



**BOARD OF DIRECTORS  
MEETING AGENDA  
February 16, 2022 – 1:30 PM**

In accordance with AB 361, Sonoma-Marin Area Rail Transit District Resolution No. 2021-24, Governor Newsom's March 4, 2020, State of Emergency due to the COVID-19 pandemic and Marin and Sonoma Counties Health Officials recommendations to continue measures that promote social distancing the SMART Board of Directors Meeting will continue to be held virtually through Zoom.

**MEMBERS OF THE PUBLIC MAY NOT ATTEND THIS MEETING IN PERSON**

**ZOOM TELECONFERENCE INSTRUCTIONS**

**PUBLIC COMMENT PRIOR TO MEETING:**

If you wish to make a comment you are strongly encouraged to please submit your comment by 5:00 p.m. on Tuesday, February 15, 2022 at

<https://www.surveymonkey.com/r/SMARTBoardComments>

**PUBLIC COMMENT 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.

1. Call to Order
2. Approval of the February 2, 2022 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 Reports – January 2022

### Regular Calendar

7. Approve a Resolution to Amend Fiscal Year 2021/2022 Budget –*Presented by Heather McKillop*
8. Next Regular Meeting of the Board of Directors, March 2, 2022 – 1:30 PM
9. Adjournment

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#### 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-Mendoza, Clerk of the Board at [lrosas@sonomamarintrain.org](mailto: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  
February 2, 2022 - 1:30 PM**

In accordance with AB 361, Sonoma-Marina Area Rail Transit District Resolution No. 2021-24, Governor Newsom's March 4, 2020, State of Emergency due to the COVID-19 pandemic, and Marin and Sonoma Counties Health Officials recommendations to continue measures that promote social distancing, the SMART Board of Directors Meeting will continue to be held virtually through Zoom.

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1. Call to Order

Chair Rabbitt called the meeting to order at 1:33pm. Directors Arnold, Colin, Fudge, Garbarino, Gorin, Hillmer, Lucan, Pahre and Rogers were present; Directors Bagby and Connolly joined later.

2. Approval of the January 19, 2022, Board Meeting Minutes

**MOTION:** Director Lucan moved approval of January 19, 2022, Board Meeting Minutes as presented. Director Arnold second. The motion carried 8-0 (Directors Garbarino and Rogers abstain; Directors Bagby and Connolly joined later).

3. Board Members Announcements

Director Gorin announced that she will no longer be on the SMART Board as the Board of Supervisors have appointed Chris Coursey to take her place. She thanked the SMART staff and board members for helping her learn more about SMART and its future. She is willing to help find revenue solutions to replace the loss of revenue due to the tank cars being removed from Sonoma Valley in the future. Chair Rabbitt thanked Ms. Gorin for her service on the SMART Board.

Vice Chair Pahre thanked Ms. Gorin for her service and stated she will be missed. She thanked SMART's Chief Financial Officer, Heather McKillop, for being one of the esteemed panelists on the topic of "Understanding and Shaping Agency Budget and Financial Policies in the Time of Transit Recovery" at the American Public Transportation Association (APTA) Seminar. She thanked Ms. McKillop for being with SMART and representing SMART so well.

Chair Rabbitt said that we are lucky to have a stellar staff and thanked Ms. McKillop for her professionalism.

Director Hillmer thanked Ms. Gorin on behalf of the Marin Council Members for her service on the SMART Board.

Chair Rabbitt said that he had a meeting with Metropolitan Transportation Commission (MTC) to discuss SMART and the vision of the State Rail Plan. The Strategic Plan “Planning for the Future” meeting is being scheduled, and once the document is put together it will be presented to the Board and public for further discussion.

#### 4. General Manager’s Report

General Manager Cumins provided a brief Ridership Report presentation on the following:

- SMART Fiscal Year 2020 to 2022 Monthly Ridership
- SMART Pre-COVID vs. 2021 Average Weekday Ridership
- SMART 12-month Average Weekday Ridership Average (Feb 2021 – Jan 2022)
- Origin/Destination Comparison (Post-COVID)
- SMART Ridership by day of the week (Previous 4 weeks)

#### Comments

Director Colin asked if SMART 12-month average weekday ridership chart are rolling months. General Manager Cumins responded yes, and noted SMART continues to make progress.

Chair Rabbitt stated that especially with the days of the week, he wonders if it is an indication of those riders traveling on SMART remain traveling on SMART are essential service workers. General Manager Cumins agrees with Chair Rabbitt. Chair Rabbitt asked if Clipper Start is being utilized more now than before pre-covid. General Manager Cumins said that he will research and include Clipper Start statistics next month.

Director Connolly joined at 1:45pm

Director Bagby stated that the Junior College and High Schools are back in person sessions. She would like to know what segment of ridership they represent. Another important part is to know and understand who the core consistent riders are and how to possibly make schedule adjustments to increase ridership.

Director Hillmer stated that while visiting San Diego he noticed a program called Wheels and Birds, which are electric scooters for the last mile gap. His observations were that they are very successful and helpful. He suggested the Board consider looking into these programs to assist General Manager Cumins in a goal to work on the last mile solutions. General Manager Cumins stated that he has experience with the scooters; in Utah the people loved them, and they were great especially for young people. There are some negatives and positives associated with the program and the cities and he will be happy to do some research.

Vice Chair Pahre stated that there was a discussion at APTA seminar about first and last mile. They said that it is an actual land use issue; she is not sure it relates to SMART, but SMART should think about.

Director Rogers stated that in December 2021 the City of Santa Rosa approved a scooter program; a full analysis of what everyone is doing, and what the best practices was conducted. There is a partnership with the Sonoma County Transportation Authority, he will be happy to connect people with the staff who is in charge to get more specific details.

5. Public Comment on Non-Agenda Items

Richard Brand applauded General Manager Cumins outreach efforts by listening and talking to the public. He suggested keeping up with those outreach efforts is important for the success of this railroad. He suggested posting the next Citizens' Oversight Committee meeting on the website.

Steve Birdlebough said that importance of the first and last mile surrounding the stations. That is where most of the ridership should come from. It takes time for transit-oriented developments to develop around railroad stations. It took several years in Sacramento before people started to use the light rail.

Matt Hartzell thanked Chief Engineer, Bill Gamlen for holding the South Greenway Pathway gap between Puerto Suello Hill and North San Pedro Road working group session last week. The feasibility study is in draft form and the consultant will be finalizing soon. He will be asking the Board to fully absorb the information of the feasibility study and then provide direction to SMART staff and to be included in the Capital Plan .

Warren Wells thanked SMART staff for the invitation to the working group session. This is a super important project and he thanked Mayor Colin for her leadership on getting this project started.

Patrick Seidler thanked the SMART Board for its investment in the capital program for the SMART pathway segments in Marin and Sonoma County. He thanked Mayor Colin for her leadership in Marin County and SMART's Chief Engineer Bill Gamlen, for working with the consultant on the feasibility study. He said that this project is a critical segment that will connect Marin County.

6. Consent

- a. Consider and Approve a Resolution to continue virtual Tele/Video Conference Meetings during the COVID-19 State of Emergency
- b. Approval of Monthly Financial Reports

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

**MOTION:** Director Fudge moved approval of the Consent Agenda as presented. Director Rogers second. The motion carried 12-0.

7. Approve a Resolution Authorizing the General Manager to Award Contract No. CV-PS-21-003 with BKF Engineers for the Marin – Sonoma Non-Motorized Pathway Project for a total contract amount of \$2,555,592 - *Presented by Bill Gamlen*

Chief Engineer, Bill Gamlen, stated that the item before the Board today is a recommendation to award a contract to BKF Engineers for design and permitting services to prepare construction and environmental permits for seven (7) segments of the non-motorized pathway in Sonoma and Marin County which totals 7 miles.

This work was planned and included in the Capital Plan that was approved by the Board in April 2021.

SMART issued a Request for Proposal on October 26, 2021, for Civil Engineering Design and Environmental Permitting Services. SMART received two proposals on November 29, 2021. The selection committee evaluated the proposals and determined BKF Engineers was the highest-ranked proposal. During the negotiations with the proposer, six optional permitting tasks in the amount of \$139,500 were included in the contract amount.

Staff recommends approval of Resolution No. 2022-04 to award Contract No. CV-PS-21-003 with BKF Engineers for an amount of \$2,555,592.

#### Comments

Richard Brand said that he is willing to help with MTC to open and expand the understanding of the county as opposed to a limited part of the county.

Warren Wells stated that he is very happy to hear about this big advancement toward building these seven (7) miles of pathway.

Chair Rabbitt said that on behalf of himself and commissioner Connolly “they punch above their weight” in the North Bay with the collaboration of partners in Marin, Sonoma, Napa, and Solano Counties.

Director Fudge stated that everyone needs to celebrate this contract. She thanked the bicycle coalitions for paying attention and honoring SMART efforts to complete these paths. She suggested that the bicycle coalitions members know of what has been accomplished and is going to be accomplished in Sonoma and Marin counties.

Director Arnold left at 2:10pm

Lastly, Chair Rabbitt thanked Chief Engineer Gamlen for his work on this project and stated that we need to remember that its 7 miles of path.

**MOTION:** Director Garbarino moved to Approve a Resolution Authorizing the General Manager to Award Contract No. CV-PS-21-003 with BKF Engineers for the Marin – Sonoma Non-Motorized Pathway Project for a total contract amount of \$2,555,592 as presented. Director Arnold second. The motion carried 11-0 (Director Arnold absent)

8. Accept Annual Report for Fiscal Years 2020 and 2021 - *Presented by Heather McKillop*

Director Arnold joined at 2:15pm

Chief Financial Officer, Heather McKillop, stated that Fiscal Year 2020 Annual Report was not completed due to COVID-19 pandemic and the change of the Chief Financial Officer . The Annual Report being presented today, includes Fiscal Year 2020 and 2021. She provided a presentation which will be posted on the website. Highlights include:

- Projects
  - Larkspur Extension – Opened December 13, 2019
  - Downtown Novato Station – Opened December 14, 2019
  - Payran to Southpoint Multi-Use Pathway – Opened October 2019
  - Windsor Extension – Project on hold due to funding and pending resolution of the lawsuit
- Events that Shaped 2020 and 2021
  - Fires
  - COVID
  - Sales Tax Initiative
  - Freight
- Community Outreach
  - Listening Forums
  - Safety Education
  - Suicide Prevention
  - Holiday Express Drive
  - Welcome Back
- Funding
  - Revenues
  - Allocation
- Milestones
  - 2 million rider

Comments

Director Garbarino stated that it is a great report. She echoes all the comments that Vice Chair Pahre mentioned earlier, and she hopes the word gets out to the public and those people that are watching.

Chief Financial Officer McKillop thanked Matt Stevens and Veda Flores for putting the document together.

Richard Brand stated that it's a great report. He hopes there is a resolution regarding the lawsuit that is holding the funds to complete the Windsor Extension project.

Steve Birdlebough stated that now is the time to get people to ride the train and get acquainted.

Director Fudge stated that SMART has been nominated for a \$40 million grant to complete the Windsor Extension project while waiting for the lawsuit to be resolved. She thanked staff for adding the ferry schedule to the SMART timetable schedule, which is helpful.

**MOTION:** Director Rogers moved to Accept Annual Report for Fiscal Years 2020 and 2021 as presented. Director Arnold second. The motion carried 12-0.

9. Next Regular Meeting of the Board of Directors, February 16, 2022 – 1:30 PM
10. Adjournment - Meeting adjourned at 2:26PM

Respectfully submitted,

Leticia Rosas-Mendoza  
Clerk of the Board

Approved on: \_\_\_\_\_





February 16, 2022

**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**  
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**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

**Eddy Cumins**  
General Manager

5401 Old Redwood Highway  
Suite 200  
Petaluma, CA 94954  
Phone: 707-794-3330  
Fax: 707-794-3037  
[www.sonomamarintrain.org](http://www.sonomamarintrain.org)

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

**SUBJECT:** Monthly Ridership Report – January 2022

Dear Board Members:

**RECOMMENDATIONS:** Information Item

**SUMMARY:**

We are presenting the monthly ridership report for activity for the month of January 2022. This report shows trends in ridership for SMART by tracking Totals, Average Weekday riders, and Average Saturday/Holiday riders, as well as bicycles and mobility devices. We have added charts and graphs of the information to further illustrate system trends.

As discussed in prior presentations to the Board, both Onboard Counts and Fare-based collection rider counts are shown to give a full picture of ridership. Onboard Counts capture all riders, including the riders who are riding during the Free Fare Days or Programs offered by Your Board, riders with passes who neglect to tag on or off, as well as categories of riders such as children under five years old. Clipper + Mobile App paid fare reports do not capture all riders.

This and future reports will compare the most recent month to the same month during the prior year, as is standard industry practice for tracking trends over time. The report also shows progress so far in the Fiscal Year compared to the same time in the last Fiscal Year, to enable tracking of riders relative to budget expectations. These reports also note relevant details associated with fare program discount usage and trends in riders bringing bicycles onboard. As this data collection and reporting process evolves, we will continue to revise data discussion and presentation in the reports.

SMART's rider data for December 2021 is posted on the SMART Ridership website (<http://sonomamarintrain.org/RidershipReports>) and SMART's detailed January 2022 data will be posted once validated.

The report covers the gradual return of riders to SMART as Bay Area Counties continue to adjust COVID-19 restrictions and phase the opening of schools, restaurants, retail shops, offices, and other places of work.

**FISCAL IMPACT:** None

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

[ x ] Counsel       /s/      

Respectfully,

      /s/      

Emily Betts

Principal Planner

Attachment(s): Monthly Ridership Report – January 2022

**JANUARY 2022 (COVID-19) SMART RIDERSHIP**

SMART Ridership Report  
Board of Directors,  
February 16, 2022

SMART's January 2022 ridership was more than triple that of January 2021, which was heavily impacted by the COVID-19 shutdown. Average weekday ridership rose steadily from February 2021, with a dip in December, partially due to the holidays, and then continued to decline in January 2022, as the Omicron variant spurred workplace and school closures. January average weekday ridership was at 34% of pre-COVID numbers (January 2020).

Throughout the region, automobile traffic levels have returned to pre-pandemic levels in some areas and transit agencies are seeing the gradual signs of ridership recovery. SMART has recovered to 40% of pre-pandemic ridership levels for Fiscal Year to Date. However, the COVID variants and ongoing remote-work trends continue to have a detrimental effect on transit ridership throughout the Bay Area.

As a reminder, SMART modified services in March 2020 due to the COVID-19 pandemic, with weekend service annulled starting March 21 & 22, 2020, and weekday service reduced first by 4 trips (down to 34) on March 23, 2020, then by another 18 trips, (down to 16), on April 6, 2020. Beginning on Monday, May 24, 2021, SMART added service to the weekday schedule with two new morning trips and three new afternoon trips, resulting in 26 weekday trips. Saturday service was also restored the last two weekends in May, with 3 morning and 3 afternoon round trips. FY22 Saturday ridership has been very strong, seeing approximately 60% of average weekday ridership levels on less than half the number of train trips.

The tables below present data from January 2021 and 2022, year-over-year, and comparing fiscal years to date (July – January).

MONTHLY TOTALS YEAR-OVER-YEAR	JAN 2021	JAN 2022	% Change
<b>Ridership (Onboard Counts)</b>	6,728	22,710	238%
<b>Paid Ridership (Clipper + App Only)</b>	6,428	21,108	228%
<b>Average Weekday Ridership (Onboard Counts)</b>	337	973	189%
<b>Average Saturday/Holiday Ridership (Onboard Counts)</b>	0	570	N/A
<b>Bicycles</b>	1,366	3,200	134%
<b>Mobility Devices</b>	10	70	600%

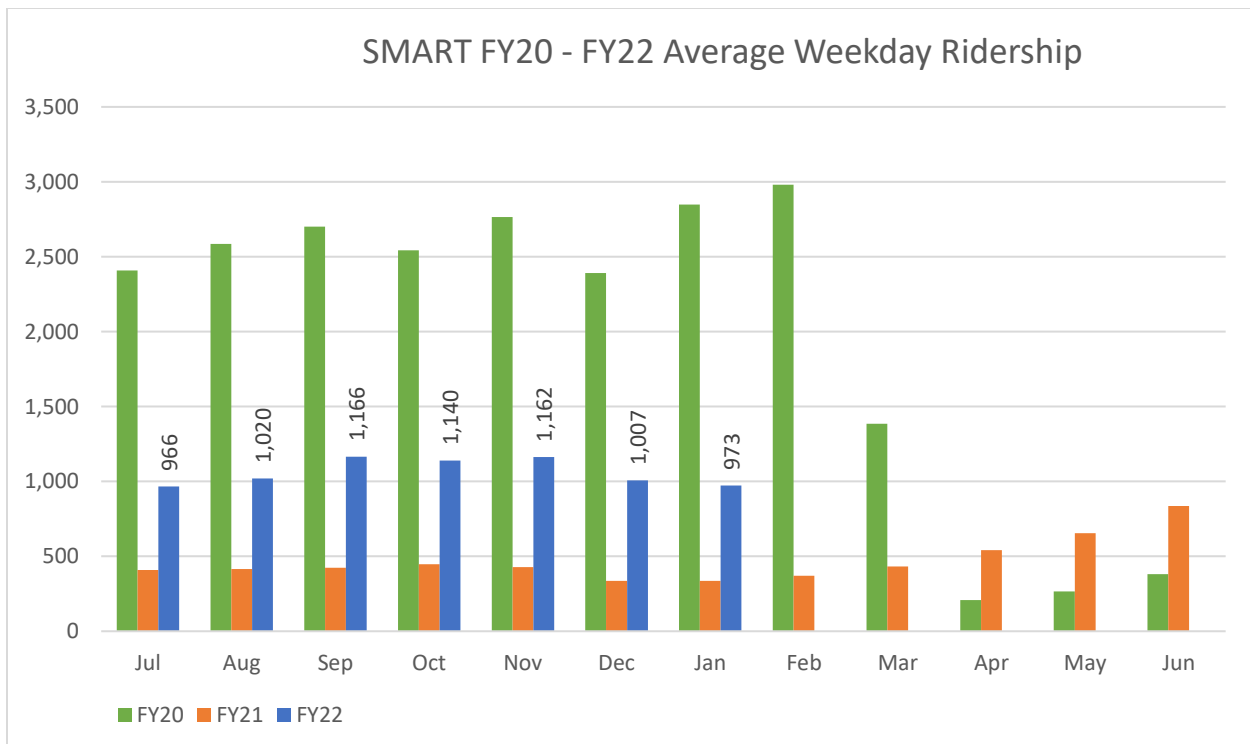
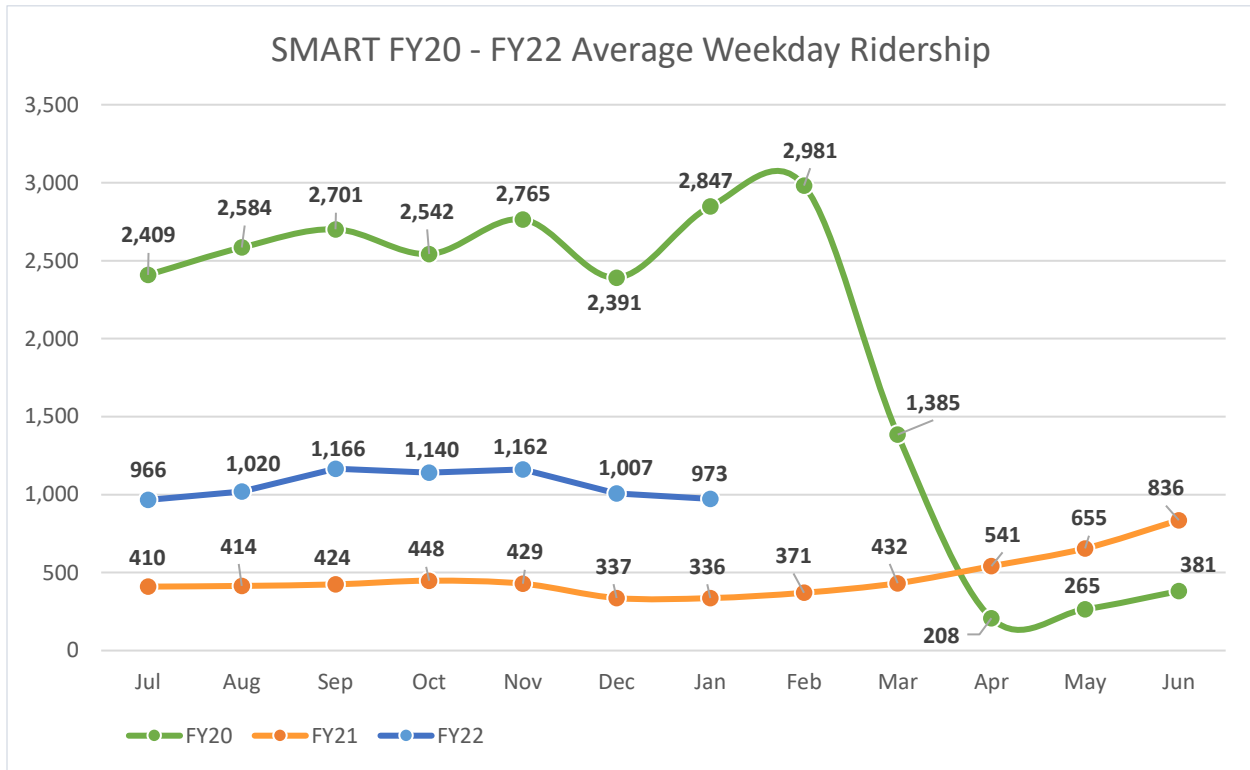
For FY22 to date, total ridership is **more than triple** that of FY21 and the number of bicycles on board has doubled.

FISCAL YEAR-TO-DATE (JUL-JAN)	Fiscal Year 2021	Fiscal Year 2022	% Change
<b>Ridership (Onboard Counts)</b>	59,178	177,947	201%
<b>Paid Ridership (Clipper + App Only)</b>	55,314	162,648	194%
<b>Average Weekday Ridership (Onboard Counts)</b>	400	1,062	166%
<b>Average Saturday/Holiday Ridership (Onboard Counts)</b>	0	627	N/A
<b>Bicycles</b>	12,478	26,692	114%
<b>Mobility Devices</b>	194	812	319%

## JANUARY 2022 (COVID-19) SMART RIDERSHIP

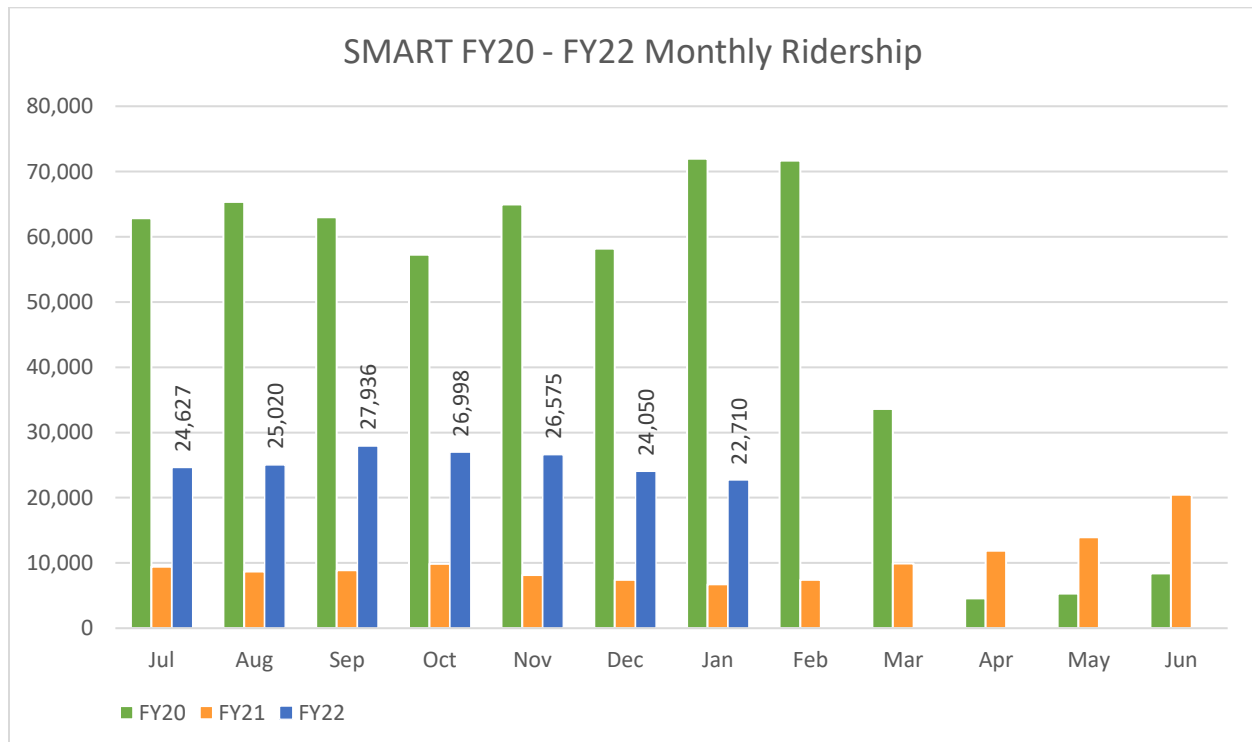
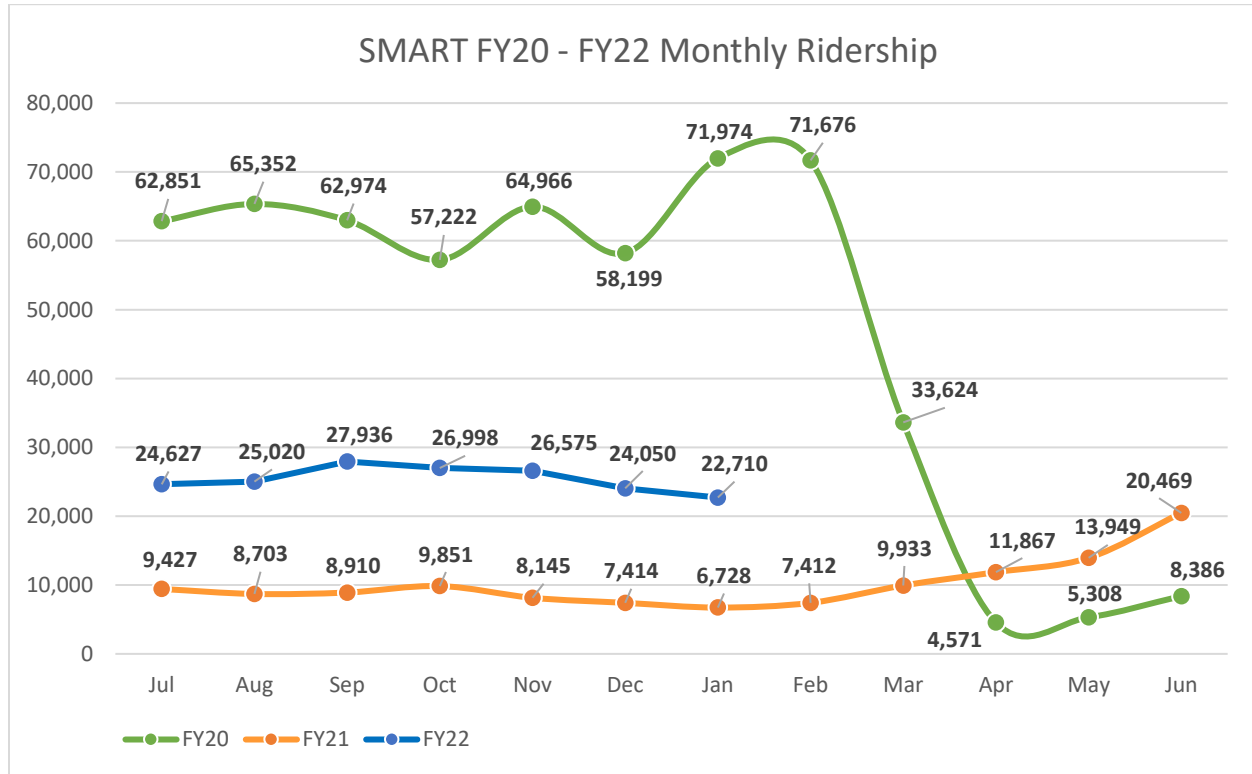
SMART Ridership Report  
Board of Directors,  
February 16, 2022

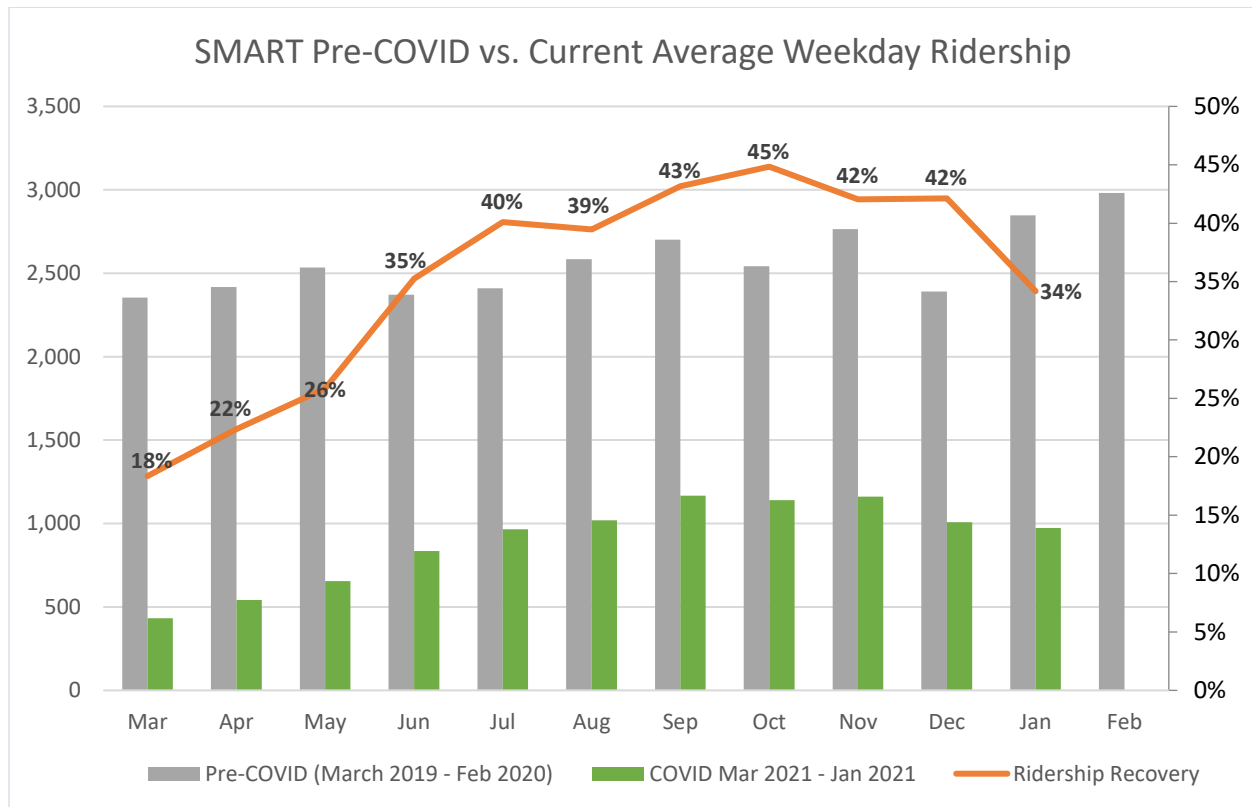
The following charts compare the monthly totals and average weekday ridership for FY20-FY22 to date and illustrate monthly and average weekday ridership trends.



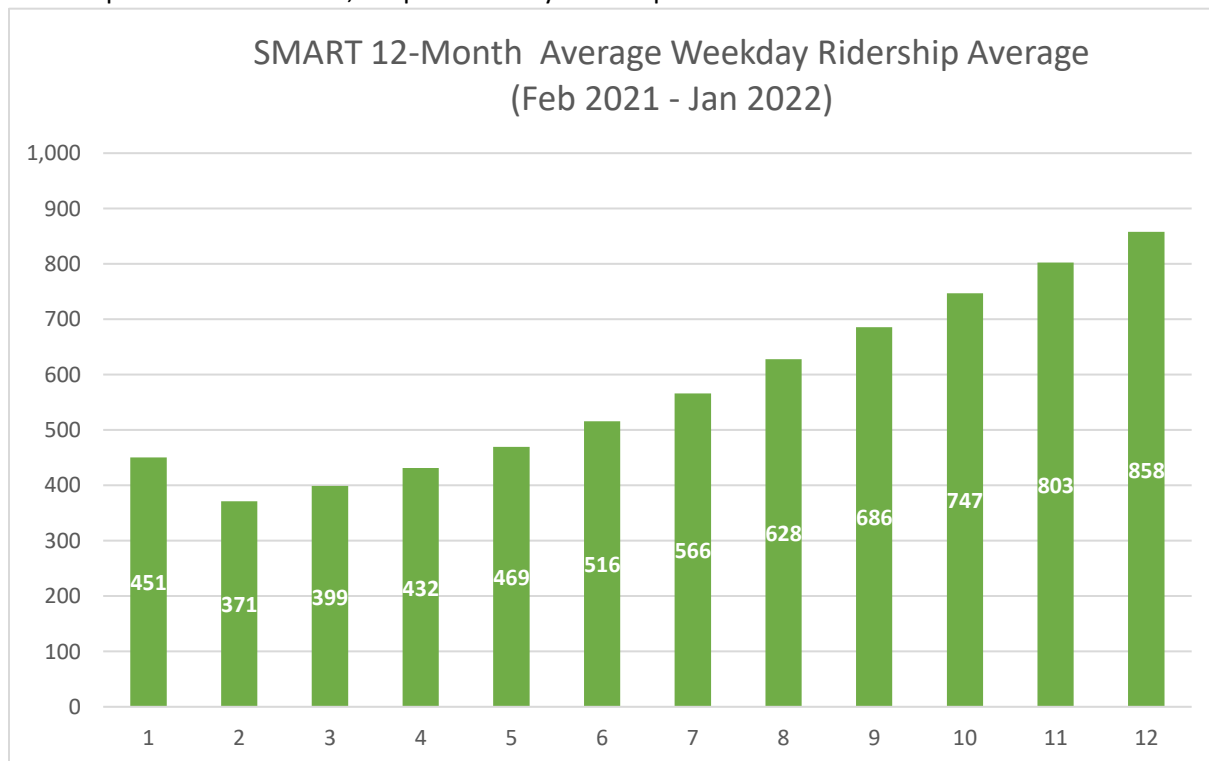
# JANUARY 2022 (COVID-19) SMART RIDERSHIP

SMART Ridership Report  
Board of Directors,  
February 16, 2022





The chart below shows a “rolling average” of weekday ridership over the last 12 months, cumulatively. Ridership continues to climb, despite monthly ridership fluctuations.





February 16, 2022

**David Rabbitt, Chair**  
Sonoma County Board of Supervisors

**Barbara Pahre, Vice Chair**  
Golden Gate Bridge,  
Highway/Transportation District

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**Eddy Cumins**  
General Manager

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

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

**SUBJECT:** Approval of the Fiscal Year (FY) 2021/2022 Amended Budget

Dear Board Members:

**RECOMMENDATION:**

Approve Resolution 2022-05 which amends the Fiscal Year (FY) 2022 budget (Resolution No. 2021-11).

**SUMMARY:**

In June 2021, the Board adopted the FY 22 budget. We are now over halfway through FY 22 and are providing you with an update and amended budget for consideration. We are showing the budget in two parts a) passenger rail/ pathway and b) freight.

**Passenger Rail/ Pathway**

In summary, revenues increased by \$13.9 million, and expenditures decreased by \$0.8 million. We are anticipating ending the fiscal year with an unrestricted fund balance of \$37.4 million an increase of \$14.3 million. In addition, we will have reserves totaling \$30.1 million.

Attached you will find an updated Appendix A – Passenger Rail/ Pathway. Appendix A now includes three (3) columns. Column A is the current Board Adopted budget, Column B contains previous Board approved actions since the adopted budget and 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.

**Revenues**

Several changes have been made to revenues. Those changes are delineated below.

**Sales and Use Taxes (Column B, Line 1)**

The adopted budget was prepared using MuniServices' forecast from quarter four of 2020. The most recent forecast received from MuniServices reflects an estimate of **\$46,981,000**. Based on current actuals, we believe this may be conservative but is the most recent forecast we have received.

**Interest and Lease Earnings (Column B, Line 2)**

This line item contains interest, lease and rental income, and advertising income. We are anticipating lower interest earnings than was originally budgeted based on earning the first half of the fiscal year. This is a reduction of \$108,000 for a total estimate of **\$623,865**.

Fare Revenues (Column B, Line 4)

The original forecast for fare revenue was \$811,050. Based on increases in ridership and actual fare collections for the first half of the fiscal year we are increasing our forecast by \$388,950 to a total of **\$1,200,000**.

State Grants (Column B, Line 6)

The increase of \$2.1 million is from the roll-forward of funds from FY 21 which was previously approved by the Board. The new forecasted amount is **\$8,660,684**.

Federal Funds - Non-COVID (Column B Line 9)

We are moving \$806,000 from Fiscal Year 2022 to Fiscal Year 2023 for the Payran to Lakeville pathway project which will not be constructed until next fiscal year assuming the pathway litigation is resolved. The new forecast for Federal funds totals **\$3,037,733**.

Federal Funds - COVID Funding (Column B, Line 10)

American Rescue Plan funds were not allocated when the Board adopted the Fiscal Year 22 budget in June of 2021. Since then, SMART has been allocated **\$7,225,294** which we are budgeting in Fiscal Year 22.

Other Governments/ Misc. (Column B, Line 11)

\$146,998 of local funds were rolled forward from Fiscal Year 21 to Fiscal Year 22 in a previously approved action by the Board. The total is **\$161,998**.

There were no changes to the following revenue line items: Miscellaneous Revenues (Line 3), Parking Revenues (Line 5), and Charges for Service (Line 8). The updated revenue forecast for FY 22 is **\$68,005,074** (Column C, Line 13)

Beginning Fund Balance (Column B, Line 14)

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. When the FY 22 budget was adopted in June it was projected to be \$37,826,030. The final audited balance was **\$37,466,206** a decrease of \$359,824.

**Budgeted Expenditures**

Services and Supplies (Column B, Line 19)

Most of the \$1,014,177 increase came from the roll forward of funds from FY 21 to FY 22 which was previously approved by the Board. Estimated expenditures are **\$17,989,898**.

Other Charges (Column B, Line 20)

Increase of \$7,413. These funds were transferred from the administrative budget to cover the cost of settlements. Estimated expenditures are **\$7,413**.

Equipment, Buildings, and Improvements (Column B, Line 21)

Equipment, Buildings, and Improvements has been decreased by \$419,060 due to the lag time in being able to get parts and the reduction in service the last few years which has led to the ability to defer maintenance due to lack of hours and miles on trains. New anticipated costs are **\$2,957,540**.



Capital Projects (Column B, Line 22)

Capital projects has been decreased by \$1,419,646. This includes moving funds for the Riparian Mitigation, McDowell Crossing, Pathway Design, and Payran to Lakeville projects to FY 23 because they can't be spent this fiscal year. This results in anticipated expenditures of **\$8,785,211**.

Account and Fund Transfers (Column B, Line 25)

This line item is to capture fund transfers or salaries that are budgeted under salaries and benefits but will be capitalized. The amount of the adjustment is \$6,244 for a total of \$822,804.

There were no changes to the following expenditure line items: Debt Service (Line 16), Salaries and Benefits (Line 18), and Other Governments (Line 23). Total expenditures are estimated at **\$52,641,214** (Column C, Line 26)

**Remaining Unrestricted Year End Fund Balance (Estimated)**

The remaining unrestricted fund balance is the portion of the fund balance that is not currently restricted for other uses and can be spent or allocated by the Board. The unrestricted fund balance is calculated by SMART using audited numbers in the following way:

Plus (+)	Forecasted Revenues
Plus (+)	Beginning Fund Balance
Less (-)	Debt Service
Less (-)	Forecasted Expenditures
Plus (+) or Less (-)	Other Adjustments
Equals (=)	Remaining Unrestricted Fund Balance

The unrestricted fund balance for FY 22 year-end is now estimated at **\$37,398,810** (Column C, Line 33). This is attributable to a higher sales tax estimate, the addition of American Rescue Plan (ARP) funds, and lower anticipated expenditures. These funds will be rolled forward to future years per the capital plan to fund operating and capital costs in fiscal years 2023 – 2029.

**Restricted Fund Balance – Reserves (Lines 34-38)**

SMART currently has five (5) reserve funds. It requires a 2/3rds vote to utilize any of these reserves. These restricted reserve balances are in addition to the forecasted unrestricted fund balance above.

Reserve	Amount
Self-Insured Fund	\$1,876,019
Capital Sinking Fund	\$7,625,000
Future Other Post-Employment Benefits (OPEB)/ CalPers Liability Fund	\$3,574,676
Operating Reserve (Equivalent to 25% operations or 3 months)	\$10,000,000
Corridor Completion Fund	\$7,000,000

**Freight**

**Revenues**

State Grant Funds (Column B, Line 2)

Reduction of \$146,527 to **\$1,803,473** due to overstatement of funds that were available to roll forward.

There are no changes to the remaining revenue sources.

**Expenditures**

Service and Supplies (Column B, Line 10)

Increase for legal fees, the movement of the geometry car expenditure from capital to expense and transferring the Blackpoint Bridge from the Passenger Rail/ Pathway to Freight. New forecasted expenditure is **\$672,441**.

Capital Projects (Column B, Line 12)

This line is decreased by \$129,500 to **\$0**. This line is being decreased because the brake modifications and PTC installation will not be done this fiscal year.

Fund Balance (Columns B & C, Line 15)

The fund balance is estimated to decrease by \$139,699 for a new estimated fund balance at fiscal yearend of **\$1,539,103**.

Very truly yours,

/s/

Heather McKillop

Chief Financial Officer

Attachment(s): 1) Resolution No. 2022-05  
2) Exhibit A – Passenger Rail/ Pathway  
3) Exhibit A – Freight

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA--MARIN AREA RAIL TRANSIT DISTRICT  
AMENDING RESOLUTION NO. 2021-11 TO REVISE THE ANNUAL BUDGET FOR FISCAL YEAR 2021-2022  
TO PROVIDE FOR REVISED EXPENDITURE AUTHORITY**

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**WHEREAS**, as part of its approval of the Annual Budget for Fiscal Year 2021-22, the Board duly considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

**WHEREAS**, on June 2, 2021, the Board adopted Resolution No. 2021-11 approving the annual budget for Fiscal Year 2021-22; and

**WHEREAS**, Resolution No. 2021-11 considered the appropriation of funds for operating and capital expenditures as part of the Annual Budget; and

**WHEREAS**, the Board desires to amend the Annual Budget to modify the appropriation authority; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the expenditure authority in Resolution No. 2021-11, Exhibit A, is hereby amended.

**BE IT FURTHER RESOLVED** except as specifically amended or supplemented by this Resolution, Resolution No. 2021-11, together with all supplements, amendments and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and nothing contained herein shall, or shall be construed to, modify, invalidate or otherwise affect any provision of Resolution No. 2021-11.

**PASSED AND ADOPTED** at a regular meeting of the Board of Directors of the Sonoma--Marín Area Rail Transit District held on the 16th day of February 2022, by the following vote:

**DIRECTORS:**

AYES:

NOES:

ABSENT:

ABSTAIN:

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David Rabbitt, Chair, Board of Directors  
Sonoma--Marín Area Rail Transit District

ATTEST:

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Leticia Rosas Mendoza, Clerk of the Board of Directors  
Sonoma--Marín Area Rail Transit District

Exhibit A - Passenger Rail/ Pathway

**FY 22 AMENDED BUDGET : SOURCES AND USES**

		FY 2021-22	FY 2021-22	FY 2021-22
		A	B	C
		ADOPTED BUDGET	REQUESTED AMENDMENTS & ADJUSTMENTS SINCE BUDGET ADOPTION	PROPOSED BUDGET
<b>Budgeted Revenue</b>				
1	Sales/Use Taxes	42,074,000	4,907,000	46,981,000
2	Interest and Lease Earnings	732,665	(108,800)	623,865
3	Miscellaneous Revenues	30,000		30,000
4	Fare Revenue	811,050	388,950	1,200,000
5	Parking Revenue	27,000	-	27,000
6	State Grants	6,546,727	2,113,957	8,660,684
8	Charges For Services	57,500	-	57,500
9	Federal Funds (Non-COVID Relief)	3,843,733	(806,000)	3,037,733
10	Federal Funds (COVID Relief)	-	7,225,294	7,225,294
11	Other Governments/ Misc.	15,000	146,998	161,998
13	<b>Total All Revenues</b>	<b>\$ 54,137,675</b>	<b>\$ 13,867,400</b>	<b>\$ 68,005,074</b>
14	<b>Beginning Fund Balance</b>	<b>\$ 37,826,030</b>	<b>\$ (359,824)</b>	<b>\$ 37,466,206</b>
15	<b>Total Revenues + Beginning Fund Balance</b>	<b>\$ 91,963,705</b>	<b>\$ 13,507,576</b>	<b>\$ 105,471,280</b>
<b>Debt Service</b>				
16	Debt Service	\$ 14,936,756	\$ -	\$ 14,936,756
17	<b>Total Revenues Less Debt Service</b>	<b>\$ 77,026,949</b>	<b>\$ 13,507,576</b>	<b>\$ 90,534,524</b>
<b>Budgeted Expenditures</b>				
18	Salaries & Benefits	23,693,957	-	23,693,957
19	Services & Supplies	16,975,721	1,014,177	17,989,898
20	Other Charges	-	7,413	7,413
21	Equipment, Buildings & Improvements	3,376,600	(419,060)	2,957,540
22	Capital Projects	10,204,857	(1,419,646)	8,785,211
23	Other Governments	30,000	-	30,000
25	Account and Fund Transfers	(816,560)	(6,244)	(822,804)
26	<b>Total Budgeted Expenditures</b>	<b>\$ 53,464,574</b>	<b>\$ (823,360)</b>	<b>\$ 52,641,214</b>
28	Transfer to Future OPEB/CalPERS Liability Fund	\$ 500,000		\$ 500,000
29	Transfer to Equipment Sinking Funds	\$ -		\$ -
30	Completion Reserve	\$ -		\$ -
31	agency reserve			\$ -
32	<b>Total Additional Adjustments</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>
33	<b>Estimated FY Ending Fund Balance</b>	<b>\$ 23,062,375</b>	<b>\$ 14,330,935</b>	<b>\$ 37,393,310</b>
<b>Restricted Fund Balances (Reserves)</b>				
34	Self Insured	1,876,019	-	1,876,019
36	Future OPEB/ CalPERS Liability Fund	3,574,676	-	3,574,676
35	Equipment Sinking Fund	7,625,000	-	7,625,000
37	Corridor Completion Reserve (New)	7,000,000	-	7,000,000
38	Operating Reserve (25% or 3 months operating)	10,000,000	-	10,000,000

## Exhibit A - Freight

FY 22 AMENDED FREIGHT BUDGET: SOURCES AND USES				
		FY 2021-22 A	FY 2021-22 B	FY 2021-22 C
		FY 22 Adopted Budget	FY 22 Amended Budget Adjustments	Proposed Amended Budget
<b>Budgeted Revenue</b>				
1	CalSTA Funds - Freight Rights (42340)	\$ 4,000,000	\$ -	\$ 4,000,000
2	CalSTA Funds - Other Freight Funds (42341)	\$ 1,950,000	\$ (146,527)	\$ 1,803,473
3	Freight Movement Revenue (43600)	\$ 372,000	\$ -	\$ 372,000
4	Storage Fees (45600)	\$ 30,800	\$ -	\$ 30,800
5	Storage Fees - LPG (43600)	\$ 84,600	\$ -	\$ 84,600
6	<b>Total All Revenues</b>	<b>\$ 6,437,400</b>	<b>\$ (146,527)</b>	<b>\$ 6,290,873</b>
7	<b>Beginning Fund Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
8	<b>Total Revenues + Beginning Fund Balance</b>	<b>\$ 6,437,400</b>	<b>\$ (146,527)</b>	<b>\$ 6,290,873</b>
<b>Budgeted Expenditures</b>				
9	Salaries & Benefits	79,329	-	79,329
10	Services & Supplies	549,769	122,672	672,441
11	Equipment, Buildings & Improvements	4,000,000	-	4,000,000
12	Capital Projects	129,500	(129,500)	-
13	Other Governments	-	-	-
14	Account and Fund Transfers	-	-	-
15	<b>Total Budgeted Expenditures</b>	<b>\$ 4,758,598</b>	<b>\$ (6,828)</b>	<b>\$ 4,751,770</b>
16	<b>Total Revenues Less Budgeted Expenditures</b>	<b>\$ 1,678,802</b>	<b>\$ (139,699)</b>	<b>\$ 1,539,103</b>
17	<b>Estimated FY Ending Fund Balance</b>	<b>\$ 1,678,802</b>	<b>\$ (139,699)</b>	<b>\$ 1,539,103</b>