



BOARD OF DIRECTOR MEETING AGENDA

February 21, 2024 - 1:30 PM

Members of the public who wish to attend in person may do so at:
5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

The SMART Board of Directors will facilitate using a dual format with listening and participation available through Zoom and in-person. SMART provides several remote methods for viewing the SMART Board Meetings and providing Public Comment.

HOW TO WATCH THE LIVE MEETING USING THE ZOOM

<https://sonomamarintrain-org.zoom.us/j/88227285065?pwd=SWQ4eDBMcTIHZUgvVndiYlhHTzJPUT09>
Webinar ID: 882 2728 5065; Passcode: 019592

TELECONFERENCE

Members of the public wishing to participate via teleconference can do so by dialing in the following number the day of the meeting: (669) 900-9128; Access Code: 882 2728 5065; Passcode: 019592.

WATCH THE BOARD MEETING VIA LIVESTREAM

You are able to view live broadcasts of Board meetings online here: <https://www.sonomamarintrain.org/meetings> To view the meeting, select "View Event" at the time of the meeting.

HOW TO PROVIDE COMMENTS ON AGENDA ITEMS

Prior To Meeting: Technology limitations may limit the ability to receive verbal public comments during the meeting. If you wish to make a comment you are strongly encouraged to please submit your comment to Board@SonomaMarinTrain.org by 5:00 PM on Tuesday, February 20, 2024.

During the Meeting: The SMART Board Chair will open the floor for public comment during the Public Comment period on the agenda. Please check and test your computer settings so that your audio speaker and microphones are functioning. Speakers are asked to limit their comments to two (2) minutes. The amount of time allocated for comments during the meeting may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda.



BOARD OF DIRECTOR MEETING AGENDA February 21, 2024

Members of the public who wish to attend in person may do so at:

5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

1. Call to Order
2. Approval of the January 17, 2024 Board Meeting Minutes
3. Board Member Announcements
4. General Manager's Report
5. Public Comment on Non-Agenda Items

Consent Calendar

- 6a. Accept Monthly Ridership Report – January 2024
- 6b. Approve Monthly Financial Report – December 2023
- 6c. Authorize the General Manager to Execute Amendment No. 2 to Contract No. OP-SV-20-007 with Nick Barbieri Trucking, LLC DBA Redwood Coast Fuels - North Bay Petroleum for Ongoing Fuel Delivery Services for \$1,800,000 for a total not-to-exceed contract amount of \$5,965,000

Regular Calendar

7. Update on the San Rafael Transit Center Relocation Project – *Presented by Chief Engineer, Bill Gamlen*
8. Adopt a Resolution to Amending Resolution No. 2023-23, the Fiscal Year 2024 Adopted Budget, reducing the spending authority by \$14,164,629 from \$134,913,965 to \$120,749,336- *Presented by Chief Financial Officer, Heather McKillop*

Closed Session

9. Conference with Legal Counsel regarding existing litigation pursuant to California Government Code Section 54956.9(a); Number of cases: (3)
 - 1) James Duncan v. Sonoma-Marín Area Rail Transit; City of Santa Rosa, Real Party in Interest; County of Sonoma, Real Party in Interest; Sonoma County Superior Court Case No. SCV-266092; First Dist. Court of Appeal Case No. A165783
 - 2) James Duncan v. SMART; CPUC No. C.21-06-011
 - 3) Application of City of Santa Rosa for a Crossing at Jennings Avenue; CPUC No. A.15-05-014

10. Report Out Closed Session
11. Next Regular Meeting Board of Directors, March 20, 2024 – 1:30 PM – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
12. Adjournment

DISABLED ACCOMODATIONS: Upon request, SMART will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, service, or alternative format requested at least two (2) days before the meeting. Requests should be emailed to *Leticia Rosas, Clerk of the Board* at lrosas@sonomamarintrain.org or submitted by phone at (707) 794-3072. Requests made by mail SMART's, 5401 Old Redwood Highway, Suite 200, Petaluma, CA 94954 must be received at least two days before the meeting. Requests will be granted whenever possible and resolved in favor of accessibility.



BOARD OF DIRECTORS REGULAR MEETING MINUTES

January 17, 2024 – 1:30 PM
5401 Old Redwood Highway, 1st Floor
Petaluma, CA 94954

1. Call to Order

Chair Lucan called the meeting to order at 1:30pm. Directors Bagby, Colin, Farac, Fudge, Garbarino, Pahre, Rabbitt, and Sackett were present; Directors Paulson and Rogers were absent; Director Coursey arrived later.

2. Approval of the December 20, 2023 Board Meeting

Director Coursey arrived 1:33pm

MOTION: Director Farac moved approval of the December 20, 2023 Board Meeting Minutes as presented. Director Rabbitt second. The motion carried 10-0 (Directors Paulson and Rogers were absent).

3. Board Members Announcements

Director Coursey stated that the Sonoma County Bicycle Coalition hosted a bicycle tour of the Guerneville Road to Downtown Petaluma Pathway segment. Approximately 25 individuals including General Manager Cumins and staff joined the 20-mile tour.

4. General Manager's Report

General Manager Cumins provided an overview on the following:

- Contracts/Procurements over \$100k
- Citizens Oversight Committee (COC) Vacancy
- Pathway Litigation
- Ridership
- Pathway Counts
- Windsor Extension Construction
- Clipper START
- Coordination and Regional Planning
- 2024 Strategic Plan

- FeBREWary Promotion
- Questions

Contracts/Procurements over \$100k

Ghilotti Bros., Inc. Change Order No. 3 was executed for the construction of the McInnis to Smith Ranch Road Non-Motorized Pathway construction project for the installation of additional LED enhanced signage at the San Rafael Airport crossing. The Change Order increases the contract by \$16,642 for a new total contract not-to-exceed amount of \$3,557,774.32.

Balfour Beatty Infrastructure, Inc Contract Agreement was executed for track surfacing, alignment, and ballast restoration at various locations along SMART's mainline to maintain ride quality and to ensure compliance with Federal Railroad Administration track geometry tolerances. This contract agreement has a not-to-exceed amount of \$189,407.75.

Citizens Oversight Committee (COC) Vacancies

The Initial COC appointments utilized staggered terms of 1,2, and 3 years, three COC appointments expire May 31, 2024. Staff will advertise vacant positions through February 29, 2024. Staff will be requesting the Board to establish an Ad Hoc Committee to review applicants and recommend appointments and present to the Board in April 2024. The Sonoma and Marin nominating organizations may include:

- Local financial, business, or taxpayer organizations
- Environmental, voting, and transit advocacy groups
- Major employers
- Organizations representing seniors, veterans, and persons with disabilities
- Advocacy groups representing bicyclists, pedestrians, and passengers
- School districts and colleges (parents and educators)
- Disadvantaged communities, minority groups, and civil rights organizations

Pathway Litigation

The Pathway litigation has been successfully resolved. The lawsuit initially has 130 plaintiffs and the court dismissed approximately 100 claims. The insurance carrier determined it was cost effective to resolve the matter before trial. SMART funds were not used to settle the lawsuit. SMART will continue to assert if it is authorized and appropriate to continue to build pathways connecting our stations along the SMART rail corridor.

Ridership

- Set all-time monthly ridership records 7 of 12 months in 2023
- Calendar year ridership was 4.5% higher than calendar year 2019.
- December ridership 66,684; 40% over December 2022 and 15% over December 2019 (Pre-COVID)
- December average weekend boarding up 74% over fiscal year 2019 (pre-COVID)
- December Average Weekday ridership: 2,641; 36% higher than December 2022
- January Avg Weekday ridership to date: 2,622; 39% higher than January 2023
- SMART served 65,445 riders in November 2023; 5th highest in Marin/Sonoma

- SMART carried over 1.4 million passenger-miles in November 2023; 23% of total and 2nd highest in Marin/Sonoma

Pathway Counts

September 2022 to December 2023: 46,143 Bicyclist and Pedestrians – 18% more than prior year.

Windsor Extension Construction

- Setting pre-cast concrete bridge decks for the railroad bridges
- This is the first of four creek crossings
- The contractor is setting bridge decks through the month of January

Clipper START

- To support the MTC’s renewal of the Clipper START program, SMART posted Clipper START Ads on our platforms
- Clipper START offers a 50% discount on single ride tickets for low-income adults
- SMART continues to promote the program and has seen modest growth in participation
- Over 10,000 START boardings since the program began

Santa Rosa CityBus Coordination

SMART staff meets regularly with Santa Rosa CityBus to improve coordination. It has been identified the need for a new westbound stop at the Santa Rosa North SMART station. The stop was installed by CityBus in December, which offers a better connection from Coddington to Southwest Santa Rosa. It’s served by CityBus Route 15 hourly and has received AHSC funding to increase frequencies.

Regional Planning Projects

SMART staff is involved in coordination efforts at the local and regional level, including: MTC Plan Bay Area 2050+; MTC TRANSFER Plan; MTC Regional Mapping and Wayfinding Project; Marin-Sonoma Coordinated Transit Service Analysis; TAM’s Marin County Transportation Plan; Santa Rosa General Plan Update; and City of Cotati’s Santero Way Specific Plan Update

2024 Strategic Plan

SMART’s Strategic Plan Workshops will kick off on January 31st on Zoom, with an interactive SWOT Analysis (Strengths, Weaknesses, Opportunities and Threats) and a fresh look at our Strategic Objectives. The Workshop Schedule is as follows:

- January 31 SWOT Analysis
- February 7 Ridership
- February 28 Pathways
- March 14 Extensions
- March 27 Freight

FeBREWary 2024

Santa Rosa offering Beer Passport with activities/prizes for participants.

- Brewers in Santa Rosa will offer free shuttle service on Saturdays in February to select breweries. Shuttle will serve SMART’s Santa Rosa Downtown station.

Several brewers in San Rafael and Novato hosting FeBREWary themed events. This year, visitors will be able to catch the SMART Connect shuttle at the Sonoma County Airport station to visit breweries near Windsor.

Comments

Chair Lucan thanked SMART's District Counsel, Tom Lyons, and Jessica Sutherland, Assistant Counsel for all work on the pathway litigation.

Director Fudge suggested posting pictures of the Windsor Extension progress on social media. Director Pahre thanked staff for the "On Track Newsletter" which is very informative.

5. Public Comment on Non-Agenda Items

Johanna James stated that she has been resident near Jennings Avenue crossing for over 45 years. She is asking for support to build the Jennings at-grade and pedestrian crossing. The crossing was used for over 100 years prior to its closing in 2015. The new detour is a longer travel for pedestrians and she is concerned for the safety of bicyclist. She urged the Board to take action on building the Jennings Avenue Crossing.

Warren Wells congratulated SMART staff for resolving the pathway litigation. He said it is encouraging to see the pathway counts rising year after year. He stated that Jennings Avenue is a crucial crossing and supports building the crossing.

Eris Weaver thanked Director Coursey, SMART staff who attended the bicycle tour on Friday, January 12, 2024. Mr. Wells has organized two (2) bicycle tours in Marin County and two (2) in Sonoma County. She supports the re-opening of Jennings Avenue crossing.

6. Consent

- a. Accept Monthly Ridership Report – December 2023
- b. Approve Monthly Financial Report – November 2023

Chair Lucan asked for Board and public comments on the proposed Consent Agenda.

MOTION: Director Garbarino moved approval of Consent Agenda as presented. Director Rabbitt second. The motion carried 10-0 (Directors Paulson and Rogers were absent).

7. Adopt a Resolution to Amend the Fiscal Year 2023 Adopted Budget, to add funds for marketing activities for the remainder of Fiscal Year 2024 in the amount of \$301,800 – *Presented by Chief Financial Officer, Heather McKillop*

Chief Financial Officer, Heather McKillop, stated that the item before you today is approval to amend the 2024 Adopted Budget for an amount of \$301,800. At the October 18, 2023 Board meeting a presentation was provided regarding the marketing activities. Three marketing activities which require additional funding are: Direct mail (\$175,000); Video production (\$50,000) and Paid advertising (\$76,800). These activities total \$301,800 and will be spent by end of fiscal year.

MOTION: Director Sackett moved to Adopt a Resolution to Amend the Fiscal Year 2023 Adopted Budget, to add funds for marketing activities for the remainder of Fiscal Year 2024 in the amount of \$301,800 as presented. Director Pahre second. The motion carried 10-0 (Directors Paulson and Rogers absent).

8. Class and Compensation Study Recommendations – *Presented by Chief Financial Officer, Heather McKillop and Human Resources Manager, Lisa Hansley*

Human Resources Manager, Lisa Hansley, provided a brief overview presentation which is located on SMART’s website. Highlights include:

Class And Compensation Study Recommendations

- In Fall of 2022 an RFP for a classification and compensation study and Koff and Associates was selected
- The District’s last class and comp study was completed in 2016, also by Koff and Associates
- The project consisted of two studies, a classification, and a compensation study
- Final reports and recommendations were received from the consultant in August of 2023
- Classification Study
 - Reviewed 56 unrepresented job classifications and included a multi-step process
- Classification Study Recommendations
 - Title Changes –17 of the 56 classifications studied.
 - Reclassification – 4 positions
- Classification Study Implementation
 - Implementing 16 title changes, except for reclassification in February 2024
 - Implementing 4 reclassifications in Fiscal Year 2024-25 Budget (July 2024)
- Compensation Study
 - 33 classifications were selected as benchmark positions.
 - 12 comparator agencies were selected
 - Data gathered included base salary, retirement, deferred comp, insurance benefits, leaves, etc
 - A classification falling within 5% of the median is considered to be competitive.
- Compensation Study Findings
 - SMART’s base salaries in comparison to market median are 0.6% above the market (effectively at market).
 - SMART’s total compensation in comparison to market median is 1.3% above market (effectively at market).
 - SMART’s benefit package, which reflects a 0.9% “gain” in the labor market, neither provides an advantage or indicates a lag in benefits when compared to the market
- Current Compensation Structure
 - Salary ranges with 5 steps of 5% each.
 - Eligible for annual step increase on anniversary date until reach top step
 - Once at top of range, receive cost-of-living adjustment (COLA) only, if approved in the budget
- Compensation Recommendations
 - Adopt new structure - with minimum and maximum 25% wages but no steps

- Staff eligible for 5% annual increase at start of fiscal year until top of range
- Staff at top of range receive COLA if approved in the budget
- Freeze salaries for 11 positions found to be above market until the market catches up – Non-base building COLA if approved in the budget
- Benefits of Recommendations
 - Allows for flexibility in hiring
 - Controls salary growth and costs
 - Wider ranges allow for longer wage progression before staff hit top of range and “max out”.
 - Keeps competitive with market dependent on yearly COLA
- Compensation Implementation
 - Fiscal year 2024-25 Budget – New wage structure and pay ranges
- Questions

Comments

Director Garbarino asked if Koff and Associates is familiar with transit agencies. Ms. Hansley responded that Koff and Associates specializes in public sector but have worked with various transit agencies.

Director Coursey asked if the Compensations and Classification study is only for unrepresented employees. Ms. Hansley responded yes.

Director Pahre asked if the impacted employees been informed of what will happen to them. Ms. Hansley responded that General Manager Cumins and Chief Financial Officer have been conducting staff group meetings to informed them about the results of the study recommendation. The employees who were reclassified were spoken to individually.

Chief Financial Officer McKillop stated that these are recommendations. Next month will bring title changes and then you will see as part of the budget the rest of the implementation with the new ranges, the freezing positions, and the reclassification of positions. No decisions must be made today, but if you do have any feedback for us, we would appreciate that so we could make any adjustments as we move forward.

9. Adopt a Resolution Authorizing the General Manager to execute Agreement No. CV-PS-23-002 with Construction Testing Services Inc. for as-needed construction material testing services to support construction activities for the next five years in an amount not to exceed \$1,600,000 over a 5-year period - *Presented by Chief Engineer, Bill Gamlen*

Chief Engineer, Bill Gamlen stated that the item before the board today is to approve a contract with Construction Testing Services for construction material testing services in an amount of \$1,600,000 for the next five years.

This contract will support SMART’s multiple active construction including pathways, stations, grade crossing reconstruction and railway extensions. A Request for Proposal was issued on September 22, 2023. SMART received five proposals and all five were reviewed by an evaluation committee. The evaluation committee determined that Construction Testing

Services to be the most qualified. Staff recommends approving Resolution No. 2024-02 authorizing the General Manager to execute Construction Testing Services contract.

MOTION: Director Rabbitt moved to Adopt a Resolution Authorizing the General Manager to execute Agreement No. CV-PS-23-002 with Construction Testing Services Inc. for as-needed construction material testing services to support construction activities for the next five years in an amount not to exceed \$1,600,000 over a 5-year period as presented. Director Garbarino second. The motion carried 10-0 (Directors Paulson and Rogers absent).

10. Next Regular Meeting Board of Directors, February 21, 2024– 1:30 PM – 5401 Old Redwood Highway, 1st Floor, Petaluma, CA 94954
11. Adjournment – Meeting adjourned at 2:08pm

Respectfully submitted,

Leticia Rosas
Clerk of the Board

Approved on: _____



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/Transportation District

Barbara Pahre
Golden Gate Bridge,
Highway/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

Eddy Cumins
General Manager

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www.SonomaMarinTrain.org

February 21, 2024

Sonoma-Marín Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

SUBJECT: Monthly Ridership Report

Dear Board Members:

RECOMMENDATIONS: Accept Monthly Ridership Report – January 2024

SUMMARY:

We are presenting the monthly ridership report for activity for the month of January 2024. This report shows trends in ridership for SMART by tracking Totals, Average Weekday riders, and Average Saturday riders, Average Sunday/Holiday riders, as well as bicycles and mobility devices.

With the transition to the Automatic Passenger Counter (APC) in October 2022, SMART has a highly accurate method of tracking boardings and alightings at stations that does not depend on manual counts by the conductors. The APC system has been tested and validated at a 99% accuracy level, and has been certified for passenger count use by the Federal Transit Administration (FTA). Both APC-based ridership and fare-based collection rider counts are shown in the attached report to give a full picture of ridership. APC-based ridership captures all riders, including riders with passes who neglect to tag on or off, riders who fail to activate their mobile app tickets, as well as categories of riders such as children under five years old.

This report compares the most recent month to the same month during the prior year, as is standard industry practice for tracking trends over time. These reports also note relevant details associated with fare program discount usage and trends in riders bringing bicycles onboard as well as riders who use mobility devices.

SMART's ridership data through January 2024 is posted on the SMART website (<https://sonomamarintrain.org/RidershipReports>).

FISCAL IMPACT: None

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Respectfully,
/s/
Emily Betts
Principal Planner

Attachment(s): Monthly Ridership Report – January 2024

JANUARY 2024 SMART RIDERSHIP REPORT

January 2024 ridership remained strong, with average weekday ridership at 2,589, down 2% from December. Average Saturday and Sunday ridership decreased by 38% and increased by 1%, respectively, from the previous month. As in past years, rainy weather and the holidays had a noticeable impact on ridership, particularly on the weekends. Total monthly ridership was 65,990, a 43% increase over last January, and 9% decrease from January 2020 (pre-COVID). January 2020 saw exceptionally high ridership due to the opening of the Larkspur extension and uncharacteristically good weather.

As a reminder, SMART modified services in March 2020 due to the COVID-19 pandemic, with weekend service annulled and weekday service reduced to 16 trips. In May 2021, SMART added back 10 weekday trips. Saturday service was restored in May 2021, and Sunday service in May 2022. In June 2022, SMART added 10 additional weekday trips, and in October 2022, SMART added 2 additional midday trips, for the current schedule of 38 trips per weekday. In May 2023, SMART added two evening trips on Friday and Saturday, known as the Starlighter. On October 2nd, SMART suspended the Starlighter service but increased weekend service, running 16 trips total on both Saturday and Sunday.

The tables below present data for January 2023 and 2024 year-over-year, and the Fiscal Year to date (July-December). Ridership for the fiscal year to date is up 38% over the same time period for FY23.

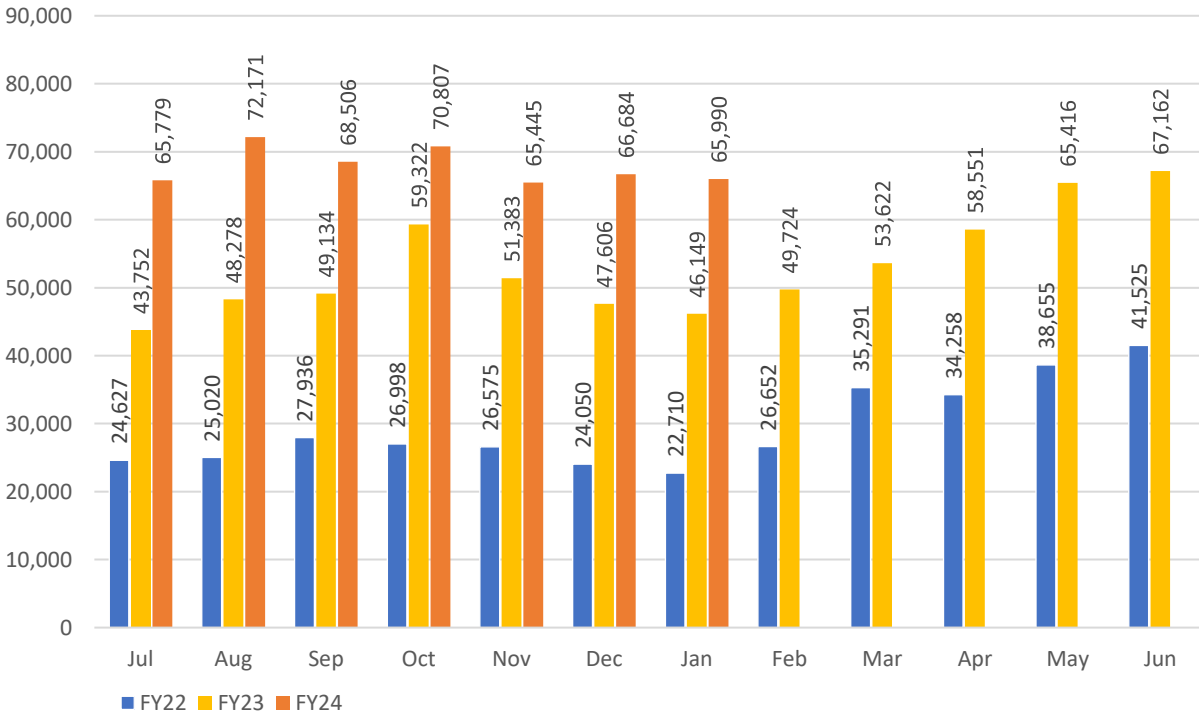
MONTHLY TOTALS YEAR-OVER-YEAR	JAN 2023	JAN 2024	% Change
Ridership	46,149	65,990	43%
Fare Payments (Clipper + App Only)	36,729	51,717	41%
Average Weekday Ridership	1,883	2,589	38%
Average Saturday Ridership	786	1,148	46%
Average Sunday Ridership	692	1,109	60%
Bicycles	5,575	7,749	39%
Mobility Devices	94	93	-1%

FISCAL YEAR (Jul - Jan)	Fiscal Year 2023	Fiscal Year 2024	% Change
Ridership	345,624	475,382	38%
Fare Payments (Clipper + App Only)	290,211	369,513	27%
Average Weekday Ridership	1,966	2,675	36%
Average Saturday Ridership	965	1,392	44%
Average Sunday Ridership	787	1,147	46%
Bicycles	53,020	66,248	25%
Mobility Devices	1,085	1,042	-4%

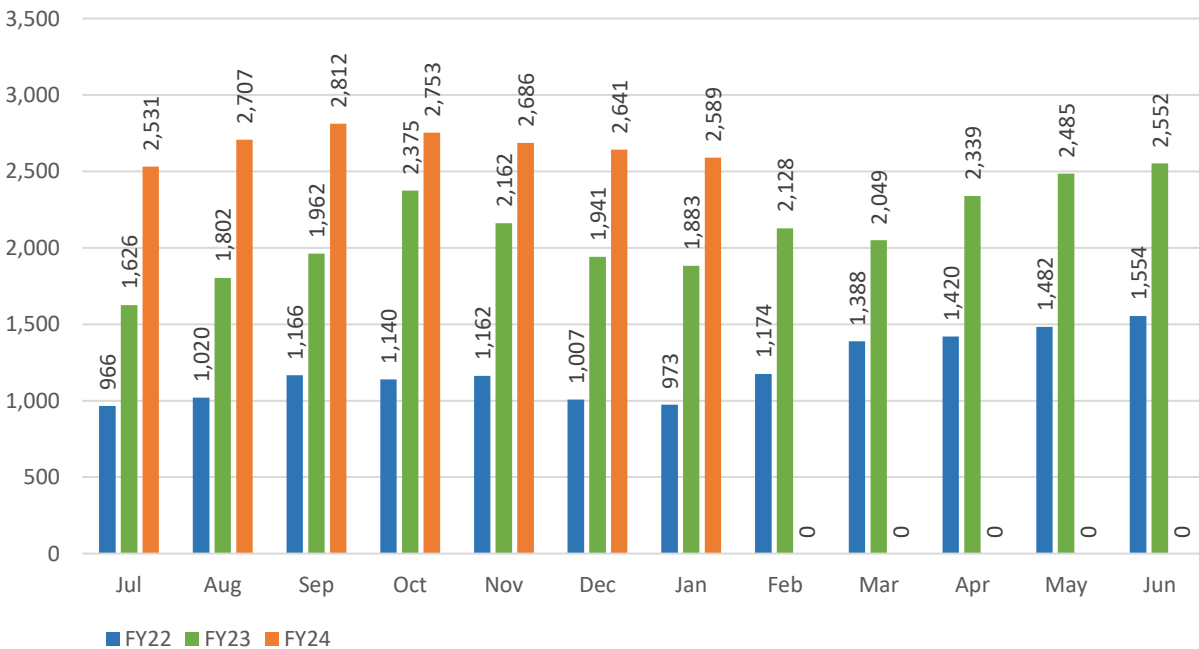
JANUARY 2024 SMART RIDERSHIP REPORT

The following charts compare the average weekday ridership, average weekend ridership, boardings by day of week, and monthly totals for FY22-FY24.

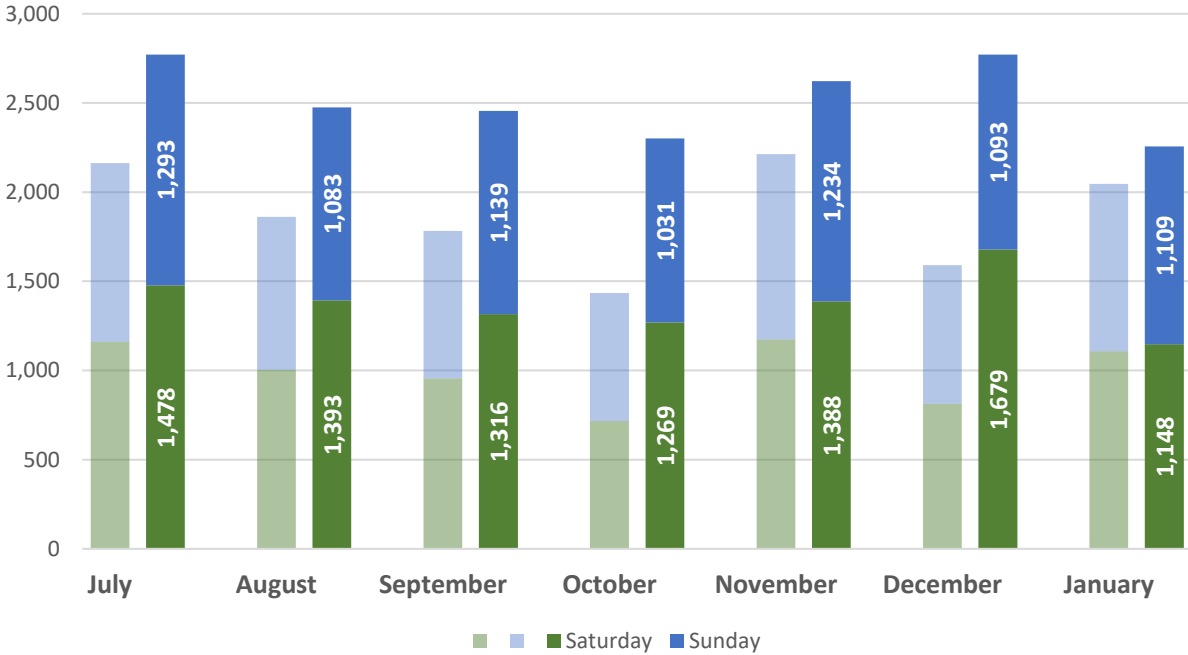
SMART Monthly Ridership (FY22 - FY24)



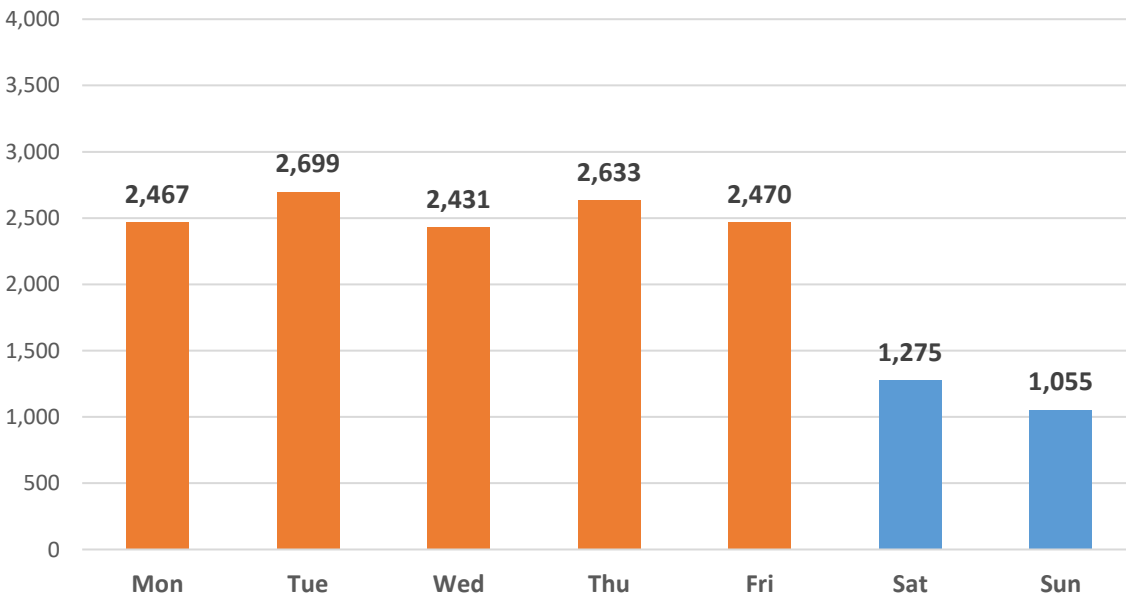
Average Weekday Ridership (FY22 - FY24)



Average Weekend Boardings (FY19 v FY24)



Average Boardings by Day of Week (previous 4 weeks)





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Marin County Board of Supervisors

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February 21, 2024

Sonoma-Marín Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

SUBJECT: Monthly Financial Status

Dear Board Members:

RECOMMENDATION: Approve Monthly Financial Reports

SUMMARY:

We have provided budgeted revenues and actual expenditures for both passenger rail and freight in separate charts in the attached document. The actual column reflects revenues and expenditures for the first half (6) months of Fiscal Year 2024 (July – December). In addition, for passenger rail, we have shown more detail regarding sales tax and fare revenues to show current and comparative information over the last five years.

Information on the approved budget, actual expenditures, and remaining budget have been provided. Please keep in mind that expenditures do not always occur on a straight-line basis, many large expenditures such as debt service only occur on specific intervals.

We have also included information regarding SMART's investment policy, where our funds are being held, and how much is currently being held. In addition, we have shown the current obligations, reserves, and fund balance requirements for FY 2024.

Sincerely,

/s/

Heather McKillop
Chief Financial Officer

Attachment(s):

- 1) Monthly Financial Status Report
- 2) Contract Summary Report



**MONTHLY FINANCIAL STATUS
DECEMBER 2023**

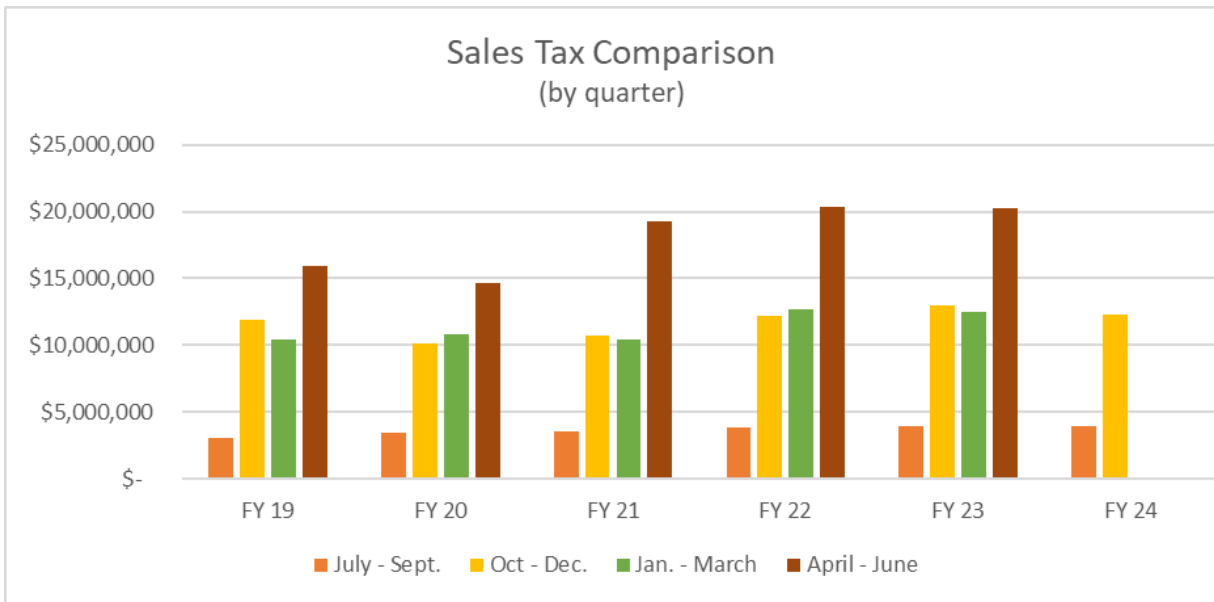
PASSENGER REVENUES

	FY 2023-24 Approved Budget	Actual	Amount Over / (Under) Budget
Revenues			
Passenger Rail			
Sales/Use Taxes	\$ 51,103,000	\$ 16,278,810	\$ (34,824,190)
Interest and Lease Earnings	\$ 1,121,647	\$ 1,023,182	\$ (98,465)
Miscellaneous Revenue	\$ 5,659	\$ 302,696	\$ 297,037
Passenger Fares	\$ 1,803,384	\$ 1,134,133	\$ (669,251)
Parking Fares	\$ 15,000	\$ 5,814	\$ (9,186)
State Grants	\$ 53,060,115	\$ 47,816	\$ (53,012,299)
Charges For Services	\$ 75,637	\$ 62,454	\$ (13,183)
Federal Funds (Non-COVID Relief)	\$ 7,984,543		\$ (7,984,543)
Other Governments	\$ 5,014,821	\$ -	\$ (5,014,821)
Passenger Rail Subtotal	\$ 120,183,806	\$ 18,854,905	\$ (101,328,901)

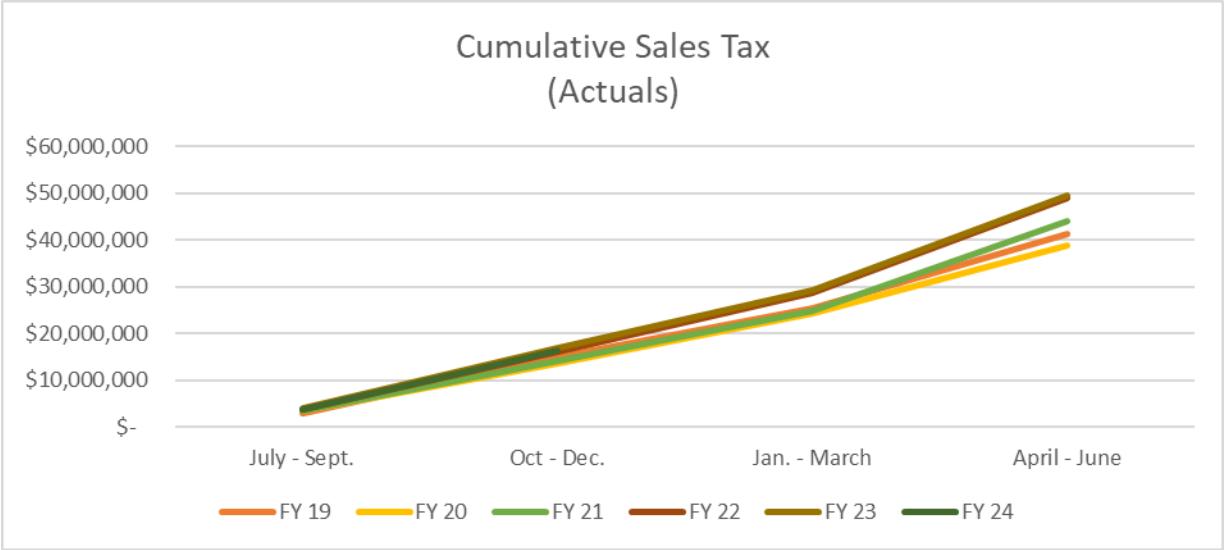
**Measure Q Sales Tax
Fiscal Year (FY) 2023/2024**

Time Period	July - Sept.	Oct - Dec.	Jan. - March	April - June
Forecasted FY Sales Tax	\$ 3,900,000	\$ 13,000,000	\$ 13,500,000	\$ 20,703,000
Actual	\$ 3,942,911	\$ 12,335,899		
Difference	\$ 42,911	\$ (664,101)	\$ (13,500,000)	\$ (20,703,000)

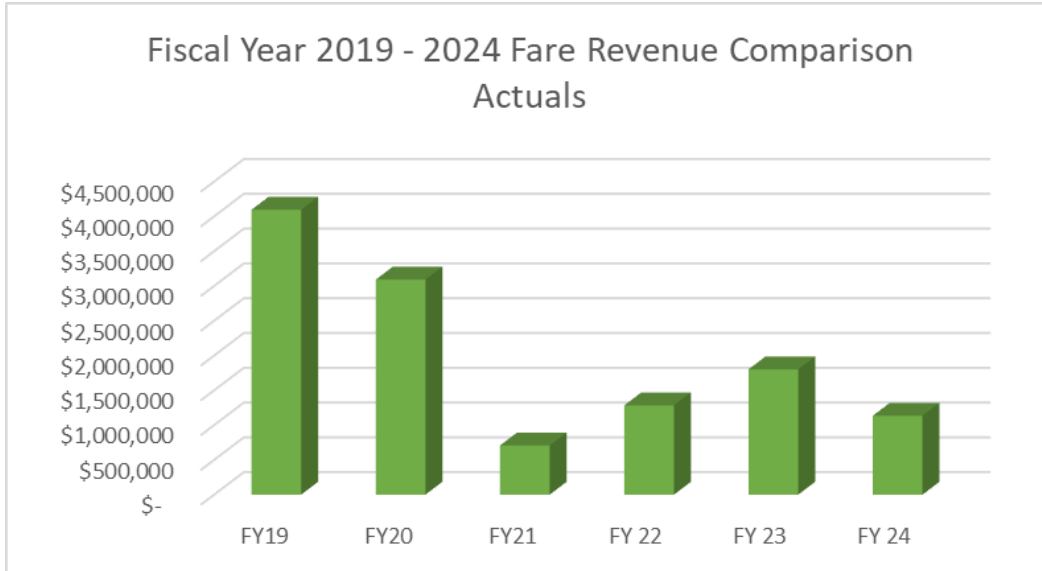
**Fiscal Year 2019-2024 Net Sales Tax Comparison
(by Quarter)**



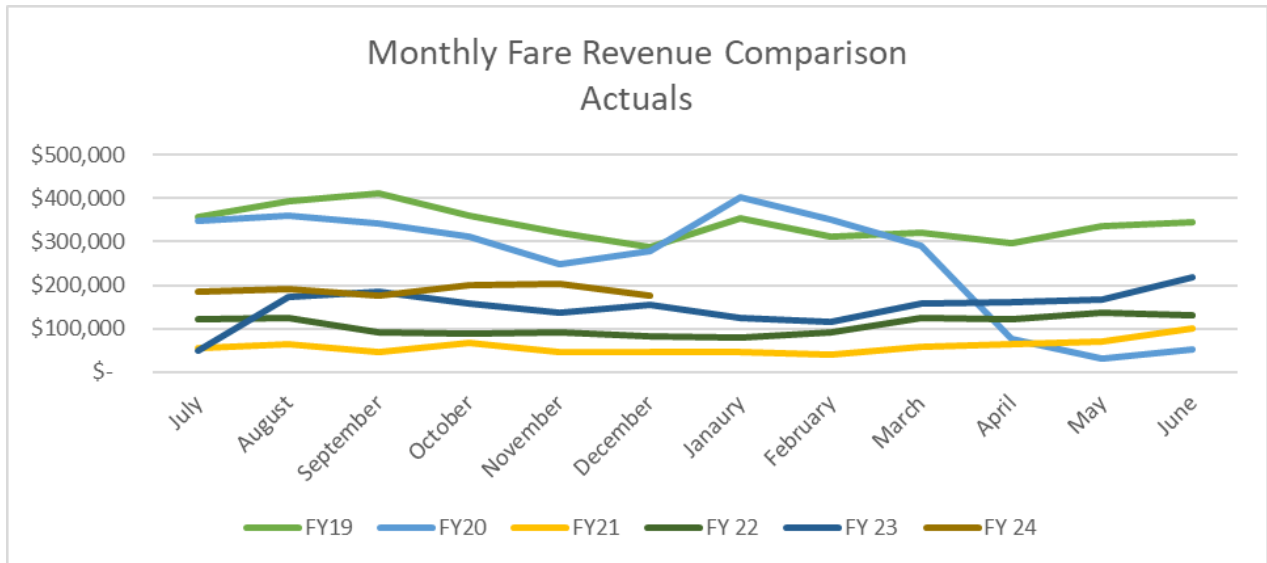
Fiscal Year 2019-2024 Cumulative Sales Tax Comparison



Fiscal Year 2019-2024 Fare Revenue Comparison



Fiscal Year 2019-2024 Monthly Fare Revenue Comparison



PASSENGER EXPENDITURES

	FY 2023-24 Approved Budget	Actual	Amount Over / (Under) Budget
Passenger Expenditures			
Administration			
Salaries & Benefits	\$ 6,560,493	\$ 2,927,942	\$ (3,632,551)
Services & Supplies	\$ 12,347,727	\$ 3,479,131	\$ (8,868,596)
Administration Subtotal	\$ 18,908,220	\$ 6,407,073	\$ (12,501,147)
Operations			
Salaries & Benefits	\$ 18,782,237	\$ 8,543,574	\$ (10,238,663)
Services & Supplies	\$ 6,994,561	\$ 2,202,900	\$ (4,791,661)
Operations Subtotal	\$ 25,776,798	\$ 10,746,474	\$ (15,030,324)
Capital			
Salaries & Benefits	\$ 366,966	\$ 366,391	\$ (575)
Services & Supplies	\$ 10,027,004	\$ 715,254	\$ (9,311,750)
Capital Subtotal	\$ 10,393,970	\$ 1,081,645	\$ (9,312,325)
Total Passenger Expenditures	\$ 55,078,988	\$ 18,235,192	\$ (36,843,796)

Passenger (Capitalized) Expenditures			
Buildings & Capital Improvements	\$ 48,694,555	\$ 4,216,330	\$ (44,478,225)
Land	\$ -	\$ -	\$ -
Machinery & Equipment	\$ 4,316,688	\$ 728,188	\$ (3,588,500)
Infrastructure	\$ 7,380,325	\$ 165,671	\$ (7,214,654)
Total Passenger (Capitalized) Expenditures	\$ 60,391,568	\$ 5,110,189	\$ (55,281,379)

Passenger Expenditures + Capitalized	\$ 115,470,556	\$ 23,345,381	\$ (92,125,175)
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FREIGHT REVENUES

	FY 2023-24 Approved Budget	Actual	Amount Over / (Under) Budget
Revenues			
Freight			
Sales/Use Taxes	\$ -		\$ -
Interest and Lease Earnings	\$ 415,000	\$ 100,294	\$ (314,706)
Miscellaneous Revenue	\$ 239,150	\$ 251,410	\$ 12,260
Freight Traffic	\$ 1,004,800	\$ 334,449	\$ (670,351)
Parking Fares	\$ -		\$ -
State Grants	\$ 740,000		\$ (740,000)
Charges For Services	\$ -		\$ -
Federal Funds (Non-COVID Relief)	\$ -		\$ -
Other Governments	\$ -	\$ -	\$ -
Freight Subtotal	\$ 2,398,950	\$ 686,153	\$ (1,712,797)

FREIGHT EXPENDITURES

	FY 2023-24 Approved Budget	Actual	Amount Over / (Under) Budget
Freight Expenditures			
Administration			
Salaries & Benefits	\$ -	\$ -	\$ -
Services & Supplies	\$ -	\$ -	\$ -
Administration Subtotal	\$ -	\$ -	\$ -
Operations			
Salaries & Benefits	\$ 1,084,970	\$ 405,869	\$ (679,101)
Services & Supplies	\$ 948,734	\$ 321,236	\$ (627,498)
Operations Subtotal	\$ 2,033,704	\$ 727,105	\$ (1,306,599)
Capital			
Salaries & Benefits	\$ -	\$ -	\$ -
Services & Supplies	\$ 1,200,696	\$ 641,019	\$ (559,677)
Capital Subtotal	\$ 1,200,696	\$ 641,019	\$ (559,677)
Total Freight Expenditures	\$ 3,234,400	\$ 1,368,124	\$ (1,866,276)

Freight (Capitalized) Expenditures			
Buildings & Capital Improvements	\$ -	\$ -	\$ -
Land	\$ -	\$ -	\$ -
Machinery & Equipment	\$ -	\$ -	\$ -
Infrastructure	\$ -	\$ -	\$ -
Total Freight (Capitalized) Expenditures	\$ -	\$ -	\$ -

Freight Expenditures + Capitalized	\$ 3,234,400	\$ 1,368,124	\$ (1,866,276)
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CAPITAL PROJECTS

Capital Project Report	Dec-23				
	Total Project Budget	Expended in Prior Fiscal Years	Budgeted in FY24	Remaining to be Budgeted in Future Years	Project Status
PASSENGER RAIL PROJECTS					
Windsor Extension	\$ 70,000,000	\$ 24,256,464	\$ 27,256,464	\$ 18,487,072	Construction resumed as of December 2023.
Windsor to Healdsburg Extension	\$ 160,400,000	\$ -	\$ 5,000,000	\$ 155,400,000	Preliminary work is planned to start in 2024.
Sonoma County Pathway Connector Project Design: Petaluma to Penngrove & Rohnert Park to Santa Rosa	\$ 4,871,770	\$ 3,179,720	\$ 1,692,050	\$ -	These pathway segments have been combined with the construction of the Petaluma North Station.
Marin & Sonoma Pathway Design & Permitting	\$ 10,660,900	\$ 3,388,763	\$ 6,423,957	\$ 848,180	Conducting engineering design to prepare for construction and pursuing environmental permits.
McInnis Pkwy. at Bridgewater Dr. to Smith Ranch Rd. Construction	\$ 4,658,878	\$ -	\$ 4,658,878	\$ -	Under construction.
Joe Rodota to 3rd St. Design and Construction	\$ 450,779	\$ 45,688	\$ 404,991	\$ -	In design - Construction will depend on grant execution.
Hannah Ranch Rd to Vintage Way Pathway Construction	\$ 2,259,272	\$ -	\$ 246,466	\$ 2,012,806	Design and permitting are underway.
Guerneville Rd to Airport Blvd Pathway Construction	\$ 14,595,629	\$ -	\$ 23,100	\$ 14,572,529	Pursuing NEPA clearance, construction moved to future year.
Puerto Suello Pathway	\$ 708,227	\$ -	\$ 708,227	\$ -	Preparing a Request for Proposal (RFP) to hire a design consultant.
Petaluma North Station	\$ 39,088,170	\$ 1,315,027	\$ 16,745,002	\$ 21,028,141	Construction underway as of this month. The contract includes Sonoma County Pathway projects for construction.
Payran to Lakeville Pathway - Design & Construction	\$ 1,209,818	\$ 1,018,674	\$ 191,144	\$ -	Construction is complete.
Basalt Creek Timber Bridge Replacement	\$ 630,103	\$ 120,978	\$ 67,965	\$ 441,160	Finalizing design and working with regulatory agencies to secure environmental permits.
San Antonio Tributary Timber Trestle Replacement	\$ 1,075,264	\$ 130,201	\$ 68,493	\$ 876,570	Finalizing design and working with regulatory agencies to secure environmental permits.
FREIGHT RAIL PROJECTS					
Brazos Branch Bridge Repairs	\$ 1,812,234	\$ 711,538	\$ 1,100,696	\$ -	Construction is complete for the first phase, design work on the second phase has started.

INVESTMENTS

Investments are guided by the SMART investment policy adopted each year with the budget. The policy outlines the guidelines and practices to be used in effectively managing SMART's available cash and investment portfolio. District funds that are not required for immediate cash requirements are to be invested in compliance with the California Code Section 53600, et seq.

SMART uses the Bank of Marin for day-to-day cash requirements and for longer term investments the Sonoma County Treasury Pool is used. This chart reflects a point in time versus a projection of future fund availability.

<u>Cash On Hand</u>	
Bank of Marin	\$ 31,283,228
Sonoma County Investment Pool *	\$ 89,189,312
Total Cash on Hand	\$ 120,472,540
<u>Reserves</u>	
Self-Insured	\$ 2,370,675
OPEB/ CalPERS	\$ 4,574,676
Operating Reserve	\$ 11,278,617
Capital Sinking Fund	\$ 10,625,000
Corridor Completion	\$ 7,000,000
Total Reserves	\$ 35,848,968
Cash Balance	\$ 84,623,572
Less: Current Encumbrances	\$ 23,171,977
Balance	\$ 61,451,595
Less: Estimated FY24 Year-end Fund Balance	\$ 28,524,789
Remaining Balance	\$ 32,926,806
* Doesn't include trustee accounts	



Contract Summary

Active contracts as of December 31, 2023

PASSENGER RAIL

Contractor	Scope	Fiscal Year 23/24 Projected	Fiscal Year 23/24 Actuals
A.J. Janitorial Service	Janitorial Services for all Stations, Roblar, ROC, and Fulton	\$ 114,000	\$ 54,840
AI-Media Technologies, LLC	Closed-Captioning Services	\$ 450	\$ 450
Alcohol & Drug Testing Services, LLC	DOT and FRA-regulated Drug and Alcohol Testing Services	\$ 36,000	\$ 17,722
Allen, Glaessner, Hazelwood LLP	Legal Services for Litigation and Rail Transit Issues	\$ 89,445	\$ 26,122
Alliant Insurance Services	Insurance Brokerage and Risk Management Services	\$ 70,000	\$ 22,207
American Rail Engineers Corporation	Railroad Bridge Inspections, Bridge Engineering, and Related Services	\$ 40,000	\$ 12,891
Argonaut Constructors	Parking Lot Improvements at Petaluma Downtown Station	\$ 14,925	\$ 14,925
Asbury Environmental Services (AES)	Hazardous and Non-Hazardous Waste Removal and Disposal Services	\$ 375	\$ 375
Becoming Independent	Emergency Bus Bridge Services	\$ 19,051	\$ 6,800
BKF Engineers Inc.	Design and Engineering Services for MUP Segments in Sonoma and Marin Counties	\$ 952,426	\$ 419,584
Bolt Staffing Service, Inc.	Temporary Staffing Services	\$ 30,000	\$ -
Bright Star Security, Inc.	Security Patrol at SMART's Cal Park Tunnel	\$ 5,490	\$ 5,490
Business Training Library, LLC	Cloud-Based Learning Courses	\$ 5,431	\$ 5,431
Cal Interpreting & Translations	Real Time Translation and Related Services	\$ 5,000	\$ -
Cinquini & Passarino, Inc.	Right-of-Way Land Surveying and Related Services	\$ 6,480	\$ 6,480
Code 3 Entertainment Services, LLC	Microtransit Operations and Maintenance Services	\$ 375,000	\$ 198,194
CSW/Stuber-Stroeh Engineering Group	Design and Engineering Services for 5 MUP Segments in Marin County	\$ 979,435	\$ 154,422
CSW/Stuber-Stroeh Engineering Group	Design and Engineering for Petaluma North Station, N. McDowell Grade Crossing, Segments 2 & 3 Pathway	\$ 510,205	\$ 58,320
Doc Bailey Construction Equipment, Inc.	Hi Rail Vehicle Inspection, Maintenance, Repair, and Certification Services	\$ 9,600	\$ 4,800
Doug Williams	Fire and Life Safety Consultant	\$ 2,035	\$ 495
Dr. Lance O'Connor	Occupational Health Screening Services	\$ 5,000	\$ 1,875
Dunnigan Psychological & Threat Assessments, LLC	Employment-Related Psychological Evaluation Services	\$ 25,000	\$ 10,300
Eide Bailly LLP	Financial Audit Services	\$ 58,300	\$ -
eLock Technologies, LLC	Station Bike Lockers - Ongoing Maintenance and Support Services	\$ 13,130	\$ 5,685
Empire Cleaners	Operations Uniform Dry Cleaning, Laundering, and Related Services	\$ 18,000	\$ 5,687
Foster & Foster (formerly Demsey, Filliger, & Associates, LLC)	GASB Pension Compliance Services (Actuarial Calculations)	\$ 4,750	\$ 4,250
Gallagher Benefit Services, Inc.	Classification and Compensation Study Services	\$ 49,875	\$ 49,875
Gary D. Nelson Associates, Inc.	Temporary Staffing and Placement Services	\$ 70,000	\$ 63,679
George Hills Company, Inc.	Third Party Claims Administration Services	\$ 40,000	\$ 5,832
Ghilotti Bros, Inc.	Construction of Non-Motorized Pathway - Lakeville to Payran	\$ 191,144	\$ 167,192
Ghilotti Bros, Inc.	Construction of NMP McInnis to Smith Ranch	\$ 3,490,399	\$ 1,182,010
Golden Five, LLC	Microsoft 365 Consulting Services	\$ 49,800	\$ 22,977
GP Crane & Hoist Services	Cal/OSHA Inspection Services	\$ 2,200	\$ 2,200
Granicus, Inc.	Media Streaming and Internet Broadcasting Services	\$ 12,860	\$ 12,860
Hanford A.R.C.	Implementation and Monitoring, San Rafael Creek Riparian Enhancement Project	\$ 33,558	\$ 17,352
Hanford A.R.C.	Maintenance and Monitoring the the Las Gallinas Creek Watershed Riparian Enhancement Planting	\$ 16,188	\$ 7,194
Hanson Bridgett LLP	Legal Services - Union Negotiations	\$ 100,000	\$ 5,233
HCI Systems, Inc.	Fire Equipment Inspection and Certification	\$ 2,406	\$ 633
Holland Company	Track Geometry and Measurement Services	\$ 24,000	\$ -
Hunt and Sons, Inc.	Bulk Delivery of Motor Oil (15W40)	\$ 24,000	\$ 9,851
Integrated Security Controls, Inc.	CCTV Maintenance and Support	\$ 28,261	\$ 688
Intelligent Technology Solutions, LLC	Maximo SaaS Development, Implementation, and Related Services	\$ 169,683	\$ 169,683
JMA Civil, Inc.	On-Call Civil & Rail Engineering Design Services	\$ 46,494	\$ 22,221
Khoury Consulting, LLC	California State Legislative and Advocacy Services	\$ 120,000	\$ 50,000
LC Disability Consulting	Disability Access Consulting	\$ 10,000	\$ 2,000
LeaseQuery, LLC	Lease Software Licensing and Software Support Services	\$ 10,596	\$ -
Leete Generators	Generator Inspection and Maintenance Services	\$ 2,700	\$ 2,481
Lisa Wolper, LCSW, SAP	Substance Abuse Professional Services	\$ 2,100	\$ 650
Masabi LLC	SMART Mobile Ticketing Pilot Project	\$ 32,430	\$ 23,750
MaxAccel	Compliance Management Software Design/Implementation/Asset Management	\$ 29,295	\$ 13,631

Militus, Inc.	Cybersecurity and Network Threat Analysis and Assessment	\$	40,000	\$	40,000
Mission Linen Supply	Employee Uniform Services	\$	34,000	\$	16,841
Modern Railway Systems, Inc.	Monitoring and Maintenance SMART's Communications Network and TDX System	\$	94,000	\$	38,703
MuniServices, LLC	Sales Tax Recovery Services	\$	38,444	\$	12,950
Netspeed Solutions, Inc.	SMART Phone System Maintenance	\$	11,867	\$	11,867
North Bay Bottling (Alex Ruiz Sr.)	Drinking Water Delivery Service	\$	2,900	\$	513
North Bay Petroleum	Provision of Fuel for DMUs	\$	1,316,697	\$	781,208
Nossaman LLP	Litigation, Rail Transit Issues, and other related legal services	\$	287,933	\$	117,819
Occupational Health Centers of CA	Pre-Employment Evaluation Services	\$	42,000	\$	5,590
Olson Remcho	Legal Services Related to Ordinances and Taxes	\$	5,000	\$	3,867
Oracle	Fusion ERP System	\$	200,000	\$	94,119
Parodi Investigative Solutions	Pre-Employment Background Investigation Services	\$	25,000	\$	9,800
PFM Financial Advisors, LLC	Financial Advisory Services	\$	20,000	\$	-
Portola Systems, Inc.	SMART Station Network Maintenance and Configuration Services	\$	260,000	\$	211,752
Precision Wireless	Tech Support and Maintenance for Land Mobile Radio	\$	31,500	\$	3,700
Sherwood Electromotion, Inc.	Overhaul Services for SMART's Permanent Magnet Alternators	\$	29,500	\$	12,080
Sierra-Cedar, LLC	Oracle Enterprise Resources Planning Software	\$	230,000	\$	30,771
Sonoma County Fleet Operation Division	Non-Revenue Fleet Vehicle Installation, Maintenance, and Repair Services	\$	56,000	\$	19,396
SPTJ Consulting, Inc.	Network Monitoring and Support Services	\$	202,419	\$	137,001
Stacy and Witbeck/Ghilotti Bros, A Joint Venture	Construction of Petaluma North Station Platform, Grade Crossing Reconstruction, and Pathway	\$	12,500,000	\$	751,581
Survival CPR & First Aid, LLC	First Aid and CPR Training, AED Compliance Program Management	\$	11,300	\$	1,386
Swiftly, Inc.	AVL Mobile Application and Website Interface	\$	9,702	\$	9,702
TDG Engineering, Inc.	Wayfinding System Planning and Design for the SMART Pathway	\$	112,454	\$	56,830
The Routing Company	Furnish, Implement, and Maintain a Microtransit Software Platform	\$	45,662	\$	7,091
Triangle Properties, Inc.	SoCo Pathway Riparian Enhancement Implementation and Monitoring	\$	47,061	\$	39,494
Trillium Solutions, Inc.	Transit Feed Mapping Software	\$	1,890	\$	1,890
True Value Wholesale Hardware of Larkfield, Inc.	Tent Rental for Petaluma North Groundbreaking	\$	6,190	\$	6,190
Urban Transportation Associates, Inc.	Onboard Automatic Passenger Counter System Purchase, Install, and Software Implementation and Training	\$	9,200	\$	9,200
UTCRA, LLC	Wheel Pressing Services	\$	25,200	\$	25,200
Van Scoyoc Associates	Federal Lobbying Services	\$	30,000	\$	25,000
VenTek Transit Inc.	Fare Vending Machine Operations and Maintenance Services	\$	190,649	\$	128,628
Vista Broadband Networks, Inc.	Broadband Services	\$	9,000	\$	4,500
W.J.C. Electric, Inc. dba Hahn Automotive	Non-Revenue Vehicle Repair and Service	\$	15,000	\$	-
Web Master Designs, LLC	As-Needed Monitoring, Management, and Support Services for Public-Facing Websites	\$	10,000	\$	-
West Coast Arborists, Inc.	Tree Trimming and Tree Removal Services	\$	8,655	\$	4,875
WRA, Inc.	As-Needed Environmental Consulting Services	\$	168,185	\$	50,347
	TOTAL	\$	24,074,925	\$	5,539,228

FREIGHT RAIL

Contractor	Scope	Fiscal Year 23/24			
		Projected	Actuals		
American Rail Engineers Corporation	Railroad Bridge Inspections, Bridge Engineering, and Related Services	\$	44,439	\$	32,167
Cathcart Rail Holdco, LLC dba Cathcart Field Services, LLC	Running Repair Agent Inspection and Maintenance Services	\$	7,884	\$	7,870
Freight Rail Tracking Software	Freight Rail Tracking Software	\$	5,000	\$	1,395
GATX Rail Locomotive Group, LLC	Freight Locomotive Lease Agreement	\$	44,800	\$	24,067
Hue & Cry, Inc.	Security System at Schellville Depot	\$	1,000	\$	497
Koppers Railroad Structures, Inc.	Brazos Branch Timber Bridge Repairs - Phase I Contract	\$	660,696	\$	660,696
Lambertus J. Versteegen dba South West Locomotive Repair	Locomotive Maintenance and Repair	\$	10,000	\$	9,574
North Bay Petroleum	Provision of Fuel for Freight Locomotives	\$	90,000	\$	38,097
Summit Signal, Inc.	Inspection, Testing, and Maintenance Services for Signal Equipment Along Brazos Branch	\$	45,250	\$	39,350
Wine Country Sanitary, Inc.	Portable Toilet Rental and Maintenance	\$	1,571	\$	590
	TOTAL	\$	910,640	\$	814,302

Actuals-To-Date includes invoices that have been approved as of December 31, 2023, but may not have been processed in SMART's Financial System



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/Transportation District

Barbara Pahre
Golden Gate Bridge,
Highway/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

Eddy Cumins
General Manager

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.SonomaMarinTrain.org

February 21, 2024

Sonoma-Marín Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

SUBJECT: Authorize the General Manager to Execute Amendment No. 2 to Contract No. OP-SV-20-007 with Nick Barbieri Trucking, LLC DBA Redwood Coast Fuels - North Bay Petroleum for Ongoing Fuel Delivery Services

Dear Board Members:

RECOMMENDATION:

Authorize the General Manager to execute Amendment No. 2 to Contract No. OP-SV-20-007 with Nick Barbieri Trucking, LLC DBA Redwood Coast Fuels - North Bay Petroleum to extend the current fuel delivery Service Agreement for one additional year utilizing the second available option period in the contract and to increase the not-to-exceed amount by \$1,800,000 for a total not-to-exceed amount of \$5,965,000.

SUMMARY:

Nick Barbieri Trucking, LLC DBA Redwood Coast Fuels – North Bay Petroleum was the lowest responsive responsible bidder in response to an Invitation for Bid that was issued late 2020 and was subsequently awarded the Service Agreement at the February 3, 2021 Board Meeting. On January 4, 2023, the Board of Directors approved an extension of the contract for an additional year using the first available option in the Agreement. Nick Barbieri Trucking, LLC DBA Redwood Coast Fuels – North Bay Petroleum has continued to be a reliable and consistent partner these past three years and as such, SMART’s Vehicle Maintenance team is requesting to extend the Agreement for another year utilizing the second optional period available in the contract.

Staff recommends authorizing the General Manager to execute Amendment No. 2 to Contract OP-SV-20-007 with Nick Barbieri Trucking, LLC DBA Redwood Coast Fuels - North Bay Petroleum to extend the current fuel delivery Service Agreement for one additional year utilizing the second optional period available in the contract and to increase the not-to-exceed amount by \$1,800,000 for a total not-to-exceed amount of \$5,965,000.

FISCAL IMPACT: Funds for this Amendment are included in the Fiscal Year 2023-24 Operations Budget and assumed in the subsequent year.

REVIEWED BY: [] Finance /s/ [] Counsel /s/

Very truly yours,

 /s/
Ken Hendricks
Procurement Manager

Attachment(s): North Bay Petroleum Contract Amendment No. 2

**SECOND AMENDMENT TO THE AGREEMENT FOR SERVICES BETWEEN THE
SONOMA-MARIN AREA RAIL TRANSIT DISTRICT
AND NICK BARBIERI TRUCKING, LLC
DBA REDWOOD COAST FUELS – NORTH BAY PETROLEUM**

This Second Amendment dated as of February 21, 2024 (the “Second Amendment”), to the Agreement for Services by and between Nick Barbieri Trucking, LLC dba Redwood Coast Fuels – North Bay Petroleum (hereinafter referred to as “Service Provider”) and the Sonoma-Marin Area Rail Transit District (hereinafter referred to as “SMART”), dated as of March 1, 2021 (the “Original Agreement,” as amended and supplemented by the First Amendment and now this Second Amendment, the “Agreement”).

RECITALS

WHEREAS, Service Provider and SMART previously entered the Original Agreement on March 1, 2021, to supply diesel fuel and diesel exhaust fluid and to deliver those materials in the manner described therein; and

WHEREAS, SMART and Service Provider previously entered into a First Amendment to the Agreement dated January 4, 2023, which increased the not-to-exceed amount of the Agreement and extended the term of the Agreement utilizing the first available option in the Agreement, and

WHEREAS, SMART desires to amend the Agreement to extend the term of the Agreement for an additional year utilizing the second available option in the Agreement, increase the Agreement not-to-exceed amount by \$1,800,000.00, update the Service Provider’s Key Personnel, and update the contact information within Exhibit A Scope of Work & Timeline;

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

AGREEMENT

1. **ARTICLE 2. LIST OF EXHIBITS.** The following exhibits are included in this Second Amendment.

- (a) Exhibit A: Scope of Work & Timeline

The Exhibit A “Scope of Work & Timeline” is hereby amended as per the Exhibit A “Scope of Work & Timeline” included in this Second Amendment.

2. **“ARTICLE 4. SCOPE OF SERVICES”**. Article 4, Section 4.04(d) is hereby deleted and replaced with the following:

Service Provider shall assign the following Key Personnel for the term of this Agreement:

Eric Sirks, Branch Manager
Walt Turner, Operations Manager
Ken Anderson, Bobtail Manager
Nina Freitag, Billing Specialist

3. **“ARTICLE 5. PAYMENT”**. Article 5, Section 5.02 of the Agreement is hereby deleted and replaced with the following:

Service Provider shall be paid in accordance with the rates established in Exhibit B; provided, however, that total payments to Service Provider shall not exceed \$5,965,000.00 without the prior written approval of SMART. Service Provider shall submit its invoices in arrears on a monthly basis in a form approved by the Chief Financial Officer. Each invoice shall provide the following itemized information for each fueling service that took place in the previous month for each location: (i) the fuel type provided; (ii) the number of gallons delivered, (iii) the daily OPIS rate (iv) the contract overhead & margin rate (fixed-fee markup), (v) the total fuel product cost, (vi) the name and location of the supplier (vii) the time in quarter hours to perform the wet-hose fueling service and corresponding labor rate, and (viii) all applicable taxes and fees. SMART is exempt from the payment of Federal and State Excise and Transportation taxes. SMART does not reimburse Service Provider for travel time.

4. **“ARTICLE 6. TERM OF AGREEMENT”**. Article 6, Section 6.01, is hereby deleted and replaced in its entirety with the following:

“The term of this Agreement shall remain in effect through March 1, 2025, with one (1), one-year option to renew thereafter at SMART’s discretion unless terminated earlier in accordance with the provisions of **Article 7.**”

5. **“ARTICLE 15. METHOD AND PLACE OF GIVING NOTICE, SUBMITTING INVOICES AND MAKING PAYMENTS”** is hereby amended to replace the name and contact information for SMART’s Superintendent of Vehicle Maintenance/SMART’s Project Manager. All references in the Agreement to the Superintendent Of Vehicle Maintenance/ Project Manager shall hereafter refer to the individual named below:

If to SMART Project Manager:

Sonoma-Marín Area Rail Transit District
Attn: Mario Frias
Superintendent of Vehicle Maintenance
3748 Regional Parkway
Santa Rosa, CA 95403
mfrias@sonomamarintrain.org
707-890-8614
707-981-1047

6. Except to the extent the Agreement is specifically amended or supplemented hereby, the Agreement, together with all supplements, amendments and exhibits thereto is, and shall continue to be, in full force and effect as originally executed, and nothing contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect any provision of the Agreement.

SIGNATURE PAGE TO FOLLOW

IN WITNESS WHEREOF, the parties hereto have executed this Second Amendment as of the date first set forth above.

SONOMA-MARIN AREA RAIL TRANSIT DISTRICT

Dated: _____

By _____
Eddy Cumins, General Manager

**NICK BARBIERI TRUCKING, LLC
DBA REDWOOD COAST FUELS –
NORTH BAY PETROLEUM**

Dated: _____

By _____
Walt Turner, Operations Manager

APPROVED AS TO FORM:

Dated: _____

By _____
District Counsel

EXHIBIT A
SCOPE OF WORK & TIMELINE

III. Article III “Service Provider Contacts”. Article III is hereby deleted and replaced with the following:

Service Providers primary contacts for service, including emergency services are as follows:

Ken Anderson	Bobtail Manager	707-974-2234
Walt Turner	Operations Manager	707-529-4323
Eric Sirks	Branch Manager	707-481-3469



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
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Chris Rogers
Sonoma County Mayors' and Councilmembers Association

Mary Sackett
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Eddy Cumins
General Manager

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www.SonomaMarinTrain.org

February 21, 2024

Sonoma-Marín Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

SUBJECT: Update on the San Rafael Transit Center Relocation Project

Dear Board Members:

RECOMMENDATIONS: Information Item

SUMMARY:

The San Rafael Transit Center (SRTC), owned by Golden Gate Bridge, Highway and Transportation District (GGBHTD), is a critical transfer location for SMART riders to Marin Transit and Golden Gate Bus services. The current 17-bay transit center serves people getting on and off transit services 9,000 times daily on over 500 buses and 38 trains that serve the transit center. Nearly half of weekday riders originate from or are traveling to the downtown San Rafael area, making it an ideal location to reduce riders' travel time, reduce operating costs, and reduce the time buses spend on city streets.

The process to replace the facility has been underway for many years. The GGBHTD Board passed a major milestone for the replacement of the facility with adoption of the Final Environmental Impact Report (FEIR) for the SRTC Replacement Project in December 2022 and recently concluded a community design process this fall. This design process engaged a Community Design Advisory Group (CDAG) that represented a diverse group of community voices to provide input on the design, aesthetics, amenities, and features of the new transit center. SMART continues to support the preferred alternative from the FEIR and is working closely with GGBHTD to ensure that the final facility design meets our operational needs and the needs of our riders.

Background

The SRTC serves as the regional transit hub for Marin County, connecting bus service, airporter service, taxi, bicycle parking, and rail service with transfer points to San Francisco, Contra Costa, and Sonoma counties. The GGBHTD is coordinating the planning of this project with the City of San Rafael, Marin Transit, Transportation Authority of Marin (TAM), and Sonoma-Marín Area Rail Transit (SMART).

The GGBHTD Board passed a major milestone with adoption of the Final Environmental Impact Report (FEIR) for the SRTC Relocation Project on December 16, 2022. The FEIR did not identify any significant and unavoidable impacts for the “Move Whistlestop Alternative,” which was selected by the GGBHTD Board as the preferred project alternative. Each of the significant impacts identified under the preferred alternative was reduced to less than significant with mitigation measures applied.

Staff have been working with GGBHTD staff and their consultants to better understand the operational assumptions for the new facility. GGBHTD’s consultant team will provide an update on the project, including recent public engagement activities, an update from the design efforts, and upcoming coordination efforts and next steps. Additional information about the project can be found on the GGBHTD website here: www.goldengate.org/district/district-projects/san-rafael-transit-center/.

FISCAL IMPACT: Information only.

REVIEWED BY: [x] Finance /s/ [x] Counsel /s/

Respectfully,

/s/
Bill Gamlen
Chief Engineer

Attachment(s): San Rafael Transit Center – Preliminary Design Fact Sheet (August 2023)



SAN RAFAEL TRANSPORTATION CENTER

Preliminary Design Fact Sheet



August 2023

PROJECT INFORMATION

The San Rafael Transit Center is a critical transportation hub for Marin County, serving 9,000 daily boardings and alightings, connecting a variety of local, regional, commuter, and airport transit services. It serves both as a gateway to downtown San Rafael and a key node in the mobility of thousands of essential and transit-dependent workers. The Golden Gate Bridge, Highway and Transportation District (District), in coordination with the City of San Rafael, Marin Transit, the Transportation Authority of Marin (TAM), and Sonoma-Marín Area Rail Transit (SMART), is working on a project to replace the existing transit center with a new facility.



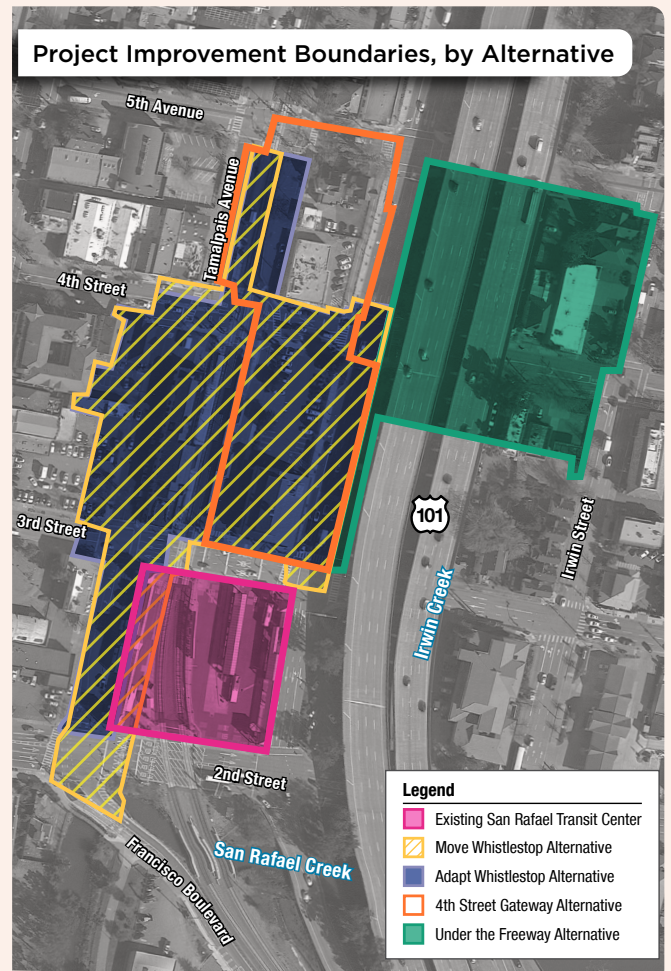
ENVIRONMENTAL ANALYSIS FINDINGS

The environmental analysis phase builds upon previous planning and outreach efforts. At the outset of the project, a wide variety of site location options were considered, from which four build alternatives were advanced for environmental impact analysis. These alternatives were analyzed for potential environmental impacts associated with the project. A Draft EIR was conducted in accordance with State California Environmental Quality Act (CEQA) Guidelines. The scoping process for this EIR was formally initiated on October 16, 2018, with the release of the Notice of Preparation.

The Draft EIR included an examination of the following resource areas:

- » Aesthetics
- » Air quality
- » Biological resources
- » Cultural resources
- » Energy
- » Geology and soils
- » Greenhouse gas emissions
- » Hazards and hazardous materials
- » Hydrology and water quality
- » Land use and planning
- » Noise and vibration
- » Population and housing
- » Recreation and public services
- » Transportation
- » Tribal cultural resources
- » Utilities and service systems
- » Wildfire
- » Cumulative impacts
- » Alternatives to the proposed project
- » Significant unavoidable impacts
- » Significant irreversible changes in the environment
- » Growth inducement

The Move Whistlestop Alternative was identified as the preferred alternative in the Draft Environmental Impact Report (Draft EIR). Analysis indicated that the Move Whistlestop Alternative would not result in unavoidable significant impacts. Significant impacts related to Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise and Vibration, and Tribal Cultural Resources will be reduced to less-than-significant levels after mitigation measures are implemented. The Final Environmental Impact Report (FEIR) was released in October 2022. Comments provided at the public meetings were recorded and responded to in the FEIR.





SAN RAFAEL TRANSPORTATION CENTER

Preliminary Design Fact Sheet



August 2023

MOVE WHISTLESTOP ALTERNATIVE

The Move Whistlestop Alternative had the least number of impacts to existing residents and businesses and will include:

- Bus bays and existing SMART rail station
- Curb space for shuttles, pick-up/drop-offs, and taxis
- Customer service building, including restrooms and operations and security facilities
- Covered waiting areas and passenger seating
- Transit-supportive retail space and public plazas
- Landscaping
- Improved sidewalks and crosswalks
- New high quality bicycle connection along Tamalpais Avenue, between 2nd Street and 4th Street.
- Bike parking
- Clipper machines
- Wayfinding signage and transit information
- Security and lighting
- Maintenance parking
- Green (LEED) treatments
- Consideration for Consideration for Crime Prevention Through Environmental Design (CPTED) strategies

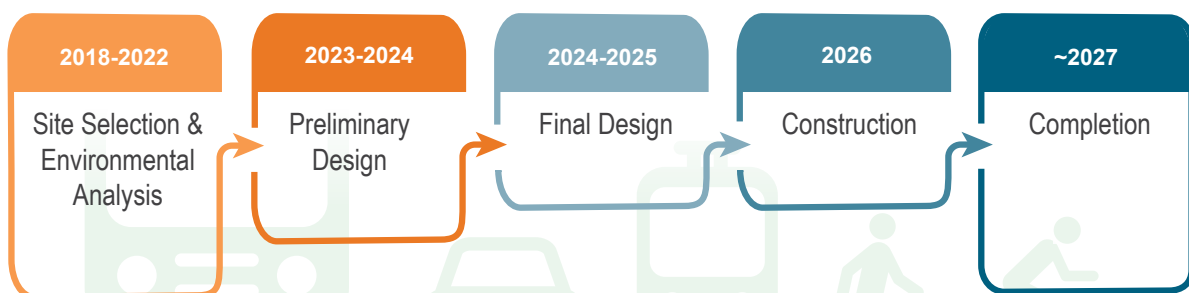


PROJECT BENEFITS

The Project will provide many benefits, including:

- ✓ Improved pedestrian and bicycle access to transit
- ✓ Improvements in bus travel time and reliability
- ✓ Improved mobility options and reductions in transit operating costs
- ✓ Improved traffic flow by reducing bus circulation on local streets
- ✓ Additional flexibility for potential future expansion of bus service
- ✓ New LEED-certified transit center facilities
- ✓ New public spaces that will enhance the sense of place for downtown San Rafael
- ✓ Elimination of street crossings for bus and SMART transfers
- ✓ Improved wayfinding and a more cohesive transit identity
- ✓ Implements key parts of the City's Station Area Plan and Bicycle and Pedestrian Master Plan

PROJECT SCHEDULE





Eric Lucan, Chair
Marin County Board of Supervisors

February 21, 2024

Melanie Bagby, Vice Chair
Sonoma County Mayors' and Councilmembers Association

Sonoma- Marin Area Rail Transit Board of Directors
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954

Kate Colin
Transportation Authority of Marin

SUBJECT: Fiscal Year 2023-2024 Budget Amendment No. 6

Chris Coursey
Sonoma County Board of Supervisors

Dear Board Members:

Rachel Farac
Transportation Authority of Marin

RECOMMENDATIONS:

Debora Fudge
Sonoma County Mayors' and Councilmembers Association

Adopt Resolution No. 2024-03, amending Resolution No. 2023-23, the Fiscal Year 2024 Adopted Budget, reducing the spending authority by \$14,164,629 from \$134,913,965 to \$120,749,336.

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

SUMMARY:

Barbara Pahre
Golden Gate Bridge,
Highway/Transportation District

The SMART Board of Directors adopted the Fiscal Year 2024 budget in June of 2023. We now have information through the midpoint of the fiscal year to inform our understanding of this year's revenues and expenditures. We are providing an amended budget for your consideration, which factors in the changes that have occurred over the year so far and our current knowledge of the remainder of the year. This budget is separated into two parts, a) passenger rail/pathway and b) freight.

Gabe Paulson
Marin County Council of Mayors and Councilmembers

PASSENGER RAIL AND PATHWAYS

David Rabbitt
Sonoma County Board of Supervisors

For Fiscal Year 2023-2024, total revenues are estimated at \$111.6 million and total expenditures are estimated at \$120.7 million. Expenditures are greater than revenues by \$9.1 million which will reduce the estimated fund balance at the end of Fiscal Year 2023-2024 to \$81.3 million.

Chris Rogers
Sonoma County Mayors' and Councilmembers Association

Mary Sackett
Marin County Board of Supervisors

Eddy Cumins
General Manager

Attached is the updated Appendix A – Passenger Rail/Pathway. Appendix A includes three (3) columns. Column A is the current Board Adopted budget including previously approved movements and amendments, Column B contains additional proposed changes, and Column C is the proposed Amended Budget that we are asking the Board to adopt. In addition, each line is numbered for ease of identification.

5401 Old Redwood Highway
Suite 200
Petaluma, CA 94954
Phone: 707-794-3330
Fax: 707-794-3037
www.SonomaMarinTrain.org

Revenues

Changes in the revenue amounts are recommended as described below.

Beginning Fund Balance (Line 1)

The beginning fund balance is the amount of funds available from the end of the previous fiscal year that is available to be used in the current fiscal year. It is not restricted for other uses and can be spent or allocated by the Board. The beginning fund balance increased by \$51.5 million.

Sales and Use Taxes (Column B, line 4)

The adopted budget was prepared with MuniServices' (SMART's consultant providing sales and use tax auditing, recovery, and forecasting services) sales tax forecast from quarter two of calendar year 2023. The most recent forecast received from MuniServices reflects a slightly lower estimate of \$50 million.

Federal Funds (Column B, lines 8 & 11)

These funds will not be spent this year but will be budgeted and spent in Fiscal Year 2025.

State Funds (Column B, lines 16, 20, & 29)

These funds will not be spent this year but will be budgeted and spent in Fiscal Year 2025.

State Funds (Column B, line 27)

SMART has been granted state funds for the Airport Station Shuttle service for Fiscal Year 2024 in the amount of \$500,000. This action budgets those funds.

Budgeted Expenditures

Debt Service (Column B, line 45)

The debt service amount is increasing by \$51,776 to adjust to the total cost of debt service in the fiscal year.

Salaries, Benefits, Services, & Supplies (Column B, line 50)

Salaries and Benefits costs to Passenger Rail have increased as the proportion of engineering labor costs assigned to Capital Projects has decreased, resulting in a \$337,609 increase (line 47). There is a realignment of costs charged to Freight Rail for the allocation of Passenger salaries, supplies, and services, increasing the costs to Passenger Rail by \$44,036 (line 48).

We recommend an increase of \$600,457 to Services and Supplies (line 49) for a total amount of \$20,381,904. This includes increases in costs related to IT services due to higher than anticipated levels of maintenance of the CCTV system and increases in the Maximo software system support. This amended budget includes the budgeting of funds granted by the state for shuttle services. Maintenance of Way's project for the resurfacing of the track moved into this section as well, and out of State of Good Repair, contributing to the increase. In addition, we considered the latest utility rate increases by increasing the amended budget to accommodate those rate changes.

The increases to Salaries, Benefits, Services, and Supplies resulted in an overall increase of \$982,102 for an overall amended amount of \$46,289,210.

Environmental and Planning (Column B, line 57)

There are several environmental mitigation projects that are being removed from the Fiscal Year 2024 budget in the amount of \$603,744 but will be added in the Fiscal Year 2025 budget. Permits have taken longer to acquire than anticipated and the projects require specific timing in conjunction with the cooperation of the weather, so we need to wait until conditions are more favorable to initiate these projects.

State of Good Repair (Column B, lines 63-72)

Overall, we are seeing a decrease in funds to State of Good Repair projects in the Fiscal Year 2024 Amended Budget, but due to differing factors.

The Diesel Multiple Unit (DMU) related projects are increasing in cost by \$90,308 to maintain the Auxiliary Power Supply (APS) unit to include testing of the current unit, as well as purchasing a spare unit, and any associated spare parts as determined as a result of the testing, bringing the total budget amount to \$2,037,000. Additionally, the Vehicle Maintenance Department identified the need to conduct an overhaul of the Master Control Units.

Information Technology project costs increased by \$13,499 due to a project to aggregate the Station Network Switches and Firewalls.

This amended budget moves \$661,059 related to the purchase of eight (8) Non-Revenue Vehicles out of Fiscal Year 2024 and into Fiscal Year 2025 as they will not be purchased in this Fiscal Year. We had moved these vehicles into the current fiscal year to allow us the budget authority to account for long lead times, understanding that they would not come in until the future fiscal year. This reduces the Non-Revenue Vehicle budget to \$1,037,936.

The Track, Maintenance of Way, and Facilities budget line is decreased by the cost of the track resurfacing project that moved from the designation of State of Good Repair (line 71) to Services and Supplies (line 51). We are also moving a majority of the budget for the Network Switches project from this Fiscal Year and will budget again in Fiscal Year 2025. This equates to an overall reduction of \$275,297.

Capital Projects (Column B, lines 76-80)

The reductions in budget listed under Capital Projects have to do with adjustments related to what can be accomplished in this fiscal year and what needs to wait until next year.

The Expansion budget is decreased by \$4,789,571 due to moving most costs related to the Healdsburg Extension into Fiscal Year 2025. The current Fiscal Year will still include budget to begin design and permitting work and SMART staff time on the extension, bringing the budget to \$37,095,913.

The amount listed for Pathways has significantly decreased due to the movement of design, permitting, and construction phases of various projects into Fiscal Year 2025. The impact to the Fiscal Year 2024 budget will be \$8,972,643, leaving \$13,575,801 for Pathways. Design and permitting on segments of pathway in Sonoma and Marin Counties are underway but will continue and some funding will be shifted into the future fiscal year. Construction on the segments of Sonoma County Pathway included in the Petaluma North Station Project will also transfer budget from Fiscal Year 2024 and into 2025. Additionally, budget for construction on the pathway segment from McInnis Parkway to Smith Ranch Road and Hanna Ranch Road to Roland Boulevard will shift into Fiscal Year 2025.

FREIGHT RAIL

Attached is the updated Appendix B – Freight. Appendix B includes four (4) columns. Column A is the current Board Adopted budget excluding the carryforward from Fiscal Year 2023. Column B includes the Board adopted budget plus the Board adopted carryforward. Column C contains additional proposed changes, and Column D is the proposed Amended Budget that we are asking the Board to adopt. In addition, each line is numbered for ease of identification.

Revenues

Beginning Fund Balance (Line 1)

The beginning fund balance is the amount of funds available from the end of the previous fiscal year that is available to be used in the current fiscal year. It is not restricted for other uses and can be spent or allocated by the Board. The beginning fund balance was originally estimated at \$1.3 million. At the end of Fiscal Year 2023, the actual fund balance was \$1.7 million, a \$0.4 million increase. We do however need to utilize \$1.4 million of these funds for Fiscal Year 2024 which will reduce the estimated ending fund balance to \$0.3 million.

State Funds (Column C, line 3)

As mentioned above we will need to utilize \$1.4 million of the state grant we received to pay for freight expenses in Fiscal Year 2024. This is due to lower revenue estimates for freight movement fees and leases as well as not being able to utilize the state short line grant due to lack of match.

State Shortline Grant (Column C, line 4)

SMART was granted funds for state of good repair on the freight line. These funds require a 50% private match. At this time, we need to defer some state of good repair projects due to lack of matching funds. We are debudgeting \$0.6 million leaving a balance of \$0.1 million.

Freight Movement Fees (Column C, line 5)

Based on Fiscal Year 2023 actual collections and Fiscal Year 2024 collections to date, we are estimating \$0.2 million less in freight movement fees than were budgeted.

Storage Fees (Column C, line 7)

We have acquired another storage customer and have budgeted estimated revenues for the rest of Fiscal Year 2024.

45(g) Tax Credit & Misc. Revenues (Column C, Line 8)

We were able to get more revenue from the sale of the 45(g)-tax credit than originally expected.

Budgeted Expenditures

Service & Supplies (Column C, Line 15)

We identified several line items where we are not going to spend as much as originally anticipated.

Brazos Branch Bridge Repairs – Phase II (Column C, Line 22)

We are deferring the construction portion of this project due to lack of funds. We have left funds for design and purchase of the timbers which have a long lead time so that this project will be ready to bid once funding is available.

APPENDIX C – POSITION AUTHORIZATION

In January, the Board was presented with the results of the classification and compensation study. We proposed that the title changes, which resulted from the classification study be implemented in February as part of the amended budget and any reclassifications or other financial changes be implemented as part of the Fiscal Year 2025 budget. Appendix C reflects seventeen (17) title changes. In addition, we have added a limited term position. As you are aware, our General Counsel, has indicated that he will be retiring early next year and we would like to begin the recruitment process. This limited term position will no longer exist once the process has been complete.

Sincerely,

/s/

Heather McKillop
Chief Financial Officer

Attachment(s):

- 1) Resolution No. 2024-03- Budget Amendment No. 6
- 2) Appendix A – Passenger Sources and Uses
- 3) Appendix B – Freight Sources and Uses
- 4) Appendix C – Position Authorization

Appendix A - Passenger Rail/Pathway Sources & Uses				
FISCAL YEAR 2023-2024 AMENDED BUDGET				
	A	B	C	
	Amendment #5	Amendment #6	Amended Budget	
1	Beginning Fund Balance *	\$ 39,066,717	\$ 51,462,831	\$ 90,529,548
2	Revenues			
3	SMART S&U Tax			
4	Measure Q	\$ 51,103,000	\$ (1,072,000)	\$ 50,031,000
5	Measure Q carryforward from FY 23	\$ 4,188,231	\$ (4,188,231)	\$ -
6	Federal Funds			
7	5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$ 3,997,642		\$ 3,997,642
8	Discretionary Earmark	\$ 1,800,000	\$ (1,800,000)	\$ -
9	FRA - Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$ 250,000		\$ 250,000
10	FRA Suicide Prevention Grant	\$ 78,902		\$ 78,902
11	Quick Strike (CMAQ) McInnis to Smith Ranch Rd)	\$ 1,857,999	\$ (435,462)	\$ 1,422,537
12	State Funds			
13	AHSC - Roseland Village (Round5)	\$ 2,038,161		\$ 2,038,161
14	AHSC - Kashia Tribe (Round 7)	\$ 750,000		\$ 750,000
15	AHSC - Petaluma (Danco)	\$ 645,515		\$ 645,515
16	ATP - SoCo Pathway - CTC/Caltrans/MTC	\$ 6,516,317	\$ (2,378,216)	\$ 4,138,101
17	Caltrans Sustainability Communities Competitive Planning Grant	\$ 400,000		\$ 400,000
18	Clean California Transit Grant	\$ 1,000,000		\$ 1,000,000
19	LCTOP - Low Carbon Transit Operating	\$ 520,218		\$ 520,218
20	LPP - Local Partnership Program	\$ 1,857,999	\$ (435,462)	\$ 1,422,537
21	ITIP - Windsor Systems	\$ 6,966,677		\$ 6,966,677
22	SCCP - Windsor	\$ 16,658,614		\$ 16,658,614
23	SRA - State Rail Assistance	\$ 5,026,754		\$ 5,026,754
24	STA - State Transit Assistance (Population)	\$ 653,792		\$ 653,792
25	STA - State Transit Assistance (Revenue)	\$ 3,170,013		\$ 3,170,013
26	STA - SGR (State of Good Repair)	\$ 330,712		\$ 330,712
27	State Funds - Shuttle Service	\$ -	\$ 500,000	\$ 500,000
28	TIRCP - Petaluma North and McDowell Crossing	\$ 3,325,343		\$ 3,325,343
29	TIRCP - Windsor to Healdsburg	\$ 3,200,000	\$ (3,000,000)	\$ 200,000
30	Other Sources			
31	Advertising	\$ 70,000		\$ 70,000
32	Charges for Services	\$ 75,637		\$ 75,637
33	Fare Revenues	\$ 1,803,384		\$ 1,803,384
34	Interest Earning	\$ 627,926		\$ 627,926
35	Misc.	\$ 5,659		\$ 5,659
36	Parking	\$ 15,000		\$ 15,000
37	Rent - Real Estate	\$ 423,721		\$ 423,721
38	Regional Funds			
39	Measure M - SCTA	\$ 974,254		\$ 974,254
40	Other Governments	\$ 4,040,567		\$ 4,040,567
41	Total Revenues	\$ 124,372,037	\$ (12,809,371)	\$ 111,562,666
42	Total Revenues + Fund Balance+ Rollforward	\$ 163,438,754	\$ 38,653,460	\$ 202,092,214

43				
44		Amendment #5	Amendment #6	Amended Budget
45	Debt Service	\$ 16,244,444	\$ 51,776	\$ 16,296,220
46	Salaries & Benefits	\$ 27,157,564		\$ 27,157,564
47	Reduction for Salaries Charged to Projects	\$ (1,467,867)	\$ 337,609	\$ (1,130,258)
48	Reduction for Allocation of Salaries/ Services/ Supplies to Freight	\$ (164,036)	\$ 44,036	\$ (120,000)
49	Service & Supplies	\$ 19,781,447	\$ 600,457	\$ 20,381,904
50	Total Salaries, Benefits, Service, & Supplies	\$ 45,307,108	\$ 982,102	\$ 46,289,210
51	Contribution to OPEB/ CalPERS Liability Fund	\$ 500,000		\$ 500,000
52	Contribution to Capital Sinking Fund	\$ 1,000,000		\$ 1,000,000
53	Operating Reserve	\$ 1,278,617		\$ 1,278,617
54	Total Reserve Contributions	\$ 2,778,617	\$ -	\$ 2,778,617
55	Environmental	\$ 867,142	\$ (603,744)	\$ 263,398
56	Planning	\$ 119,877	\$ -	\$ 119,877
57	Total Planning & Environmental	\$ 987,019	\$ (603,744)	\$ 383,275
58	Total Debt Service, Operating, Reserves, Environmental/ Planning	\$ 65,317,188	\$ 430,134	\$ 65,747,322
59	Balance	\$ 98,121,566	\$ 38,223,326	\$ 136,344,892
60				
61		Amendment #5	Amendment #6	Amended Budget
62				
63	State of Good Repair			
64	Bridges	\$ 136,458		\$ 136,458
65	DMU	\$ 1,946,692	\$ 90,308	\$ 2,037,000
66	Equipment	\$ 69,500	\$ -	\$ 69,500
67	Information Technology	\$ 487,923	\$ 13,499	\$ 501,422
68	Non-Revenue Vehicles	\$ 1,698,965	\$ (661,059)	\$ 1,037,906
69	Other Construction	\$ 177,780	\$ -	\$ 177,780
70	Safety and Security	\$ 78,902	\$ -	\$ 78,902
71	Track, MOW, and Facilities	\$ 566,630	\$ (275,297)	\$ 291,333
72	Total State of Good Repair	\$ 5,162,850	\$ (832,549)	\$ 4,330,301
73				
74		Amendment #5	Amendment #6	Amended Budget
75				
76	Capital Projects			
77	Expansion	\$ 41,885,483	\$ (4,789,571)	\$ 37,095,913
78	Land Purchase	\$ -	\$ -	\$ -
79	Pathways	\$ 22,548,444	\$ (8,972,643)	\$ 13,575,801
80	Total Capital Expenditures	\$ 64,433,927	\$ (13,762,214)	\$ 50,671,713
81	Ending Fund Balance	\$ 28,524,789	\$ 52,818,089	\$ 81,342,878

* Excludes Reserves

Appendix B - Freight Sources and Uses					
Fiscal Year 2023-2024 Amended Budget					
		A	B	C	D
		FY 24	FY 2024 Budget with Carryforward	Amendment #6	Amended Budget
1	Beginning Fund Balance	\$ 1,301,011	\$ 1,301,011	\$ (992,462)	\$ 308,549
2	Revenues				
3	State Grant (42341)	\$ -	\$ -	\$ 1,363,606	\$ 1,363,606
4	State Shortline Grant	\$ 740,000	\$ 740,000	\$ (625,000)	\$ 115,000
5	Freight Movement Fees	\$ 1,000,000	\$ 1,000,000	\$ (200,000)	\$ 800,000
6	Leases	\$ 415,000	\$ 415,000	\$ (145,000)	\$ 270,000
7	Storage	\$ 4,800	\$ 4,800	\$ 21,400	\$ 26,200
8	45(g) Tax Credit & Misc. Revenues	\$ 239,190	\$ 239,150	\$ 13,850	\$ 253,000
9	Total Revenues	\$ 2,398,990	\$ 2,398,950	\$ 428,856	\$ 2,827,806
10	Total Revenues + Fund Balance	\$ 3,700,001	\$ 3,699,961	\$ (563,606)	\$ 3,136,355
11					
12		FY 24	FY 2024 Budget with Carryforward	Amendment #6	Amended Budget
13					
14	Salaries & Benefits	\$ 920,876	\$ 920,876	\$ -	\$ 920,876
15	Service & Supplies	\$ 1,170,629	\$ 1,170,629	\$ (149,395)	\$ 1,021,234
16	Total Salaries, Benefits, Services, & Supplies	\$ 2,091,505	\$ 2,091,505	\$ (149,395)	\$ 1,942,110
17	Balance	\$ 1,608,496	\$ 1,608,456	\$ (414,211)	\$ 1,194,245
18					
19		FY 24	FY 2024 Budget with Carryforward	Amendment #6	Amended Budget
20					
21	Brazos Branch Bridge Repairs (High Priority)	\$ 58,405	\$ 660,696	\$ -	\$ 660,696
22	Brazos Branch Bridge Repairs - Phase II	\$ 440,000	\$ 440,000	\$ (365,000)	\$ 75,000
23	Tie Replacement	\$ 50,000	\$ 50,000	\$ -	\$ 50,000
24	Grade Crossing Repair	\$ 100,000	\$ 100,000	\$ -	\$ 100,000
25	Total Capital & State of Good Repair	\$ 648,405	\$ 1,250,696	\$ (365,000)	\$ 885,696
26	Balance	\$ 960,091	\$ 357,760	\$ (49,211)	\$ 308,549

Appendix C - Position Authorization

# of Positions	Position Title	New Title	FY 24		FY 24	
			Hourly	Hourly	Annual	Annual
			Min	Max	Min	Max
Administrative						
1	Accountant I		\$ 34.36	\$ 41.77	\$ 71,470	\$ 86,874
1	Accounting Manager		\$ 56.31	\$ 68.44	\$ 117,125	\$ 142,362
1	Accounts Payable Technician		\$ 29.14	\$ 35.43	\$ 60,608	\$ 73,699
1	Administrative Analyst / Purchasing	Procurement and Contracts Analyst	\$ 44.42	\$ 53.99	\$ 92,402	\$ 112,305
2	Administrative Assistant		\$ 27.78	\$ 33.76	\$ 57,781	\$ 70,228
1	Assistant General Counsel		\$ 89.10	\$ 108.29	\$ 185,318	\$ 225,252
1	Assistant Planner		\$ 38.31	\$ 46.56	\$ 79,676	\$ 96,836
1	Budget and Finance Manager		\$ 60.64	\$ 73.72	\$ 126,123	\$ 153,332
1	Budget and Grants Analyst	Grants and Budget Analyst	\$ 52.29	\$ 63.57	\$ 108,770	\$ 132,229
1	Chief Financial Officer		\$ 118.70	\$ 144.27	\$ 246,890	\$ 300,086
1	Clerk of the Board	Clerk of the Board/ Executive Assistant	\$ 42.25	\$ 51.36	\$ 87,881	\$ 106,820
1	Communications and Marketing Manager		\$ 72.44	\$ 88.04	\$ 150,675	\$ 183,132
1	Community Outreach Coordinator	Communications and Marketing Coordinator	\$ 39.27	\$ 47.74	\$ 81,690	\$ 99,300
1	Community Outreach Specialist	Communications and Marketing Specialist	\$ 59.44	\$ 72.25	\$ 123,638	\$ 150,289
1	General Counsel		\$ 118.70	\$ 144.27	\$ 246,890	\$ 300,086

# of Positions	Position Title	New Title	FY 24		FY 24	
			Hourly	Annual	Hourly	Annual
1	General Counsel - Limited Term Position		\$ 118.70	\$ 144.27	\$ 246,890	\$ 300,086
1	General Manager		\$ 155.31	\$ 163.07	\$ 323,045	\$ 339,186
1	Human Resources Manager		\$ 72.18	\$ 87.75	\$ 150,139	\$ 182,511
1	Human Resources Principal Analyst		\$ 59.44	\$ 72.25	\$ 123,638	\$ 150,289
1	Human Resources Technician		\$ 36.45	\$ 44.31	\$ 75,820	\$ 92,166
1	Information Systems Analyst		\$ 45.99	\$ 55.90	\$ 95,658	\$ 116,282
1	Information Systems Manager		\$ 75.46	\$ 91.73	\$ 156,952	\$ 190,802
1	Information Systems Technician		\$ 40.23	\$ 48.89	\$ 83,682	\$ 101,700
1	Legal Administrative Assistant		\$ 36.45	\$ 44.31	\$ 75,820	\$ 92,166
1	Payroll Technician		\$ 29.20	\$ 35.48	\$ 60,737	\$ 73,806
1	Principal Planner	Planning Manager	\$ 64.14	\$ 77.96	\$ 133,407	\$ 162,158
1	Purchasing Assistant	Procurement Technician	\$ 30.37	\$ 36.93	\$ 63,179	\$ 76,805
1	Procurement Manager	Procurement and Contracts Manager	\$ 66.25	\$ 80.54	\$ 137,799	\$ 167,514
1	Programming and Grants Manager	Grants and Legislative Affairs Manager	\$ 76.11	\$ 92.51	\$ 158,302	\$ 192,430
1	Railroad Information Systems Specialist	MMIS Specialist	\$ 58.00	\$ 70.50	\$ 120,639	\$ 146,647

# of Positions	Position Title	New Title	FY 24		FY 24	
			Hourly	Hourly	Annual	Annual
1	Real Estate Manager		\$ 81.95	\$ 99.62	\$ 170,449	\$ 207,213
1	Risk Manager		\$ 64.14	\$ 77.96	\$ 133,407	\$ 162,158
1	Senior Buyer		\$ 48.87	\$ 59.39	\$ 101,642	\$ 123,535
1	Senior Planner		\$ 52.29	\$ 63.57	\$ 108,770	\$ 132,229
1	Senior Real Estate Officer		\$ 55.21	\$ 67.09	\$ 114,833	\$ 139,556
	Interns (Multiple)		\$ 18.00		\$ 37,440	\$ -
36						

# of Positions	Position Title	New Title	FY 24		FY 24	
			Min	Max	Min	Max
Capital						
2	Assistant Engineer		\$ 46.44	\$ 56.46	\$ 96,601	\$ 117,446
1	Associate Engineer		\$ 55.21	\$ 67.09	\$ 114,833	\$ 139,556
1	Chief Engineer		\$ 97.40	\$ 118.38	\$ 202,585	\$ 246,226
2	Junior Engineer		\$ 42.27	\$ 51.39	\$ 87,922	\$ 106,891
1	Manager Train Control Systems		\$ 97.40	\$ 118.38	\$ 202,585	\$ 246,226
1	Principal Engineer		\$ 72.44	\$ 88.04	\$ 150,675	\$ 183,132
1	Senior Engineer		\$ 60.64	\$ 73.71	\$ 126,123	\$ 153,310
9						

# of Positions	Position Title	New Title	FY 24		FY 24	
			Hourly	Hourly	Annual	Annual
Operations			Min	Max	Min	Max
1	Administrative Assistant		\$ 27.78	\$ 33.76	\$ 57,781	\$ 70,228
1	Administrative Services Manager		\$ 46.44	\$ 56.46	\$ 96,601	\$ 117,446
1	Assistant Superintendent of Transportation	Transportation Superintendent	\$ 65.08	\$ 79.10	\$ 135,357	\$ 164,536
3	Bridge Tender			\$ 35.09		\$ 72,987
1	Chief of Police		\$ 88.25	\$ 107.26	\$ 183,561	\$ 223,110
3	Code Compliance Officer		\$ 35.59	\$ 43.24	\$ 74,020	\$ 89,938
12	Controller /Supervisor	Transportation Supervisor	\$ 49.78	\$ 60.50	\$ 103,542	\$ 125,845
6	Conductor *			\$ 44.62		\$ 92,810
	Conductor Trainee*			\$ 37.94		\$ 78,915
28	Engineer *			\$ 53.65		\$ 111,592
	Engineer Trainee*			\$ 45.61		\$ 94,869
1	Facilities Maintenance Supervisor		\$ 51.76	\$ 62.92	\$ 107,656	\$ 130,879
3	Facilities			\$ 44.26		\$ 92,061
1	Inventory Manager / Asset Management Specialist		\$ 54.21	\$ 68.05	\$ 112,757	\$ 141,544
10	Laborers - Vehicle Maintenance			\$ 33.71		\$ 70,117
2	Laborers - Track Maintenance			\$ 32.81		\$ 68,245
1	Operations Manager	Chief Operating Officer	\$ 102.27	\$ 124.31	\$ 212,719	\$ 258,566
3	Parts Clerk	Inventory and Parts Clerk	\$ 33.02	\$ 40.15	\$ 68,685	\$ 83,511
1	Safety & Compliance Officer		\$ 67.27	\$ 81.77	\$ 139,920	\$ 170,085

# of Positions	Position Title	New Title	FY 24		FY 24	
			Hourly	Annual	Hourly	Annual
2	Signal Supervisor		\$ 55.21	\$ 67.09	\$ 114,833	\$ 139,556
8	Signal Technician **			\$ 58.12		\$ 120,890
	Signal Technician Trainee (2) **			\$ 43.59		\$ 90,667
1	Superintendent of Vehicle Maintenance	Vehicle Maintenance Manager	\$ 77.36	\$ 94.03	\$ 160,916	\$ 195,580
1	Superintendent of Transportation	Transportation Manager	\$ 77.36	\$ 94.03	\$ 160,916	\$ 195,580
1	Superintendent Signals and Way	Maintenance of Way Manager	\$ 77.36	\$ 94.03	\$ 160,916	\$ 195,580
5	Track Maintainer I			\$ 43.47		\$ 90,418
1	Track Maintainer II			\$ 47.82		\$ 99,466
2	Track Maintenance Supervisor		\$ 51.64	\$ 62.77	\$ 107,420	\$ 130,558
5	Vehicle Maintenance Supervisor		\$ 52.54	\$ 63.86	\$ 109,284	\$ 132,829
12	Vehicle Maintenance Technician ***			\$ 53.56		\$ 111,405
	Vehicle Maintenance Tech Trainee (2) ***			\$ 40.17		\$ 83,554
116						

# of Positions	Position Title	New Title	FY 24		FY 24	
			Hourly	Hourly	Annual	Annual
Freight			Min	Max	Min	Max
0.5	Administrative Assistant		\$ 27.78	\$ 33.76	\$ 57,781	\$ 70,228
1	Freight Manager		\$ 77.36	\$ 94.03	\$ 160,916	\$ 195,580
4.5	Freight Utility Worker		\$ 35.23	\$ 42.83	\$ 73,270	\$ 89,081
6						

Total FTE

167

- * Total positions cannot exceed 34.
- ** Total positions cannot exceed 8.
- *** Total positions cannot exceed 12.