\$ 50,000	\$ -	\$ (50,000)
24	Grade Crossing Repair	\$ 100,000	\$ 100,000	\$ -
25	Total Capital & State of Good Repair	\$ 885,696	\$ 167,920	\$ (717,776)
26	Balance	\$ 393,549	\$ -	\$ (393,549)

APPENDIX C - POSITION AUTHORIZATION

# of Positions	Position Title	New Title	Hourly		Annual	
			Min	Max	Min	Max
Administrative						
1	Accountant I		\$ 37.27	\$ 46.54	\$ 77,517	\$ 96,809
1	Accounting Manager		\$ 65.76	\$ 82.13	\$ 136,788	\$ 170,830
1	Accounts Payable Technician		\$ 31.35	\$ 39.15	\$ 65,213	\$ 81,442
3	Administrative Assistant		\$ 32.14	\$ 40.13	\$ 66,843	\$ 83,478
1	Assistant General Counsel		\$ 90.66	\$ 113.22	\$ 188,564	\$ 235,491
1	Assistant Planner		\$ 40.13	\$ 50.12	\$ 83,478	\$ 104,252
1	Budget and Finance Manager		\$ 65.76	\$ 82.13	\$ 136,788	\$ 170,830
1	Chief Financial Officer		\$ 118.88	\$ 148.60	\$ 247,271	\$ 309,089
1	Clerk of the Board/ Executive Assistant		\$ 46.54	\$ 58.13	\$ 96,809	\$ 120,901
1	Communications and Marketing Coordinator		\$ 40.13	\$ 50.12	\$ 83,478	\$ 104,252
1	Communications and Marketing Manager		\$ 74.41	\$ 92.92	\$ 154,763	\$ 193,278
1	Communications and Marketing Specialist		\$ 59.54	\$ 74.42	\$ 123,838	\$ 154,798
1	Communications and Marketing Specialist - Limited Term		\$ 55.32	\$ 69.09	\$ 115,075	\$ 143,713
1	General Counsel		\$ 118.95	\$ 148.55	\$ 247,412	\$ 309,084
1	General Counsel - Limited Term Position		\$ 118.95	\$ 148.55	\$ 247,412	\$ 309,084
1	General Manager		\$ 152.35	\$ 176.37	\$ 316,878	\$ 366,843
2	Grants and Budget Analyst		\$ 52.66	\$ 65.76	\$ 109,530	\$ 136,788
1	Grants and Legislative Affairs Manager		\$ 76.23	\$ 95.29	\$ 158,562	\$ 198,203
1	Human Resources Manager		\$ 74.41	\$ 92.92	\$ 154,763	\$ 193,278
1	Human Resources Specialist		\$ 38.20	\$ 47.71	\$ 79,455	\$ 99,229
1	Information Systems Analyst		\$ 46.54	\$ 58.13	\$ 96,809	\$ 120,901
1	Information Systems Manager		\$ 76.27	\$ 95.25	\$ 158,632	\$ 198,110
1	Information Systems Technician		\$ 41.14	\$ 51.37	\$ 85,565	\$ 106,859
1	Legal Administrative Assistant		\$ 37.27	\$ 46.54	\$ 77,517	\$ 96,809
1	MMIS Analyst		\$ 58.09	\$ 72.62	\$ 120,837	\$ 151,046
1	Payroll Technician		\$ 33.08	\$ 41.35	\$ 68,813	\$ 86,016
1	Planning Manager		\$ 74.41	\$ 92.92	\$ 154,763	\$ 193,278
1	Procurement and Contracts Analyst		\$ 48.90	\$ 61.07	\$ 101,710	\$ 127,021
1	Procurement and Contracts Manager		\$ 69.09	\$ 86.29	\$ 143,713	\$ 179,478
1	Procurement Technician		\$ 32.14	\$ 40.13	\$ 66,843	\$ 83,478
1	Real Estate Manager		\$ 82.09	\$ 102.61	\$ 170,744	\$ 213,429
1	Risk Manager		\$ 64.16	\$ 80.13	\$ 133,452	\$ 166,663
1	Senior Buyer		\$ 53.98	\$ 67.41	\$ 112,278	\$ 140,208
1	Senior Management Analyst		\$ 59.54	\$ 74.42	\$ 123,838	\$ 154,798
1	Senior Planner		\$ 55.32	\$ 69.09	\$ 115,075	\$ 143,713
1	Senior Real Estate Officer		\$ 55.29	\$ 69.11	\$ 114,994	\$ 143,743
	Interns (Multiple)		\$ 18.00		\$ 37,440	\$ -
39						
# of Positions	Position Title	New Title	Hourly		Annual	
Capital			Min	Max	Min	Max
2	Assistant Engineer		\$ 48.90	\$ 61.07	\$ 101,710	\$ 127,021
1	Associate Engineer		\$ 56.71	\$ 70.82	\$ 117,952	\$ 147,306
1	Chief Engineer		\$ 97.54	\$ 121.93	\$ 202,890	\$ 253,613
2	Junior Engineer		\$ 42.17	\$ 52.66	\$ 87,704	\$ 109,530
1	Manager Train Control Systems		\$ 97.54	\$ 121.93	\$ 202,890	\$ 253,613
1	Principal Engineer		\$ 76.27	\$ 95.25	\$ 158,632	\$ 198,110
1	Senior Engineer		\$ 65.76	\$ 82.13	\$ 136,788	\$ 170,830
9						

# of Positions	Position Title	Hourly		Annual	
		Min	Max	Min	Max
Operations					
1	Administrative Services Specialist	\$ 46.53	\$ 58.16	\$ 96,776	\$ 120,969
3	Bridge Tender		\$ 35.83		\$ 74,526
1	Chief Operating Officer	\$ 102.57	\$ 128.09	\$ 213,343	\$ 266,436
1	Chief of Police	\$ 88.39	\$ 110.48	\$ 183,843	\$ 229,803
3	Code Compliance Officer	\$ 36.36	\$ 45.41	\$ 75,627	\$ 94,448
1	Code Compliance Officer - Limited Term	\$ 36.36	\$ 45.41	\$ 75,627	\$ 94,448
6	Conductor *		\$ 45.52		\$ 94,682
	Conductor Trainee*		\$ 38.70		\$ 80,496
28	Engineer *		\$ 54.73		\$ 113,838
	Engineer Trainee*		\$ 46.52		\$ 96,762
1	Facilities Maintenance Supervisor	\$ 52.80	\$ 64.18	\$ 109,824	\$ 133,494
3	Facilities Maintenance Technician		\$ 44.81		\$ 93,205
2	Inventory and Parts Clerk	\$ 33.08	\$ 41.35	\$ 68,813	\$ 86,016
1	Materials Sourcing Specialist	\$ 36.36	\$ 45.41	\$ 75,627	\$ 94,448
1	Inventory Manager / Asset Management Specialist	\$ 56.71	\$ 70.82	\$ 117,952	\$ 147,306
1	Lead Facility Maintenance Engineer		\$ 49.29		\$ 102,523
1	Maintenance of Way Manager	\$ 78.17	\$ 97.63	\$ 162,598	\$ 203,063
1	Maintenance of Way Superintendent	\$ 65.76	\$ 82.13	\$ 136,788	\$ 170,830
2	Operation Communication Specialist	\$ 37.27	\$ 46.54	\$ 77,517	\$ 96,809
1	Safety & Compliance Officer	\$ 67.38	\$ 84.22	\$ 140,150	\$ 175,188
1	Senior Administrative Assistant	\$ 35.47	\$ 44.30	\$ 73,782	\$ 92,144
2	Signal Supervisor	\$ 56.31	\$ 68.43	\$ 117,125	\$ 142,334
8	Signal Technician **		\$ 59.34		\$ 123,427
	Signal Technician Trainee (2) **		\$ 44.50		\$ 92,560
2	Track Maintenance - Laborers		\$ 33.50		\$ 69,680
5	Track Maintainer I		\$ 44.38		\$ 92,310
1	Track Maintainer II		\$ 48.82		\$ 101,546
2	Track Maintenance Supervisor	\$ 52.67	\$ 64.03	\$ 109,554	\$ 133,173
1	Transportation Manager	\$ 78.17	\$ 97.63	\$ 162,598	\$ 203,063
1	Transportation Superintendent	\$ 65.76	\$ 82.13	\$ 136,788	\$ 170,830
12	Transportation Supervisor	\$ 58.13	\$ 72.59	\$ 120,901	\$ 150,989
10	Vehicle Maintenance - Laborers		\$ 34.31		\$ 71,365
1	Vehicle Maintenance Manager	\$ 78.17	\$ 97.63	\$ 162,598	\$ 203,063
5	Vehicle Maintenance Supervisor	\$ 58.13	\$ 72.59	\$ 120,901	\$ 150,989
12	Vehicle Maintenance Technician ***		\$ 54.23		\$ 112,798
	Vehicle Maintenance Tech Trainee (2) ***		\$ 40.67		\$ 84,594
121					
Freight		Min	Max	Min	Max
0.5	Administrative Assistant	\$ 32.14	\$ 40.13	\$ 66,843	\$ 83,478
1	Freight Manager	\$ 78.17	\$ 97.63	\$ 162,598	\$ 203,063
4.5	Freight Utility Worker	\$ 36.36	\$ 45.41	\$ 75,627	\$ 94,448
6					
Total FTE	175				
*	Total positions cannot exceed 34.				
**	Total positions cannot exceed 8.				
***	Total positions cannot exceed 12.				

APPENDIX D -STATISTICAL INFORMATION

SMART is a special district established by the California Legislature through the enactment of AB 2224 in 2002, which created the Sonoma-Marín Area Rail Transit (SMART) District and established a comprehensive set of powers and duties regarding the formation, governance, organization, maintenance, and operation of the District. The SMART District includes both Sonoma and Marin Counties and was created for the purpose of providing unified and comprehensive structure for the ownership and governance of the passenger and freight rail system within Sonoma and Marin Counties and to provide passenger and freight train service along the existing publicly owned railroad right-of-way.

Marin County

Marin County is in the northwestern part of the San Francisco Bay Area, with its county seat located in San Rafael. Marin County is across the Golden Gate Bridge from San Francisco, and is included in the San Francisco-Oakland-Berkeley, CA Metropolitan Statistical Area. The county is governed by the Marin County Board of Supervisors. According to the 2020 Census, Marin County had the second highest income per capita of all U.S. counties.

San Quentin State Prison is located in the county, as is George Lucas' Skywalker Ranch. The Marin County Civic Center was designed by Frank Lloyd Wright and draws thousands of visitors a year to guided tours of its arch and atrium design. Marin County's outdoor attractions include the Muir Woods redwood forest, the Marin Headlands, Stinson Beach, the Point Reyes National Seashore, and Mount Tamalpais.

Sonoma County

Sonoma County is in the northwestern part of the San Francisco Bay Area, with its county seat and largest city being Santa Rosa. It is positioned to the north of Marin County and the south of Mendocino County. It is the northernmost county in the nine-county San Francisco Bay Area region. Sonoma County includes the Santa Rosa and Petaluma Metropolitan Statistical Areas.

In California's Wine Country region, which also includes Napa, Mendocino, and Lake counties, Sonoma County is the largest producer. It has thirteen approved American Viticultural Areas and more than 350 wineries. According to Visit California, tourism spending in 2023 was \$2.3 billion which exceeded the pre-pandemic number of \$2.24 billion.

POPULATION OF MARIN COUNTY AND INCORPORATED CITIES

Area	2016	2017	2018	2019	2020	2021	2022	2023	2024
Marin County	263,010	262,313	262,234	260,969	258,956	259,512	255,470	252,959	252,844
Belvedere	2,129	2,131	2,148	2,139	2,124	2,103	2,078	2,045	2,043
Corte Madera	9,631	9,625	10,043	10,138	10,114	10,147	9,967	9,885	9,882
Fairfax	7,528	7,533	7,714	7,443	7,399	7,496	7,410	7,354	7,371
Larkspur	12,312	12,325	12,588	12,331	12,253	12,963	12,728	12,571	12,655
Mill Valley	15,024	14,956	14,669	14,743	14,674	14,002	13,817	13,664	13,635
Novato	54,593	54,516	54,151	54,062	53,702	53,008	51,936	51,392	51,140
Ross	2,538	2,536	2,528	2,548	2,550	2,330	2,280	2,267	2,272
San Anselmo	13,017	12,982	12,908	12,845	12,757	12,772	12,515	12,405	12,426
San Rafael	60,551	60,661	60,020	60,207	59,807	61,179	60,237	59,681	59,585
Sausalito	7,227	7,234	7,421	7,301	7,252	7,159	6,955	6,865	6,856
Tiburon	9,644	9,647	9,366	9,581	9,540	9,065	8,903	8,798	8,809
Remainder of County	68,816	68,167	68,678	67,631	66,784	67,288	66,644	66,032	66,170

Source: County/City estimates as of January 1, 2023 and January 1, 2024
 State of California, Department of Finance, Demographic Research Unit

POPULATION OF SONOMA COUNTY AND INCORPORATED CITIES

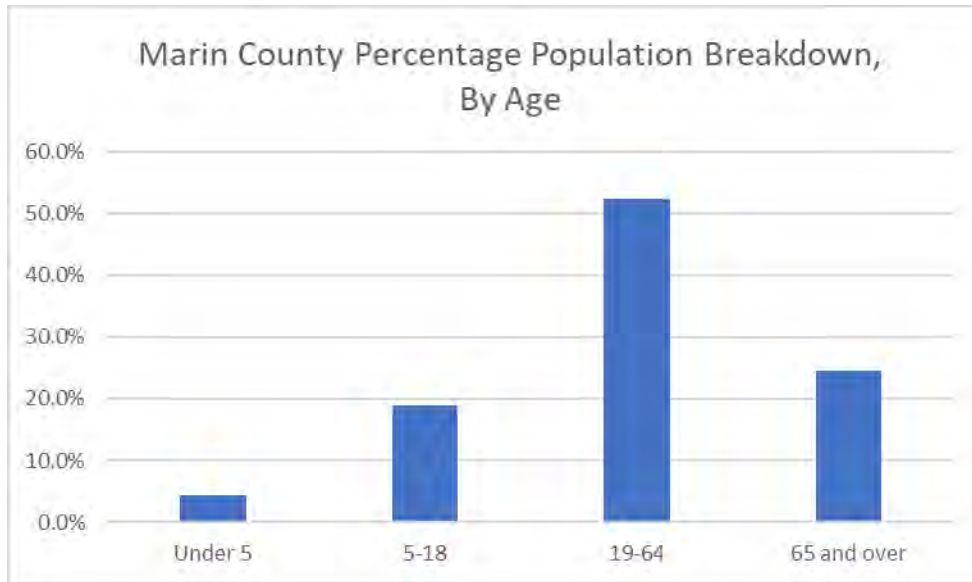
Area	2016	2017	2018	2019	2020	2021	2022	2023	2024
Sonoma County	503,322	502,758	498,849	495,058	491,134	484,674	480,623	478,174	478,152
Cloverdale	8,927	8,988	9,141	9,279	9,213	9,029	8,869	8,787	8,710
Cotati	7,376	7,453	7,739	7,628	7,533	7,512	7,410	7,360	7,303
Healdsburg	11,734	11,757	12,232	12,166	12,089	11,174	10,993	10,914	10,985
Petaluma	61,488	61,657	62,251	62,195	61,873	59,756	58,552	58,321	58,445
Rohnert Park	42,586	42,490	43,178	43,134	43,069	44,287	43,701	43,693	43,821
Santa Rosa	176,937	178,064	177,017	175,183	173,628	177,396	175,351	174,523	174,890
Sebastopol	7,648	7,650	7,795	7,830	7,741	7,477	7,418	7,366	7,295
Sonoma	10,929	11,072	11,423	11,164	11,050	10,755	10,804	10,677	10,532
Windsor	27,445	27,492	28,356	28,596	28,248	26,134	25,836	25,560	25,394
Remainder of County	148,252	146,135	139,717	137,883	136,690	138,631	131,674	130,991	130,777

Source: County/City estimates as of January 1, 2023 and January 1, 2024
 State of California, Department of Finance, Demographic Research Unit

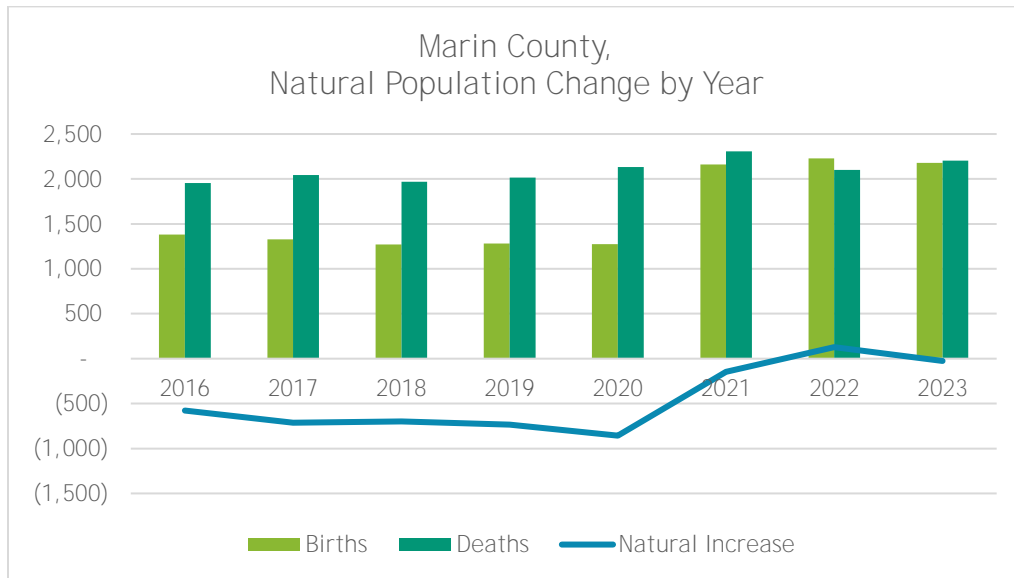
DEMOGRAPHICS OF MARIN AND SONOMA COUNTIES

MARIN COUNTY

The average age in Marin County is 44.1 years with 62.6% of the population having a **bachelor's degree**. The life expectancy is **85.2 years** which is over six years longer than the average American.



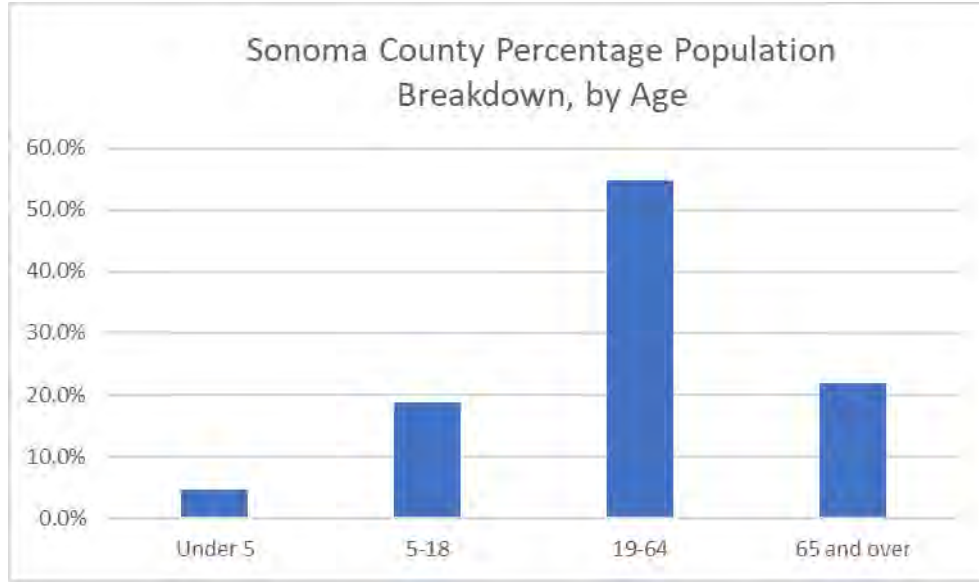
Source: State of California Department of Public Health and State of California Department of Finance, Demographic Research Unit



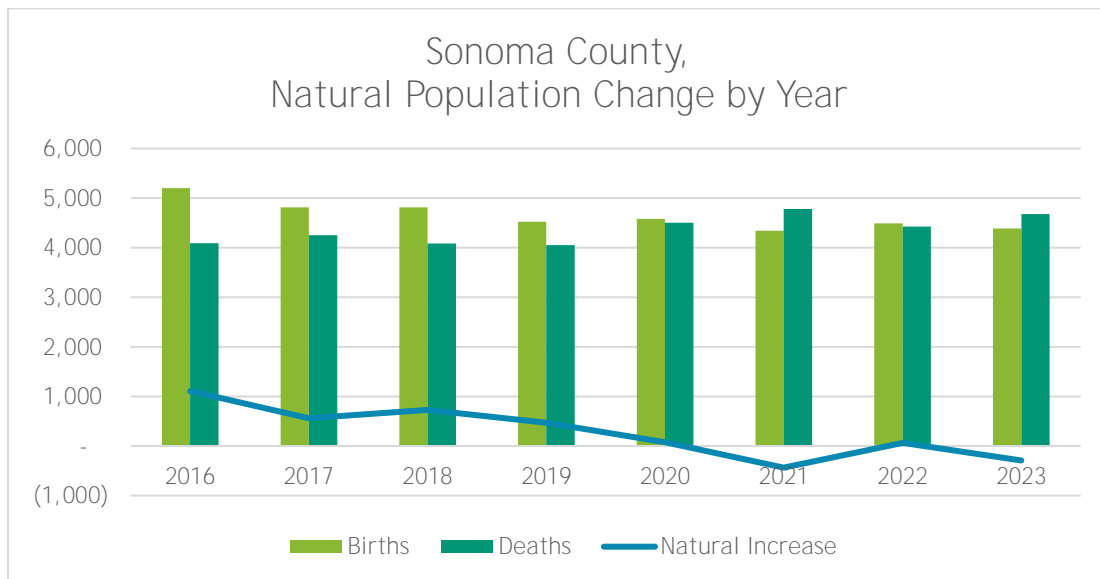
Source: State of California Department of Public Health and State of California Department of Finance, Demographic Research Unit

Sonoma County

The average age in Sonoma County is 42.7 years with 38.3% of the population having a **bachelor's degree**. The life expectancy is **82.2 years** which is **over** four years longer than the average American.



Source: State of California Department of Public Health and State of California Department of Finance, Demographic Research Unit



Source: State of California Department of Public Health and State of California Department of Finance, Demographic Research Unit

APPENDIX E - STATEMENT OF INVESTMENT POLICY

SMART's 2024-2025 Investment Policy

1.0 Policy:

This investment policy is intended to outline the guidelines and practices to be used in effectively managing the SMART District (District's) available cash and investment portfolio. District monies not required for immediate cash requirements will be invested in compliance with the California Government Code Section 53600, et seq. Investment of Surplus.

2.0 Scope:

This policy applies to all the financial assets accounted for in the District's Annual Comprehensive Financial Report and any new fund created by the District, unless specifically exempted. The investment of bond proceeds will be governed by the provisions of relevant bond documents.

3.0 Prudence:

The Board of Directors and Chief Financial Officer shall adhere to the guidance provided by the "prudent investor rule," California Government Code Section 53600.3, which obligates a fiduciary to ensure that "when investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

4.0 Objectives:

In accordance with California Government Code Section 53600.5, and in order of importance, the Chief Financial Officer shall adhere to the following three criteria:

- (a) Safety of Principal – Safety of principal is the foremost objective of the investment program. Investments of the District shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio.
- (b) Liquidity – Investments shall be made whose maturity date is compatible with cash flow requirements and which will permit easy and rapid conversion into cash without substantial loss of value.
- (c) Return on Investment – The District's investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the District's investment risk constraints and the cash flow characteristics of the portfolio.

5.0 Delegation of Authority:

The authority of the Board to purchase or sell securities for the District's portfolio, may be delegated by the Board to the Chief Financial Officer, who shall thereafter assume full responsibility for those transactions until the delegation of authority is revoked. The Chief Financial Officer shall act in accordance with established written procedures and internal controls for the operation of the investment program consistent with this investment policy.

The oversight responsibility for the investment program is hereby delegated to the Chief Financial Officer who shall monitor and review all investments for consistency with this Investment Policy.

The Chief Financial Officer may delegate investment decision making and execution authority to an independent SEC-registered investment advisor. The advisor shall comply with this Policy and such other written instructions as are provided by the Chief Financial Officer.

6.0 Investment Procedures:

The Chief Financial Officer shall establish written operational procedures pertaining to the investment of District funds. These procedures shall be compliant with the parameters and limits set forth by this investment policy. The procedures should regulate actions regarding: safekeeping, repurchase agreements, wire transfer agreements, banking service contracts, and collateral/depository agreements. Such procedures shall include explicit delegation of authority to persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the Chief Financial Officer.

7.0 Ethics and Conflicts of Interest:

Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business to the Chief Financial Officer. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the District.

8.0 Authorized Financial Dealers and Institutions:

For brokers/dealers of government securities and other investments, the Chief Financial Officer shall select only brokers/dealers who are licensed and in good standing with the California Department of Securities, the Securities and Exchange Commission, the National Association of Securities Dealers or other applicable self-regulatory organizations. Before engaging in investment transactions with a broker/dealer, the Chief Financial Officer shall obtain a signed verification form that attests the individual has reviewed the District's Investment Policy, and intends to present only those investment recommendations and transactions to the District that is appropriate under the terms and conditions of the Investment Policy.

If an Investment Advisor is authorized to conduct investment transactions on the District's behalf, the Investment Advisor may use their own list of approved broker/dealers and financial institutions for investment purposes.

9.0 Authorized and Suitable Investments:

The District is governed by the California Government Code, Sections 53600, *et seq.* Within the context of these limitations, the investments listed below are authorized. Those investments not identified are considered to be ineligible.

1. **U.S. Treasury Obligations.** United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the full faith and credit of the United States are pledged for the payment of principal and interest.
2. **U.S. Agency Obligations.** Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
3. **California State and Local Agency Obligations.** Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
4. **Other State Obligations.** Registered treasury notes or bonds of any of the other forty-nine (49) United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other forty-nine (49) United States, in addition to California.
5. **Bankers' Acceptances.** Time drafts or bills of exchange that are drawn on and accepted by a commercial bank and brokered to investors in the secondary market. The maximum maturity of an issue will be one hundred eighty (180) days. Securities eligible for investment under this subdivision shall be rated in the highest letter and number category by nationally recognized statistical-rating organization. The maximum exposure shall be no more than 40% of the portfolio value. However, no more than 30% of the agency's money may be invested in the bankers' acceptances of any one commercial bank pursuant to this section.
6. **Commercial Paper.** Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical-rating organization. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph a or paragraph b:
 - a. The entity meets the following criteria: (i) Is organized and operating in the United States as a general corporation. (ii) Has total assets in excess of five hundred million dollars (\$500,000,000). (iii) Has debt other than commercial paper, if any, that is rated "A" or its equivalent or higher by a nationally recognized statistical-rating organization.
 - b. The entity meets the following criteria: (i) Is organized within the United States as a special purpose corporation, trust, or limited liability company. (ii) Has program wide credit enhancements including, but not limited to, over collateralization, letters of credit, or surety bond. (iii) Has commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical-rating organization.

Eligible commercial paper shall have a maximum maturity of two hundred seventy (270) days or less. The District may invest no more than 25% of its money in eligible commercial paper. The District may purchase no more than 10% of the outstanding commercial paper of any single issuer.

7. **Medium-Term Notes.** Medium-term notes are defined in Government Code Section 53601 as all corporate and depository institution debt securities with a maximum remaining maturity of five (5) years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated "A" or its equivalent or better by a nationally recognized statistical-rating organization. Purchases of medium-term notes shall not include other instruments authorized by section 53601 and may not exceed 30% of the portfolio value. No more than 10% of SMART's total investment assets may be invested in the commercial paper and medium-term notes of any single issuer.
8. **Negotiable Certificates of Deposit.** Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federal credit union, or by a state-licensed branch of a foreign bank. Securities eligible for investment under this subdivision shall be rated in the highest letter and number category by a nationally recognized rating service for short-term ratings (A-1/P1/F-1) and AA or better for longer-term ratings. Purchases of negotiable certificates of deposit may not exceed 30% of the District's aggregate portfolio.
9. **Time Deposits.** The District may invest in non-negotiable time deposits (CDs) that are FDIC insured or fully collateralized in a state or national bank, savings association or federal association, federal or state credit union located in California, including U.S. branches of foreign banks licensed to do business in California. To be eligible to receive local agency deposits, a financial institution must receive a minimum overall "satisfactory rating" for meeting the credit needs of California Communities in its most recent evaluation. CDs are required to be collateralized as specified under Government Code Section 53630 et seq. The District, at its discretion, may waive the collateralization requirements for any portion that is covered by federal deposit insurance. The District shall have a signed agreement with any depository accepting District funds per Government Code Section 53649. No deposits shall be made at any time in CDs issued by a state or federal credit union if a member of the Governing Council or the Finance Director serves on the board of directors or any committee appointed by the board of directors of the credit union. In accordance with Government Code Section 53638, any deposit shall not exceed that total shareholder's equity of any depository bank, nor shall the deposit exceed the total net worth of any institution.
10. **Local Agency Investment Fund (LAIF)** is a pooled investment fund through the State Chief Financial Officer. Deposits for the purpose of investment in the Local Agency Investment Fund of the State Treasury may be made up to the maximum amount permitted by State Treasury policy.
11. **Money Market Funds.** The Chief Financial Officer may invest in shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (Government Code Section 53601(k).)

The following criteria will be used in evaluating companies:

- a. Attain the highest ranking letter and numerical rating provided by not less than two nationally recognized rating services; or
 - b. Have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five (5) years' experience managing money market mutual funds and with assets under management in excess of five hundred million dollars (\$500,000,000).
 - c. The maximum purchase price of shares shall not exceed 20% of the portfolio. However, no more than 10% of the agency's funds may be invested in shares of beneficial interest of any one mutual fund.
12. **Local Government Investment Pools.** Shares of beneficial interest issued by a joint powers authority organized pursuant to Government Code Section 6509.7 that invests in the securities and obligations authorized in subdivisions (a) to (o) of Government Code Section 53601, inclusive. Each share shall represent an equal proportional interest in the underlying pool of securities owned by the joint powers authority. To be eligible under this section, the joint powers authority issuing the shares shall have retained an investment adviser that meets all of the following criteria:
- a. The adviser is registered or exempt from registration with the Securities and Exchange Commission.
 - b. The adviser has not less than five (5) years of experience investing in the securities and obligations authorized in subdivisions (a) to (o) Government Code Section 53601, inclusive.
 - c. The adviser has assets under management in excess of five hundred million dollars (\$500,000,000).

Credit criteria and sectors and issuers percentages for investments listed in this section will be determined at the time the security is purchased. A decline in the overall investment balances that causes the percent to any investment above its maximum policy limit will not be considered out of compliance. The District may from time to time be invested in a security whose rating is downgraded. In the event a rating drops below the minimum allowed rating category for that given investment type, the Chief Financial Officer shall notify the District General Manager and District Council and recommend a plan of action.

10.0 Prohibited Investments:

Under the provisions of California Government Code Sections 53601.6 and 53631.5, the District shall not invest any funds covered by this Investment Policy in inverse floaters, range notes, mortgage-derived, interest-only strips or any investment that may result in a zero interest accrual if held to maturity.

11.0 Collateralization:

Collateralization is required on Certificates of Deposit as per California Government Code section 53601. The collateralization level for certificates of deposit is 100% of market value of principal and accrued interest.

The entity chooses to limit collateral to the following: U.S. Treasuries and Federal Agency Obligations. Collateral will always be held by an independent third party with whom the entity has a current custodial agreement. A clearly marked evidence of ownership (safekeeping receipt) must be supplied to the entity and retained. The right of collateral substitution is granted.

12.0 Safekeeping and Custody:

All securities purchased may be delivered versus payment (“DVP”) basis, and held in safekeeping pursuant to a safekeeping agreement.

13.0 Maximum Maturities:

To the extent possible, the District will attempt to match its investments with anticipated cash flow requirements. For certain instruments, the term of the investment is limited by market convention or as otherwise prescribed herein. No investments may be acquired that exceed five (5) years, unless approved by the Board at least ninety (90) days in advance of the purchase.

14.0 Internal Control:

The Chief Financial Officer shall establish an annual process of independent review by an external auditor. This review will provide internal control by assuring compliance with policies and procedures. The Chief Financial Officer may, at any time, further restrict the securities approved for investment as deemed appropriate.

15.0 Performance Standards:

The investment portfolio will be designed to obtain a market average rate of return during budgetary and economic cycles, taking into account the District’s investment risk constraints and cash flow needs.

16.0 Reporting:

In accordance with Government Code Section 53607, the Chief Financial Officer shall submit an annual report to the Board indicating the types of investment by fund, institution, date of maturity, and amount of deposit, and shall provide the current market value of all securities with a maturity of more than twelve (12) months, rates of interest, and expected yield to maturity.

17.0 Investment Policy Adoption:

The Chief Financial Officer may, at any time, further restrict the securities approved for investment as deemed appropriate.

Additionally, the Chief Financial Officer shall annually send a copy of the current Investment Policy to all approved dealers. Each dealer is required to return a signed statement indicating receipt and understanding of the District’s investment policies.

APPENDIX F: APPROPRIATION CALCULATION

	FY23	FY24	FY25
Beginning Limit	\$ 152,544,355	\$ 163,175,521	\$ 169,517,286
Per Capita Increase in Cost of Living	1.0755	1.0444	1.0362
Population Change	0.9946	0.9947	0.9973
County Used for Population Change	Sonoma	Sonoma	Sonoma
Total	\$ 163,175,521	\$ 169,517,286	\$ 175,179,546

* Per Government Code §7901, special districts located in two or more counties, such as SMART, may choose to use the change in population for the portion of the district which has the highest assessed valuation.

APPENDIX G - ORGANIZATION CHART



ORGANIZATION CHART

