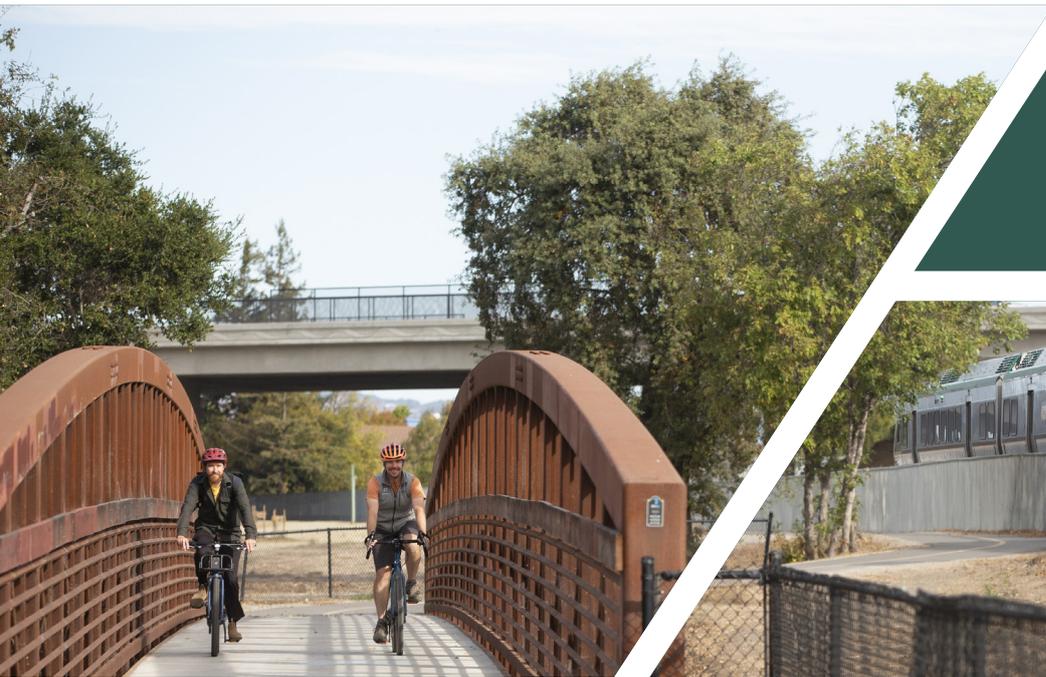




ANNUAL REPORT

FY 2021-2022

SONOMA-MARIN AREA RAIL TRANSIT DISTRICT



5401 Old Redwood Highway Suite 200
Petaluma, California, 94954

SonomaMarinTrain.org



ABOUT



Sonoma-Marín Area Rail Transit (SMART) is the North Bay's passenger rail service providing a safe, reliable and congestion-free transportation option for Marin and Sonoma counties. The current 45-mile system includes stations in the Sonoma County Airport area, Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, and Larkspur. SMART's system also includes a bicycle and pedestrian pathway along the rail corridor.

Future extensions are planned for Windsor, Healdsburg and Cloverdale. The full Sonoma-Marín corridor project will provide 70 miles of passenger rail service and a bicycle-pedestrian pathway, connecting people with jobs, schools, retail hubs and housing.



TABLE OF CONTENTS

SECTION

01

Governance

SECTION

02

Vision & Mission

SECTION

03

Customer Experience

SECTION

04

Financials

SECTION

05

Projects



Larkspur Station is the southernmost station in SMART's rail network, providing a vital link to the communities in Southern Marin County.

Message from the Chair



The Fiscal Year 2021/2022 marked a period of recovery and growth for SMART. In November 2021, Eddy Cumins joined us as the new General Manager, collaborating with the Board of Directors to create SMART's inaugural vision and mission statement. Our focus on enhancing the customer experience led to an increased weekday service to 36 trips per day, reintroduced Sunday service, and eliminated parking fees at all SMART-owned park-n-ride facilities.

Moreover, SMART took over ownership and operations for freight services, successfully commencing operations in March 2022, serving to three clients in Petaluma. As the pandemic restrictions eased, we ramped up our outreach efforts, from participating in fairs and festivals to educating the public on train safety.

Looking ahead, SMART is committed to building on our successes and continuing to provide reliable, safe, and sustainable transportation solutions for our community.

May we keep moving forward together!



SECTION 01

SMART is governed by a 12-member Board consisting of elected and appointed officials as specified in AB 2224. Members serve staggered 4-year terms.

FY 2022 SMART BOARD OF DIRECTORS

David Rabbitt, Chair

Sonoma County Board of Supervisors

Barbara Pahre, Vice Chair

Golden Gate Bridge, Highway/Transportation District

Judy Arnold

Marin County Board of Supervisors

Melanie Bagby

Sonoma County Mayors' and Councilmembers Association

Kate Colin

Transportation Authority of Marin

Damon Connolly

Marin County Board of Supervisors

Chris Coursey

Sonoma County Board of Supervisors

Debora Fudge

Sonoma County Mayors' and Councilmembers Association

Patty Garbarino

Golden Gate Bridge, Highway/Transportation District

Dan Hillmer

Marin County Council of Mayors and Councilmembers

Eric Lucan

Transportation Authority of Marin

Chris Rogers

Sonoma County Mayors' and Councilmembers Association

Governance

CITIZEN'S OVERSIGHT COMMITTEE



As required by the 2008 Expenditure Plan that accompanied Measure Q, the Board of Directors established the Citizen's Oversight Committee. Its responsibilities, as specified in both the 2008 and 2020 Expenditure Plans, involve evaluating and contributing to SMART's Strategic Plans. The Board of Directors determines the composition and obligations of the committee, including its membership, duties, and terms, which it approves.

Russ Colombo, Chair
Steve Birdlebough
Peter Breen
Dennis Harter
Patricia Kendall
David Oster
Steve Rabinowitsh
Tanya Narath, alternate
Julia Violich, alternate



SECTION 02



Vision & Values

SMART's General Manager, Eddy Cumins, joined the team on November 30, 2021. Before joining SMART, Cumins served as Chief Operating Officer for the Utah Transit Authority (UTA). After a 20-year military career in the United States Air Force, he began his career at UTA. During his distinguished time in the Air Force, Eddy served in various positions throughout California, Alaska, Portugal, Utah, and Japan. Eddy holds a Master of Science Degree in Organizational Leadership from Colorado State University and a Bachelor of Science Degree in Human Resource Development from Southwestern College. "This is a terrific hire for SMART," said Dave Rabbitt, Chair of the SMART Board of Directors.



MESSAGE FROM THE GENERAL MANAGER

I'm really excited to be a part of the SMART team and use my experience in transit operations to lead the organization towards success.

Our biggest challenge right now is getting people to ride the train again after the pandemic. Since many people are still working from home, we need to come up with new and creative ideas to encourage them to use our services.

My top priorities include improving transportation in Sonoma and Marin counties, strengthening SMART's relationship with the local community and other transit partners, and making sure SMART works well with other types of transportation.

In 2023, I'll be working hard to get funding for our plans to expand and find new ways to get more people on board.



Values



VISION

Smarter Transportation for a Smarter Tomorrow. SMART envisions an innovative transportation system that provides integrated mobility solutions, promotes sustainable growth, and enhances quality of life.



MISSION

We Connect Communities. SMART provides safe, reliable, and environmentally responsible transportation options.

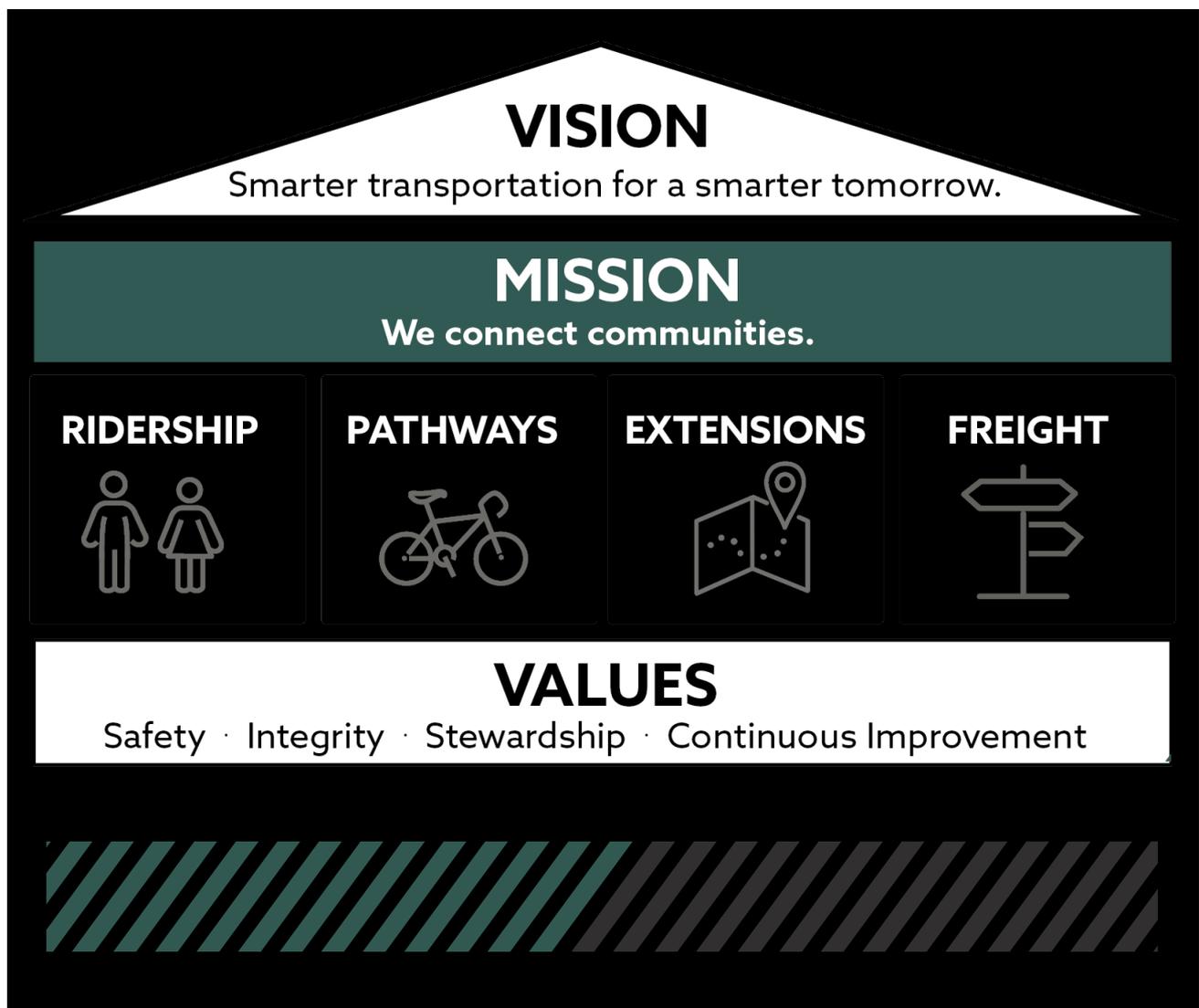


VALUES

Safety, Integrity, Stewardship, & Continuous Improvement.

PLANNING FOR THE FUTURE

SMART has taken important steps to prepare for its future by developing a Mission, Vision, Objectives, and values. In April of 2022, SMART held four Strategic Planning Listening Sessions to determine how to move forward. During these sessions, participants discussed key topics like ridership, pathways, extensions, and freight. SMART gathered feedback from over 1000 survey responses and 60 emails, and close to 200 members of the public attended the sessions.



SECTION 03

As the world continues to emerge from the pandemic, SMART has been committed to improving the customer experience by restoring services that were previously suspended. With safety measures in place, we have been working tirelessly to bring back the full range of transportation options that our riders have come to rely on.



03.16.22

The SMART Board approved free parking in all the SMART owned park & ride lots.

05.01.22

Sunday service was restored. SMART added two more trips per day on Saturday and Sundays.

05.01.22

Real-Time information regarding SMART trains is now available on Google Maps.



Enhancing the Customer Experience



06.04.22

The Muir Woods shuttle pickup location was moved to the Larkspur Ferry Terminal. The new location provides much easier access for SMART riders.

06.13.22

Ten additional trips were added during the week-day for a total of 36 weekday trips.

06.12.22 & 06.26.22

Added Giant's game service.





SECTION 04



Financials

The financial management practices at SMART ensure the financial viability and health of the organization which allows us to provide the transportation services for the residents of Marin and Sonoma Counties.

The financial information presented is divided into passenger rail and freight rail.



Passenger Rail

Total revenues for FY 2022 were \$70.7 million. Revenues were higher than anticipated by \$3.7 million (approximately 6%) of which \$3.1 million was due to higher than anticipated sales and use tax revenue.

Expenditures were lower than budgeted due to vacancy savings and overall lower expenditure patterns.

For a copy of SMART’s Audited Comprehensive Financials Report for the Fiscal Year ending June 30, 2022, visit our website at <https://sonomamarintrain.org/financial-documents>.



Services & supplies were **\$8.3M lower than projected**

↓ 47%



\$70.7 million in total revenues.

\$70.7M

Higher Sales & Use Tax Revenue

\$3.1M

Higher than anticipated sales and use tax revenue.



Salaries & benefits were

16% ↓ lower than projected
(or \$3.9 M)



EXPENSES

LABOR

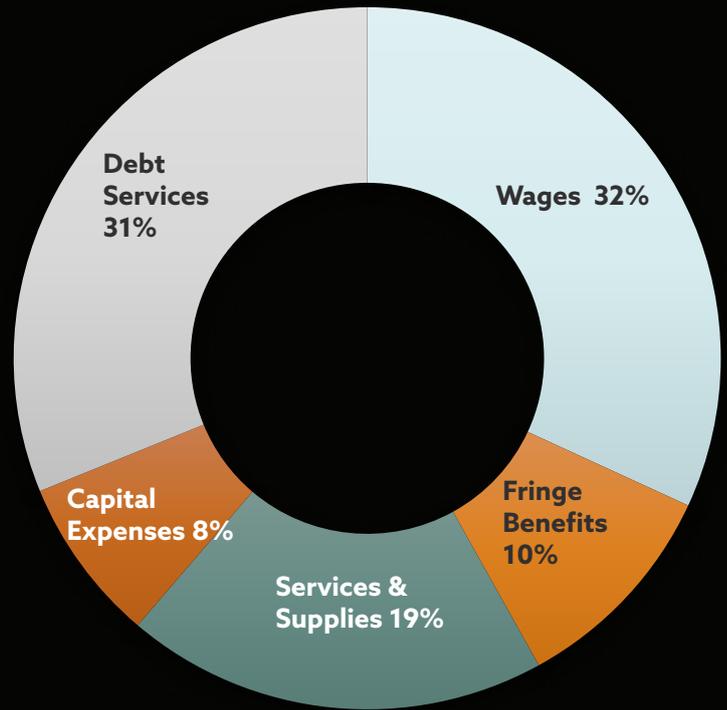
Wages	\$15,301,621
Fringe Benefits	\$4,821,489
Total Labor	<u>\$20,123,110</u>

NON-LABOR

Service & Supplies	\$9,267,501
Capital Expenses	\$3,636,472
Total Non-Labor	<u>\$12,903,973</u>

Total	\$33,027,083
Debt Service	\$14,958,269
Total Expenditures	\$47,985,352
Fund Balance Increase	<u>\$22,718,257</u>

Total	<u>\$70,703,609</u>
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REVENUES

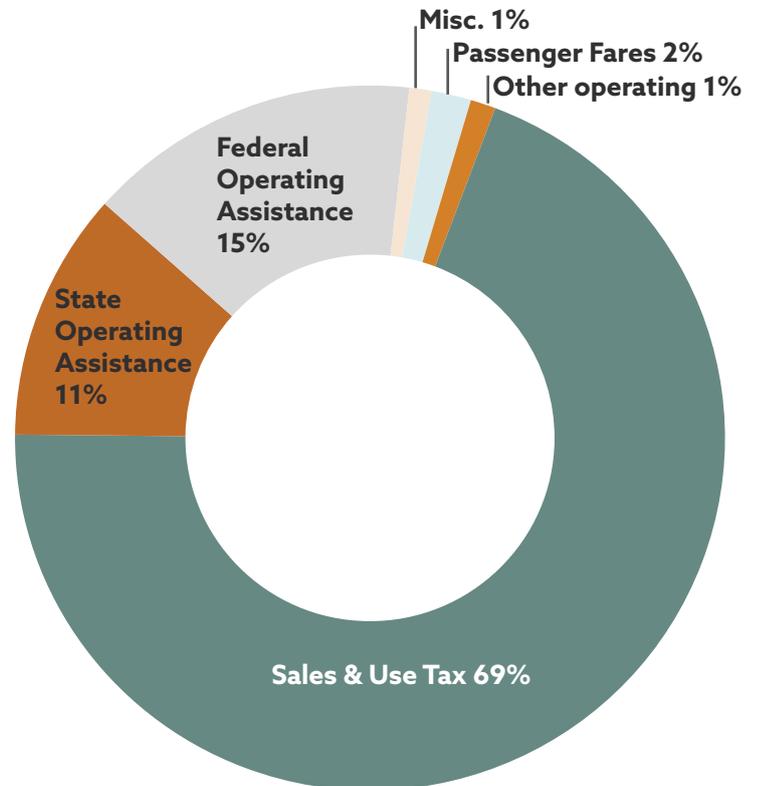
Operating Revenues

Passenger Fares	\$1,283,111
Other Operating Revenue	\$813,274
Total Operating Revenue	<u>\$2,096,385</u>

Non-Operating Revenues

Sales & Use Tax	\$49,074,830
State Operating Assistance	\$8,069,751
Federal Operating Assistance	\$10,751,080
Miscellaneous Revenues	\$56,141
Other Governmental Revenues	\$227,187
Interest Earned	\$428,235
Total Non-Operating Revenues	<u>\$68,607,224</u>

Total Revenues	<u>\$70,703,609</u>
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Diesel Multiple Units ((DMUs) parked at the Regional Operations Center (ROC) located at 1130 Airport Boulevard, Santa Rosa, California.

Short Range Transit Plan

In October 2021, the SMART Board of Directors made a significant milestone by adopting SMART's inaugural Short-Range Transit Plan (SRTP). The SRTP sets forth a comprehensive blueprint that outlines SMART's strategic vision and objectives for the next eight years, spanning from July 1, 2021, through June 30, 2029.

To effectively execute their planning and programming responsibilities, Metropolitan Transportation Commission (MTC) requires that each transit operator in its region which received federal funding prepare, adopt, and submit to MTC a Short-Range Transit Plan.

The document serves as a management and policy document which assess the financial capacity to carry out proposed levels of operations and the associated capital improvements

The SRTP is the first one that SMART has prepared and covers the period of Fiscal Year 2022 – Fiscal Year 2029. The SRTP was based on Capital Plan that was adopted in April 2021.

Overall, the adoption of SMART's first SRTP marks an important step forward in the agency's evolution, providing a clear direction and a framework for success in the years to come.

A copy of the plan can be found on SMART's website at <https://sonomamarintrain.org/financial-documents>.



This way forward!

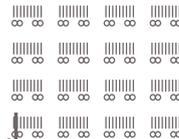
Freight Rail

SMART started operating Freight service for the first time on March 1, 2022. Sixteen cars were moved for three customers. Service was operated by a third-party while SMART went through the recruitment and hiring process for new freight employees. In-house operations began on July 1, 2022.

Total revenues for FY 2022 were \$5.5 million with 89% of the funds coming from a state grant that was used primarily for the purchase of freight rights from the NWPCo.

3.1.22
Freight service launched

In-house operations began on
JULY 01, 2022



16 Cars were moved



\$5.5 M

\$5.5 million in total revenues.

EXPENSES

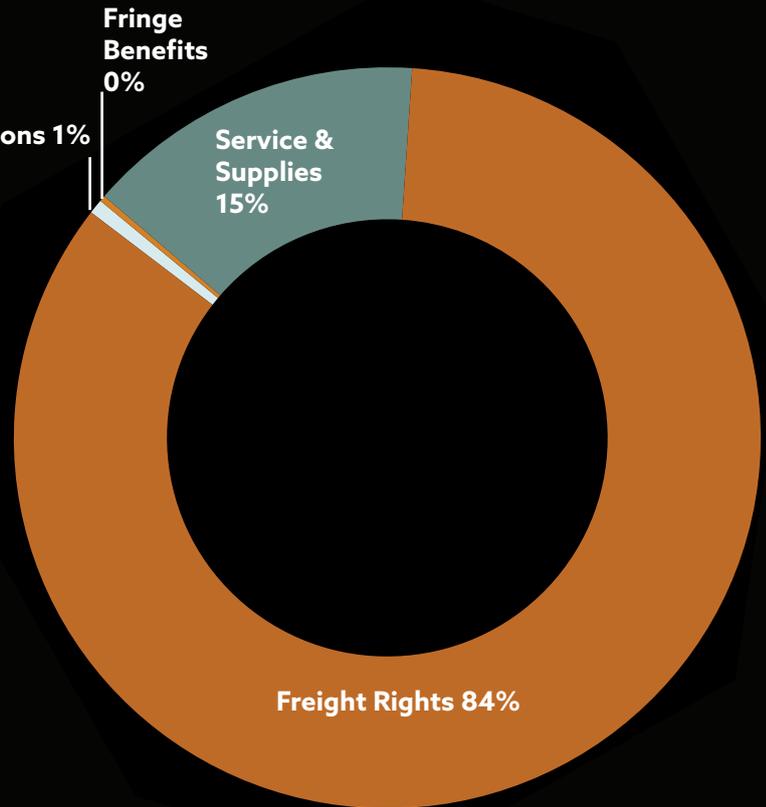
LABOR

Wages	\$30,110
Fringe Benefits	\$12,318
Total Labor	<u>\$42,428</u>

NON-LABOR

Service & Supplies	\$699,443
Capital Expenses	\$4,000,000
Total Non-Labor	<u>\$4,699,443</u>

Total Expenditures	\$4,741,871
Fund Balance Increase	\$769,334
Total	<u>\$5,511,205</u>



REVENUES

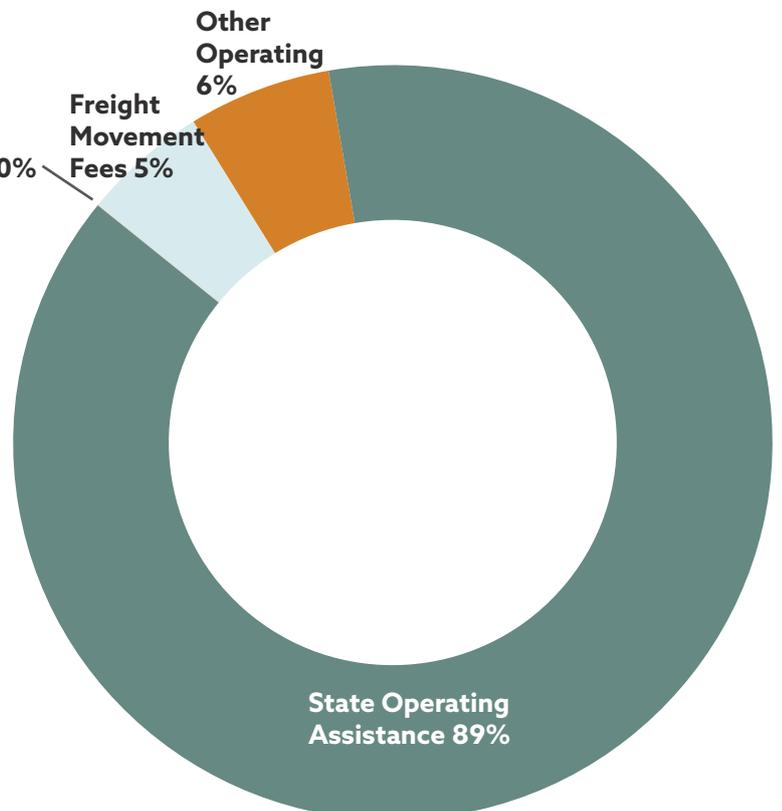
Operating Revenues

Freight Movement Fees	\$295,433
Other Operating Revenue	\$335,734
Total Operating Revenue	<u>\$631,167</u>

Non-Operating Revenues

State Operating Assistance	\$4,879,561
Interest Earned	\$477
Total Non-Operating Revenues	<u>\$4,880,038</u>

Total Revenues	<u>\$5,511,205</u>
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SECTION 05

In 2021-2022, SMART has been actively engaged in outreach work to promote its passenger service. The year started with the celebration of the fourth year of SMART passenger service on August 25, 2021.



Outreach

1ST IN-PERSON EVENT

Novato Festival of Art, Wine & Music



BUTTER & EGGS PARADE

750 BOOTH VISITORS



VISITED WITH PEOPLE

700



PARTICIPATED IN MAY MADNESS



6TH ANNUAL HOLIDAY TOY DRIVE



Projects - Extensions

Construction was suspended on the extension of the rail line between the Sonoma County Airport Station and Windsor. Regional Measure 3 (RM3) Bridge Toll funding has not been able to be distributed due to a lawsuit filed against the Metropolitan Transportation Commission (MTC). In October of 2020, the State Supreme Court agreed to hear the appeal case, which will continue to delay the funding until the outcome is determined by the court. SMART continues to pursue additional funding sources to complete this work.



PATHWAYS

In February 2022, SMART awarded a design contract to BKF Engineers for engineering design and permitting to prepare construction and environmental permit documents for seven sections of Non-Motorized Pathway (NMP) in Sonoma County, a total of approximately seven miles for \$2,555,592.

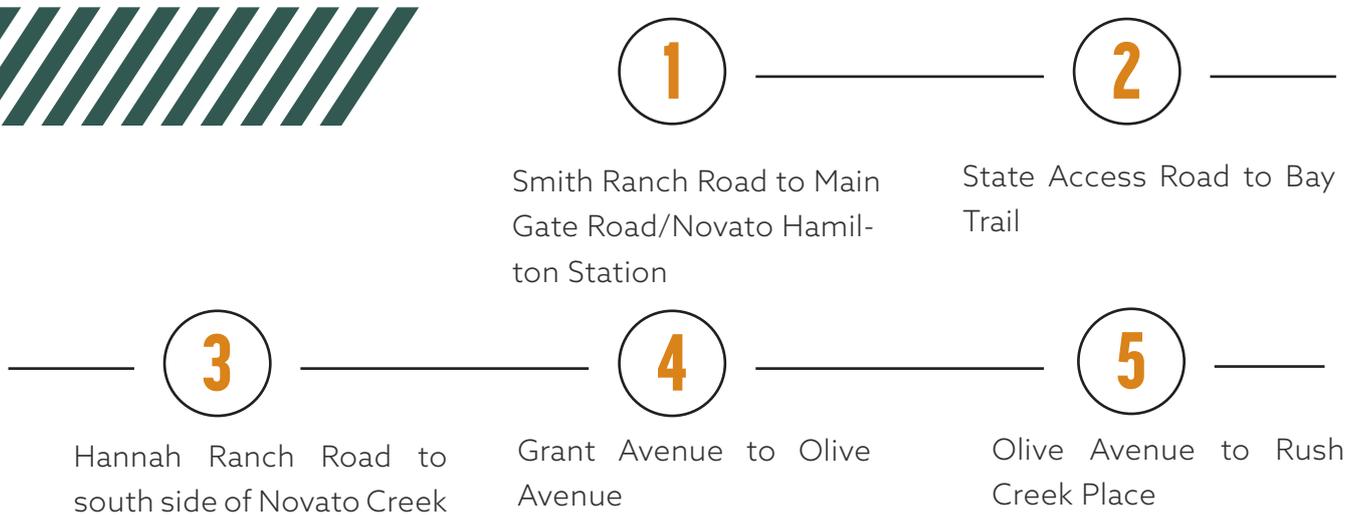
The seven sections of pathway within this contract include the following:



PATHWAYS

In March 2022, SMART awarded a design contract to CSW Stuber- Stroeh Engineering Group, Inc. (CSW|ST2) for engineering design and permitting to prepare construction and environmental permit documents for five sections of Non-Motorized Pathway (NMP) in Marin County, a total of approximately six miles for \$2,466,130.

The five sections of pathway within this contract include the following:





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