



Sonoma-Marín Area Rail Transit
5401 Old Redwood Hwy, Suite 200
Petaluma, CA 94954

P: 707-794-3330
F: 707-794-3037
W: www.SonomaMarinTrain.org

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Eddy Cumins

April 15, 2026

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

SUBJECT: Fiscal Year 2025/2026 Budget Amendment #9

Dear Board Members:

RECOMMENDATIONS:

Adopt Resolution No. 2026-06, amending Resolution No. 2025-19, the Fiscal Year 2025/2026 Adopted Budget to modify spending authority.

BACKGROUND:

In February, SMART and the City of Santa Rosa signed license and funding agreements for design and construction of the Jennings Avenue at-grade crossing. This action adds funding into the current fiscal year to initiate preliminary engineering design work in the amount of \$23,450, funded by the City of Santa Rosa.

The SMART Engineering team has identified a cantilever on the Freight Line at 8th Street in Schellville that requires replacement. The cantilever is located on the south side of the roadway and spans three lanes of traffic, including a left-turn lane. This is not the same cantilever that was previously removed from the Freight Budget and discussed at a prior Board meeting.

This proposed budget amendment adds \$44,000 to allow SMART to purchase the cantilever as owner furnished material, resulting in a lower overall cost for the future installation. The purchase will be offset using funds from the 2024 California Priority Legislative Budget Projects grant.

The Tie Replacement Project for the current fiscal year is nearing completion and requires additional funding to cover remaining labor and disposal costs associated with the removed ties. This action adds \$6,000 to complete the work.

These costs will be funded through the State Shortline Grant, with the required match coming from the Freight Fund. Because the Freight Fund is maintained at a zero-fund balance, additional funding from the 2024

California Priority Legislative Budget Projects grant will need to be budgeted to maintain the \$0 balance. However, the match required for the State Shortline Grant will be covered by freight fees that are already budgeted.

FISCAL IMPACT:

The increase in freight costs is fully offset by a corresponding increase in grant funding, resulting in no net impact to the fund balance. The passenger budget includes an additional \$23,450 in both expenses and funding, maintaining a fund balance of \$57,338,843.

Sincerely,

/s/

Heather McKillop
Chief Financial Officer

Attachments: 1.) Resolution No 2025-06 – FY 2025/2026 Budget Amendment #9
 2.) Revised Appendix A
 3.) Revised Appendix B

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2025-19, THE ANNUAL BUDGET FOR FISCAL YEAR 2025-2026 TO MODIFY SPENDING AUTHORITY

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2025-2026, the Board of Directors considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

WHEREAS, the Board approved Budget Amendment #1 which modified expenditure authority and revised position authority; and

WHEREAS, the Board approved Budget Amendment #2 to modify expenditure authority for the rollforward of funds and acceptance of additional funding; and

WHEREAS, the Board approved Budget Amendment #3 to modify expenditure authority for Phase I of the Healdsburg Extension project and the Teamsters agreement, and to revise position authority; and

WHEREAS, the Board approved Budget Amendment #4 to modify expenditure authority to add grant funding and roll forward funds related to continuing projects; and

WHEREAS, the Board approved Budget Amendment #5 to add additional funding for passenger rail, as well as add and modify funding sources for freight rail; and

WHEREAS, the Board approved Budget Amendment #6 increasing expenditure authority for passenger and freight; and

WHEREAS, the Board approved Budget Amendment #7 modifying the expenditure authority for passenger and freight and amending the position authorization for freight; and

WHEREAS, the Board approved Budget Amendment #8 modifying the expenditure authority for freight and amending the position authorization for passenger; and

WHEREAS, the Board desires to amend the budget to increase expenditure authority for passenger and freight; and

NOW, THEREFORE, BE IT RESOLVED that expenditure authority in Resolution No. 2025-19, Fiscal Year 2025-2026 Adopted Budget Appendix A and Appendix B are hereby amended.

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2025-19, together with all supplements, amendments, and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and otherwise contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect and provision of Resolution No. 2025-19.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 15th day of April, 2026, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chris Coursey, Chair, Board of Directors
Sonoma-Marín Area Rail Transit District

ATTEST:

Kyreen Jorgensen, Clerk of the Board of Directors
Sonoma-Marín Area Rail Transit District

Appendix A - Passenger Rail/Pathway/Shuttle Sources & Uses

FISCAL YEAR 2025-2026 BUDGET - SOURCES

	FY 26 Budget	Amendment #1	Amendment #2	Amendment #3	Amendment #4	Amendment #5	Amendment #6	Amendment #7	Amendment #9	Total
1 Beginning Fund Balance *	\$ 61,508,650									\$ 61,508,650
2 Revenues										
3 SMART S&U Tax										
4 Measure Q	\$ 48,300,300									\$ 48,300,300
5 Measure Q Cost of Collection	\$ (683,796)	\$ (156,074)								\$ (839,870)
6 Net Sales & Use Tax	\$ 47,616,504	\$ (156,074)								\$ 47,460,430
7 Measure Q Roll Forward	\$ 3,975,611		\$ 425,957		\$ 9,777					\$ 4,411,345
8 Transfer from Capital Fund	\$ -									\$ -
9 Transfer from Corridor Reserve	\$ 1,500,000									\$ 1,500,000
10 Subtotal	\$ 53,092,115	\$ (156,074)	\$ 425,957	\$ -	\$ 9,777	\$ -	\$ -	\$ -	\$ -	\$ 53,371,774
11 Federal Funds										
12 5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$ 4,246,710									\$ 4,246,710
13 5337 - Federal State of Good Repair Funds	\$ 4,937,716						\$ (3,451,826)			\$ 1,485,890
14 Discretionary Earmark	\$ 1,520,000		\$ 97,144							\$ 1,617,144
15 FTA / OBAG 2 - Hanna Ranch to Vintage Way	\$ 91,600						\$ (91,600)			\$ -
16 FTA/ OBAG 3 - Hanna Ranch to Vintage Way	\$ 171,750						\$ (171,750)			\$ -
17 Subtotal	\$ 10,967,776	\$ -	\$ 97,144	\$ -	\$ -	\$ -	\$ (3,715,176)	\$ -	\$ -	\$ 7,349,744
18 State Funds										
19 AHSC - Affordable Housing and Sustainable Communities	\$ 1,610,000						\$ (1,525,000)			\$ 85,000
20 ATP - Active Transportation Program	\$ -		\$ 99,429							\$ 99,429
21 Caltrans Sustainability Communities Competative Planning Grant	\$ 159,354									\$ 159,354
22 ITIP - Complete Streets	\$ 896,000						\$ (896,000)			\$ -
23 LCTOP - Low Carbon Transit Operating	\$ 760,918									\$ 760,918
24 LPP - Local Partnership Program	\$ 727,443	\$ 200,000			\$ 100,000		\$ (727,443)			\$ 300,000
25 SRA - State Rail Assistance	\$ 3,700,000									\$ 3,700,000
26 STA - State Transit Assistance (Population)	\$ 1,309,770		\$ (42,817)							\$ 1,266,953
27 STA - State Transit Assistance (Revenue)	\$ 2,094,129									\$ 2,094,129
28 STA - MASCOTS	\$ -		\$ 800,000							\$ 800,000
29 STA - SGR (State of Good Repair)	\$ 363,183									\$ 363,183
30 State Funds - Shuttle Service	\$ 250,000				\$ 65,705					\$ 315,705
31 TIRCP - Petaluma Station	\$ -		\$ 150,000				\$ (150,000)			\$ -
32 TIRCP - Windsor to Healdsburg Project Development	\$ 1,380,000		\$ (113,680)							\$ 1,266,320
33 TIRCP - Windsor to Healdsburg Phase I				\$ 33,359,000			\$ (10,100,000)			\$ 23,259,000
34 Subtotal	\$ 13,250,797	\$ 200,000	\$ 892,932	\$ 33,359,000	\$ 165,705	\$ -	\$ (13,398,443)	\$ -	\$ -	\$ 34,469,991
35 Regional Funds										
36 Regional Measure 3 (RM3)	\$ 1,048,400						\$ (824,400)			\$ 224,000
37 MTC - MASCOTS	\$ -	\$ 600,000	\$ (600,000)							\$ -
38 Measure M - Healdsburg					\$ 2,000,000					\$ 2,000,000
39 Subtotal	\$ 1,048,400	\$ 600,000	\$ (600,000)	\$ -	\$ 2,000,000	\$ -	\$ (824,400)	\$ -	\$ -	\$ 2,224,000
40 Other Sources										
41 Advertising	\$ 175,000									\$ 175,000
42 Charges for Services	\$ 112,851									\$ 112,851
43 Fare Revenues - Passenger Rail	\$ 2,541,000									\$ 2,541,000
44 Fare Revenues - Shuttle	\$ 8,000									\$ 8,000
45 Interest Earning	\$ 800,000									\$ 800,000
46 Misc.	\$ 55,885									\$ 55,885
47 Parking	\$ 17,580									\$ 17,580
48 Rent - Real Estate	\$ 494,025									\$ 494,025
49 Other Governments/Private Sector	\$ 1,534,821		\$ 31,136				\$ (1,534,821)	\$ 23,450	\$ 54,585	\$ 54,585
50 Subtotal	\$ 5,739,161	\$ -	\$ 31,136	\$ -	\$ -	\$ -	\$ (1,534,821)	\$ 23,450	\$ 23,450	\$ 4,258,926
51 Total Revenues	\$ 84,098,249	\$ 643,926	\$ 847,169	\$ 33,359,000	\$ 2,175,482	\$ -	\$ (19,472,840)	\$ 23,450	\$ 23,450	\$ 101,650,985
52 Total Revenues + Fund Balance	\$ 145,606,899	\$ 643,926	\$ 847,169	\$ 33,359,000	\$ 2,175,482	\$ -	\$ (19,472,840)	\$ 23,450	\$ 23,450	\$ 163,183,085

FISCAL YEAR 2025-2026 BUDGET - USES										
	FY 26 Budget	Amendment #1	Amendment #2	Amendment #3	Amendment #4	Amendment #5	Amendment #6	Amendment #7	Amendment #9	Total
53	Debt Service	\$ 16,996,844								\$ 16,996,844
54	Salaries & Benefits	\$ 30,549,100	\$ 1,046,346		\$ 87,417					\$ 31,682,864
55	Reduction for Salaries Charged to Projects	\$ (1,663,687)								\$ (1,663,687)
56	Reduction for Allocation of Salaries/ Services/ Supplies to Freight	\$ (34,944)								\$ (34,944)
57	Service & Supplies	\$ 18,382,301	\$ 221,819				\$ 700,000	\$ 73,563		\$ 19,377,683
58	Total Salaries, Benefits, Service, & Supplies	\$ 47,232,770	\$ 1,268,165	\$ -	\$ 87,417	\$ -	\$ 700,000	\$ 73,563	\$ -	\$ 49,361,915
59	Contribution to OPEB/ CalPERS Liability Fund	\$ 750,000								\$ 750,000
60	Contribution to Capital Sinking Fund	\$ 1,000,000								\$ 1,000,000
61	Operating Reserve	\$ 1,231,027								\$ 1,231,027
62	Total Reserve Contributions	\$ 2,981,027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,981,027
63	Total Debt Service, Operating, Reserves	\$ 67,210,640	\$ 1,268,165	\$ -	\$ 87,417	\$ -	\$ 700,000	\$ 73,563	\$ -	\$ 69,339,786
64	Balance	\$ 78,396,259	\$ (624,239)	\$ 847,169	\$ 33,271,583	\$ 2,175,482	\$ (700,000)	\$ (19,399,277)	\$ 23,450	\$ 93,843,299
65	Non-Capital Projects	\$ 4,658,214		\$ 2,763,789				\$ (2,367,710)		\$ 5,054,293
66	Total Non-Capital Projects	\$ 4,658,214	\$ -	\$ 2,763,789	\$ -	\$ -	\$ -	\$ (2,367,710)	\$ -	\$ 5,054,293
67	State of Good Repair and Projects	\$ 8,831,723						\$ (5,475,355)		\$ 3,356,368
68	Total State of Good Repair	\$ 8,831,723	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,475,355)	\$ -	\$ 3,356,368
69	Capital Projects									
70	Equipment	\$ 2,576,151				\$ 109,777		\$ (1,465,300)		\$ 1,220,628
71	Facilities	\$ 6,683,886		\$ (2,123,803)	\$ 33,359,000	\$ 2,000,000	\$ 185,000	\$ (14,011,365)		\$ 26,092,718
72	Infrastructure	\$ -		\$ 50,000				\$ (45,000)	\$ 23,450	\$ 28,450
73	Non-Revenue Vehicles	\$ 346,000	\$ 276,000					\$ 130,000		\$ 752,000
74	Land Acquisition	\$ -								\$ -
75	Total Capital Expenditures	\$ 9,606,037	\$ 276,000	\$ (2,073,803)	\$ 33,359,000	\$ 2,109,777	\$ 185,000	\$ (15,391,665)	\$ 23,450	\$ 28,093,795
76	Ending Fund Balance	\$ 55,300,285	\$ (900,239)	\$ 157,183	\$ (87,417)	\$ 65,705	\$ (185,000)	\$ (700,000)	\$ 3,835,453	\$ 57,338,843

