



BOARD OF DIRECTORS MEETING AGENDA February 1, 2023 – 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, January 31, 2023 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 January 18, 2023, Board Meeting Minutes
3. Board Member Announcements
4. General Manager's Report
5. Public Comment on Non-Agenda Items

Consent Calendar

- 6a. Consider and Approve a Resolution to continue virtual Tele/Video Conference Meetings during the COVID-19 State of Emergency
- 6b. Approval of Monthly Financial Reports – December 2022
- 6c. Determine there is a continued need for emergency action and continue to approve contract No. FR-ER-22-001 for emergency repairs to the Timber Trestle Bridge at Railroad Slough, MP-B38.97, for a total contract amount not to exceed \$425,000

Regular Calendar

7. Approve a free youth summer rides program for 2023 - *Presented by Emily Betts*
8. Approve a Resolution Amending the Fiscal Year 2023 Annual Budget - *Presented by Heather McKillop*
9. Closed Session - Conference with Labor Negotiator Eddy Cumins, General Manager pursuant to Government Code Section 54957.6
Agency Designated Representative: General Manager
Represented Employees: Operating Engineers Local No. 3
10. Report Out Closed Session
11. Next Regular Meeting of the Board of Directors, February 15, 2023 – 1:30 PM
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 18, 2023 - 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

1. Call to Order

Chair Rabbitt called the meeting to order at 1:33pm. Directors Bagby, Fudge, Garbarino, Lucan, Pahre, and Paulson were present. Directors Colin, Coursey and Rogers were absent.

2. Approval of the January 4, 2023, Board Meeting Minutes

MOTION: Director Garbarino moved approval of January 4, 2023; Board Meeting Minutes as presented. Director Bagby second. The motion carried 7-0 (Directors Colin, Coursey and Rogers absent)

3. Board Members Announcements

Chair Rabbitt thanked SMART Operations staff for working through the recent rain storms and flooding issues along the right-of-way to continue to provide passenger service.

Director Lucan announced that Supervisor Mary Sackett, who is joining today, was appointed on January 10th to the SMART Board of Directors. He said that he and Director Bagby participated at the MTC Network Management Webinar on behalf of SMART. He said that he made comments related to how the smaller transit agencies such as SMART are being considered in the governance structure. We have Chair Rabbitt as a MTC Commissioner, which could be conflicting at times. He suggested at the webinar more dedicated representation to the smaller agencies.

Director Bagby stated that it was great that SMART had an opportunity to have good representation at the webinar. She looks forward to seeing the outcome.

Chair Rabbitt thanked Directors Bagby, Lucan and Rogers for attending and making comments. He looks forward to the hiring of the new MTC Executive Director when he/she will be working to make changes to also include smaller transit agencies. He welcomed Director Sackett.

4. General Manager's Report

General Manager Cumins provided a brief update on the following:

- Emergency Bridge Repair (Update)
- Ridership
- Storm 2023 Update
- FeBREWary 2023
- Questions

Emergency Bridge Repair (Brazos Branch)

- On November 2, 2022, the Board of Directors approved an emergency contract with Koppers Railroad Structures, Inc. and Resolution to repair the Brazos Branch Bridge
- As required by the Public Contract Code, the Board of Directors must review the action item at its regular scheduled meetings until the action is completed, therefore, this item is on today's consent agenda and will continue to be until emergency action is terminated.
- There has not been a change since last Board meeting
- Long-lead bridge timbers ordered and expected to arrive in January 2023
- The Contractor will return to make permanent repairs in January/February timeframe

Ridership

- NTD data was updated, and SMART was the 2nd highest Bay Area ridership recovery rate in November 2022
- Ended November 2022 with 79% of November 2019 ridership
- The recent storms had a negative impact on ridership for the month of January
- January Average Weekday ridership to date: 1,578
- January ridership is down 19% from December – 34% below October
- Ridership is up 62% over January 2022
- Ridership currently at 55% of pre-COVID

Storm Watch 2023

General Manager Cumins thanked the Maintenance of Way and Freight staff for the tremendous amount of work that was done during the storm. General Manager Cumins illustrated various photos of SMART's right-of way that had damage and flooding. Highlights include:

- Freight line did well until Thursday, January 12th
 - Flooding near Novato Creek
 - Unable to deliver freight
 - Currently waiting for water to recede to inspect for additional damage
- Passenger line did well until Saturday, January 14th
 - Flooding near Hanna Ranch Road
 - Slow order issued Saturday night and Sunday
 - Bus Bridge on Monday between Novato Downtown and Hamilton
 - Slow order issued on Tuesday

- Speed restriction lifted Tuesday afternoon
- Trains currently operating on schedule
- Customer communication concerns
 - Not everyone received Nixle Alerts or Tweets
 - Confusion with delay messages
 - Riders were unable to contact customer service on Monday
 - Bus bridge coordination challenges
 - Disrupted schedule affected ferry connections
 - Delayed Trains
 - SMART ran regular service - some other agencies ran holiday service on Martin Luther King Day

General Manager Cumins met with the Managers on Tuesday, January 17th, to discuss lessons learned and ideas to improve. Staff will develop new and improved procedures for incident response.

The Board received public comment from Carolyn Jorgensen, she emailed General Manager Cumins on Monday morning, he has responded since. She called Ms. Betts and left a voicemail, which was forwarded to Julia Gonzalez, SMART's Communication and Marketing Manager. Ms. Gonzalez spoke to Ms. Jorgensen for 30 min on the phone. General Manager Cumins informed the Board that Staff is fully aware of the challenges she and other passengers experienced on Monday, and we are committed to improving in this area.

Lastly, he informed the Board how hard the SMART's staff worked in preparation for the storm and during the storm. SMART had some delays along with other challenges, but the SMART train never stopped moving passengers.

FeBREWary

General Manager Cumins stated that next month is FeBREWary and SMART will also be promoting Santa Rosa's Beer Passport. The campaign will promote craft beer in Sonoma and Marin Counties and focus on craft breweries close to SMART Stations.

Comments

Chair Rabbitt thanked General Manager Cumins for his report and transparency in identifying the areas of improvements with regards to communication. Communication is never going to be good enough and there is always something to work on. He hopes more people sign-up with Nixle to receive SMART's updates/information.

Director Garbarino thanked General Manager Cumins for providing an excellent report that she can use to provide information regarding SMART. The follow-up Board of Directors meeting summary is very helpful when reporting to other agencies.

Director Lucan asked if the flooding at Hanna Ranch was related to Novato Creek topping or the levee break. General Manager Cumins responded he does not know what the exact cause of the flooding at Hanna Ranch was. However, it would be good for SMART to raise the tracks in the future.

Director Paulson asked if there is a cost for all the damaged areas by the recent rainstorm. General Manager Cumins responded that at this time its been labor cost and ballast that was ordered for

freight and passenger service. The expenditures and labor are being tracked for the potential reimbursement from the State of Emergency.

Director Bagby asked if SMART did storm debriefings with Marin and Sonoma Counties. General Manager Cumins responded that SMART staff are coordinating and communicating with other agencies. He said that at this time nobody is talking about a recovery meeting, everyone is focused on continuing to operate and as of this morning Highway 37 is open on one lane and water is still being pumped by Caltrans. He is confident that all agencies will get together to identify action items.

5. Public Comment on Non-Agenda Items

Dani Sheehan thanked the Board and staff for all their efforts. She suggested that is a good opportunity to have a summary on the website that the public can read regarding the recent rainstorm. Also, having real time information on SMART's website can be helpful for the public who do not have Nixle.

Steve Birdlebough thanked General Manager Cumins for providing a storm update. He suggested that staff reach out to the Corps of Engineers about the dredging of Novato Creek. He said that February 4th is Transit Equity Day, which is in memory of Rosa Parks.

Carolyn Jorgensen stated that she submitted the letter to the Board. She is also the newest Friends of SMART member. She thanked General Manager Cumins for the excellent job explaining his report and showing photos. She said that transit does not take a holiday for passengers, which she emphasized to the Board. She asked how many people know that there is website called "Where's my train"? She suggested getting "Where's the train" at the station to help passengers who are waiting for the train. SMART has wonderful Engineer-Conductors, and she has nothing but positive things to say about each one. She loves the train and is a big advocate. She advocates for SMART all the time in Next door neighborhood in Santa Rosa. She is a volunteer at Oakland Airport and has implemented a plan for her volunteer staff and Operation staff, that is called Bart to SMART. She thanked General Manager Cumins, Ms. Gonzalez, Ms. Betts, and Director Pahre for listening and returning her emails. She suggested having the rail to sail ferry promotions.

Matias Lopez Ortiz is a fan of the train and is patiently waiting for passenger service to Healdsburg. He is a supporter of the rail to sail tickets. He asked if SMART had any plans in making any more connections with the 580 bus out of San Rafael that goes towards the Del Norte BART Station. He suggested in having a Shuttle from the San Rafael Transit Center to the Richmond Amtrak Station stop until the rail is completed to Suisun City that can start to close the last mile connections.

Mike Pechner stated that Senator McGuire has been helpful to SMART and maybe he can get funds to SMART to raise the tracks. Waiting for 10 years for the Highway 37 project is too long. He suggested including the cost of raising the track in the FEMA request. Raising the track needs to be done at strategic spots for passenger and freight service.

Eris Weaver stated she is a regular SMART rider, however once a week she helps new passengers get to their locations since there is minimal information available at the stations. She suggested that business cards be distributed to passengers who experience problems with Clipper or the ticket machine. Not all Engineer-Conductors have knowledge of how passengers connect to other transit

agencies. She has been receiving Nixle alerts and her train experience has been good during the rainstorm and floods. She has not been on the pathway since the rain started, however some areas had water but were in decent shape.

6. Consent
 - a. Accept Monthly Ridership Report – November 2022
 - b. Determine if there is a continued need for emergency action and continue to approve contract No. FR-ER-22-001 for emergency repairs to the Timber Trestle Bridge at Railroad Slough, MP-B38.97, for a total contract amount not to exceed \$425,000
 - c. Approve Resolutions Regarding the application of One Bay Area Grants (OBAG 3) for SMART Pathway: Great Redwood Trail – Novato and SMART Pathway: Great Redwood Trail – Santa Rosa

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

MOTION: Director Garbarino moved approval of the Consent Agenda Items as presented. Director Lucan second. The motion carried 7-0 (Directors Colin, Coursey and Rogers absent)

7. Real-Time Information System (Information) - *Presented by Emily Betts*

Principal Planner, Emily Betts provided a PowerPoint presentation, which is located on SMART's website. Highlights include:

SMART's Real-Time Information

- Where's my train?
- SMART Website Map
- Transit App
- Google Maps
- Apple Maps
- SMS Texting
- IVR Phone Line
- Future Improvements
- Questions

Comments

Chair Rabbitt stated he has had conversations with General Manager Cumins on how SMART can have Real-Time information at each platform.

Director Sacket asked if the text and phone line gives an automated response. Ms. Betts responded that its automated and sends for integrated voice response. She suggested having all the information centralized in one location for passengers to locate it easily.

Director Paulson asked if this software service allows agency to agency benefit to know where the train is located. Ms. Betts responded that this is a great coordination tool, since the software is in a cloud service, this could assist for example Golden Gate Bus service know where the train is located. Ms. Betts responded that staff could explore the benefits of the agency being able to get data into their system.

Carolyn Jorgensen asked if the software is functional at this time and if it will be available in Spanish. Ms. Betts responded yes is working and they will be in both languages.

8. Authorize the General Manager to Execute Contract No. PL-PS-22-002 with The Routing Company to furnish, implement, customize, and maintain a Microtransit Software as a Service ("SaaS") software platform and solution, for a total not-to-exceed amount of \$60,000 - *Presented by Emily Betts*

Principal Planner, Emily Betts, provided a PowerPoint presentation, which is located on SMART's website. Highlights include:

Microtransit Software Agreement

- First-Last Mile Connection
- Sonoma County Airport Station
- What is Microtransit
- Flexible, On-Demand Technology
- Microtransit Software
- The Routing Company
- Features
- Built for SMART
- Next Steps

Therefore, staff recommend authorizing the General Manager to Execute Contract No. PL-PS-22-002 with The Routing Company to furnish, implement, customize, and maintain a Microtransit Software as a Service software platform and solution, for a total not-to-exceed amount of \$60,000.

Comments

Director Fudge asked if the contract for the purchase of the software and the public will have to pay for their rides? Ms. Betts responded that this contract is for the software. Director Fudge asked if this program is successful at the Airport Station, can it provide the service from the Larkspur Station to the Ferry. Ms. Betts responded that the length of the trip is short and must consider what other destinations it may serve, and it is an opportunity with the software.

Director Bagby stated that her brother-in law could have benefited from his type of program at the Larkspur Station. She asked if other stations have been identified besides Airport Station for this software. The public has addressed various issues with last mile connection to the Board and staff. General Manager Cumins responded that this could be a solution at almost every station. However, there is going to be a cost associated with the service. This is a pilot program at the Airport Station and can be scalable and used at other locations. It is important to remember there is an opportunity to partner with other organizations to be able to conduct service on demand. Director Bagby thanked Ms. Betts for bringing the contract to the Board since it addresses various transportation needs. She looks forward to getting this pilot off the ground so that we can push it out to our riders.

Director Lucan thanked Ms. Betts for the report. He asked if the contract was contingent upon finding an operator if for whatever reason we ran into an unfortunate timing issue. Ms. Betts responded that having 2 separate contracts has raised some timing issues. It helped inform our vehicle operations contract of the fact that we already had the vendor selected for the software so

that we had a better understanding of what was expected of the driver and the operations versus the SMART management. However, it looks like it is going to work out and will have an Operator.

Director Paulson asked if there is an overall project plan for this program. Also, what will this program do to ridership total cost and what would deem this program to be successful for SMART. General Manager Cumins responded that he will provide the first presentation of the program which outlines the program/project to Director Paulson.

Carolyn Jorgensen asked the following: 1) form of payment for the service; and 2) any consideration of using the Caltrans Vanpool. She suggested using it at Santa Rosa North Station for Santa Rosa Junior College students and for Sonoma State University. She thanked the Board and Staff for doing a great job. She added this was her first meeting.

Ms. Betts said that the long-term goal is to use Clipper. It would offer the ability to do a free transfer onto the system. At this time, we are in the process of transitioning to Clipper 2.0, until that happens, we will not be able to use Clipper. In the short term it will accept cash payments on board, or payment through the Fare App.

MOTION: Director Bagby moved to Authorize the General Manager to Execute Contract No. PL-PS-22-002 with The Routing Company to furnish, implement, customize, and maintain a Microtransit Software as a Service ("SaaS") software platform and solution, for a total not-to-exceed amount of \$60,000 as presented. Vice Chair Pahre second. The motion carried 7-0 (Directors Colin, Coursey and Rogers absent)

9. Property Purchase of Petaluma Properties - *Presented by General Manager Cumins*

General Manager Cumins provided a PowerPoint presentation, which is located on SMART's website. Highlights include:

SMART Downtown Petaluma

- Resolution No. 2023-05: Authorizes General Manager to execute Purchase Agreement for 5 parcels in downtown Petaluma owned by Basin Street Properties
- Resolution No. 2023-06: Finding that the Property Purchase Agreement for the acquisition of the five parcels is exempt from environmental review under the California Environmental Quality Act (CEQA)
- Subject Property Location Map
- Subject Property Aerial Map
- Downtown Property Details
 - Five parcels
 - 16,884 square feet (.388 acres)
 - Located at corner of Lakeville and D Street (Across the street from SMART's Downtown Petaluma Station)
 - Property bisected by Hopper Street Extension
- Property Purchase Details
 - Completed Independent Appraisal - Appraised value \$240,000
 - Owner agrees to sell property at appraised value
 - Conducted Phase 1 Environmental Assessment Findings

- No recognized environmental conditions (RECs)
- No controlled recognized environmental conditions (CREC)
- No historical recognized environmental conditions (HRECs)
- No *de minimis* environmental condition is present in connection with the subject property.
- Downtown Petaluma Benefits
 - Property is an opportunity purchase
 - No current Project identified for property or expansion of use
 - Provides opportunity to consolidate several parcels thereby increasing value of all parcels
 - Provides future flexibility in the operation of properties in the Downtown Petaluma Station area
 - Property acquisition and related documents are categorically exempt from environmental review pursuant to CEQA Guidelines Section 15301; there is no Project or expansion of use
 - Transfer of the property is exempt from environmental review pursuant to CEQA Guidelines Section 15061 (b) (3); It can be determined with certainty that there is no possibility that approval of the action (property purchase) will result in a direct or reasonably foreseeable indirect significant impact on the environment
 - Change in future use of the property conditioned on appropriate CEQA review and compliance
- Recommendations
- Questions

Therefore, today's recommended actions are to: 1) Approve Resolution No. 2023-05 authorizing the General Manager to execute a property Purchase Agreement between the SMART District and Basin Street Properties for an amount of \$240,000 plus closing cost estimated at \$15,000; and 2) Approve Resolution No. 2023-06 finding the Property Purchase Agreement between SMART and Basin Street Properties for the acquisition of five parcels in downtown Petaluma is exempt from the environmental review under CEQA.

Comments

Chair Rabbitt thanked General Manager Cumins, staff and the Board for moving forward on this. This is an important acquisition for SMART's future use of the site. It only makes sense that SMART would be the entity that would step forward for this property.

Sheila Baker said that SMART would be the best stewards for the property.

Director Bagby stated that this property purchase has been discussed in Closed Session and SMART staff has conducted due diligence on the property. She is happy to move the item today.

MOTION: Vice Chair Pahre moved to Approve Resolution No. 2023-05 authorizing the General Manager to execute a Property Purchase Agreement Between the Sonoma-Marin Area Rail Transit District and Basin Street Properties for Five (5) Parcels at the Corner of Lakeville & D Streets in Petaluma across the street from SMART's Downtown Petaluma Station for \$240,000, and any documents reasonably necessary to complete the purchase transaction; and Approve Resolution No. 2023-06 finding that the Property Purchase Agreement Between SMART and Basin Street

Properties for the acquisition of five parcels in downtown Petaluma is exempt from environmental review under the California Environmental Quality Act (CEQA) as presented. Director Bagby Second. The motion carried 10-0

10. Next Regular Meeting of the Board of Directors, February 1, 2023 – 1:30 PM
11. Adjournment - Meeting adjourned at 2:53pm.

Respectfully submitted,

Leticia Rosas
Clerk of the Board

Approved on: _____

Resolution No. 2023-07
Sonoma-Marín Area Rail Transit District
February 1, 2023

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AND RELATED FINDINGS REGARDING VIRTUAL-CONFERENCE MEETINGS DURING THE COVID-19 STATE OF EMERGENCY

WHEREAS, on March 4, 2020, Governor Newsom proclaimed pursuant to his authority under the California Emergency Services Act, California Government Code Section 8625, that a state of emergency exists with regards to a novel coronavirus (a disease now known as COVID-19); and

WHEREAS, on June 4, 2021, in lifting many restrictions that the State previously imposed due to COVID-19, the Governor indicated that those changes did not end the ongoing emergency; and

WHEREAS, following expiration of the Executive Orders, on September 16, 2021, the Governor signed into law Assembly Bill 361 ("AB 361"), allowing for teleconference meetings under the Brown Act during declared states of emergency; and

WHEREAS, Marin and Sonoma Health Officials continue to recommend that we continue to emphasize social distancing in order to minimize the potential spread of COVID-19 during indoor, public meetings;

WHEREAS, in light of this recommendation, the Board of Directors of SMART desires to continue to have the flexibility, for itself to meet virtually via tele/video conference.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Board of Directors of SMART has resolved to continue with Teleconference meetings with the option for a limited in-person and virtual teleconference participation, and has reconsider the circumstances of the emergency and determine that the current circumstances continues to directly impact the ability to meet in-person safely;
2. There is an ongoing proclaimed state of emergency relating to the novel coronavirus causing the disease known as COVID-19.
3. State and Local officials continue to recommend measures to promote social distancing, and as a result of that emergency, large gatherings that meet in person would present imminent risks to the health or safety of attendees of in-person meetings and of this legislative body within the meaning of California Government Code Section 54953(e)(1).

Resolution No. 2023-07
Sonoma-Marín Area Rail Transit District
February 1, 2023

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 1st day of February 2023, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

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



February 1, 2023

David Rabbitt, Chair
Sonoma County Board of Supervisors

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

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Chris Coursey
Sonoma County Board of Supervisors

Debora Fudge
Sonoma County Mayors' and
Councilmembers Association

Patty Garbarino
Golden Gate Bridge,
Highway/Transportation District

Vacant
Transportation Authority of Marin

Eric Lucan
Marin County Board of Supervisors

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

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

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

SUBJECT: Monthly Financial Status

Dear Board Members:

RECOMMENDATION: Approval of Monthly Financial Reports – December 2022

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 July – December 2022, the first half of the fiscal year. 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 four 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. In addition, we are including more extensive information on our capital program.

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 2022-23.

Sincerely,

/s/
Heather McKillop
Chief Financial Officer

Attachment(s):

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



MONTHLY FINANCIAL STATUS DECEMBER 2022

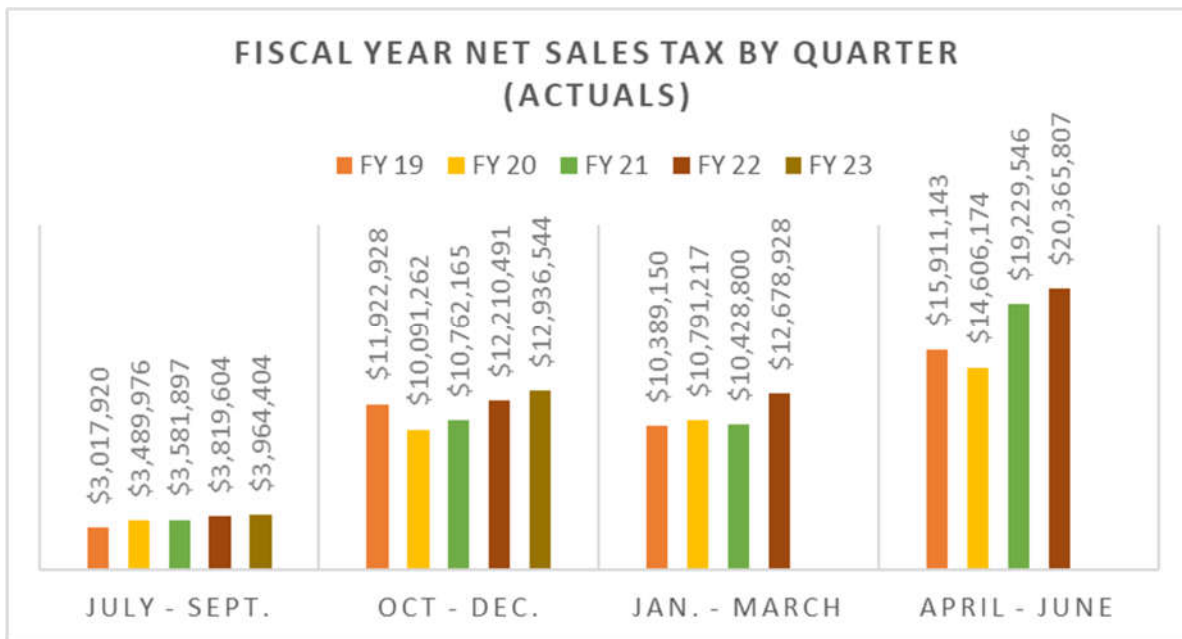
PASSENGER REVENUES

| | FY 2022-23 Approved Budget | Actual | Amount Over/ Under Budget | Comments |
|-------------------------------------|----------------------------------|----------------------|------------------------------|-------------------------------------------------------------------------------------------------------------|
| Revenues | | | | |
| Passenger Rail | | | | |
| Sales/Use Taxes | \$ 51,622,000 | \$ 16,900,948 | \$ (34,721,052) | Sales Taxes are recorded when received not when earned |
| Interest and Lease Earnings | \$ 544,381 | \$ 466,763 | \$ (77,618) | Leases renew throughout the year |
| Miscellaneous Revenue | \$ 255,900 | \$ 67,358 | \$ (188,542) | |
| Passenger Fares | \$ 2,310,768 | \$ 852,979 | \$ (1,457,789) | |
| State Grants | \$ 21,224,171 | \$ 4,584,337 | \$ (16,639,834) | State grants are received throughout the year |
| Charges For Services | \$ 28,325 | \$ 13,056 | \$ (15,269) | |
| Federal Funds (Non-COVID Relief) | \$ 4,954,529 | \$ 244,726 | \$ (4,709,803) | Federal funds are received on a reimbursable basis. Funds need to be expended before they can be requested. |
| Federal Funds (COVID) | \$ 7,507,797 | \$ - | \$ (7,507,797) | Federal funds are received on a reimbursable basis. Funds need to be expended before they can be requested. |
| Other Governments | \$ - | \$ 30,022 | \$ 30,022 | |
| Passenger Rail Subtotal | \$ 88,447,871 | \$ 23,160,189 | \$ (65,287,682) | |

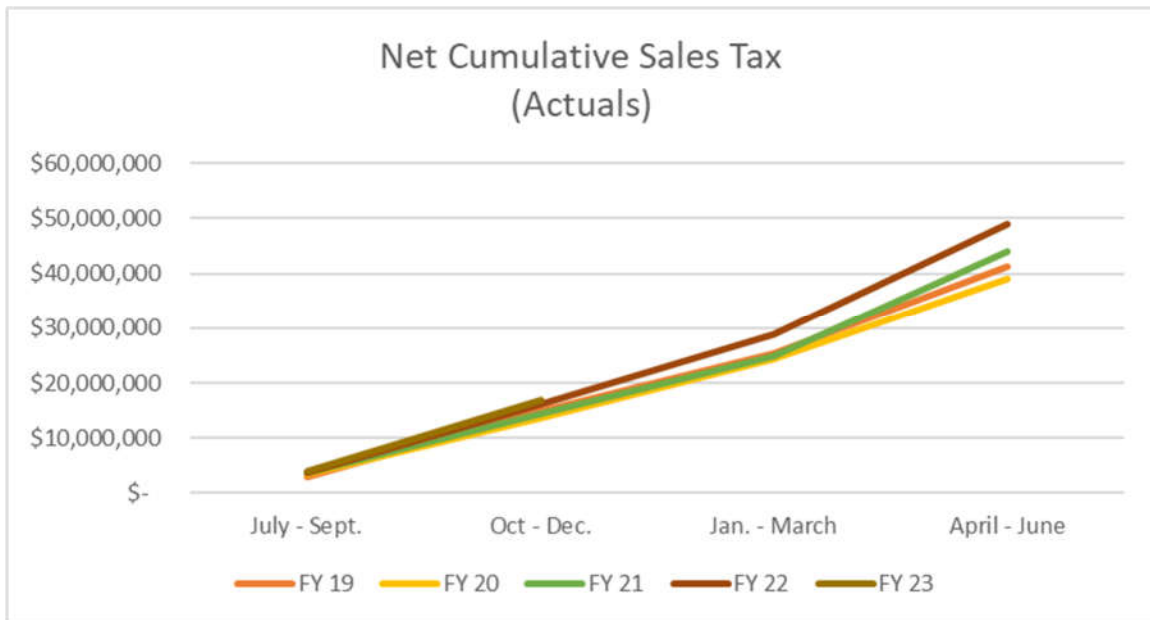
**Measure Q Sales Tax
Fiscal Year (FY) 2022/2023**

| Time Period | July - Sept. | Oct - Dec. | Jan. - March | April - June |
|-------------------------|--------------|---------------|---------------|---------------|
| Forecasted FY 23 Budget | \$ 4,017,856 | \$ 12,844,262 | \$ 13,337,013 | \$ 21,422,870 |
| Actual | \$ 3,964,404 | \$ 12,936,544 | | |
| Difference | \$ (53,452) | \$ 92,282 | | |

**Fiscal Year 2019-2023 Net Sales Tax Comparison
(by Quarter)**

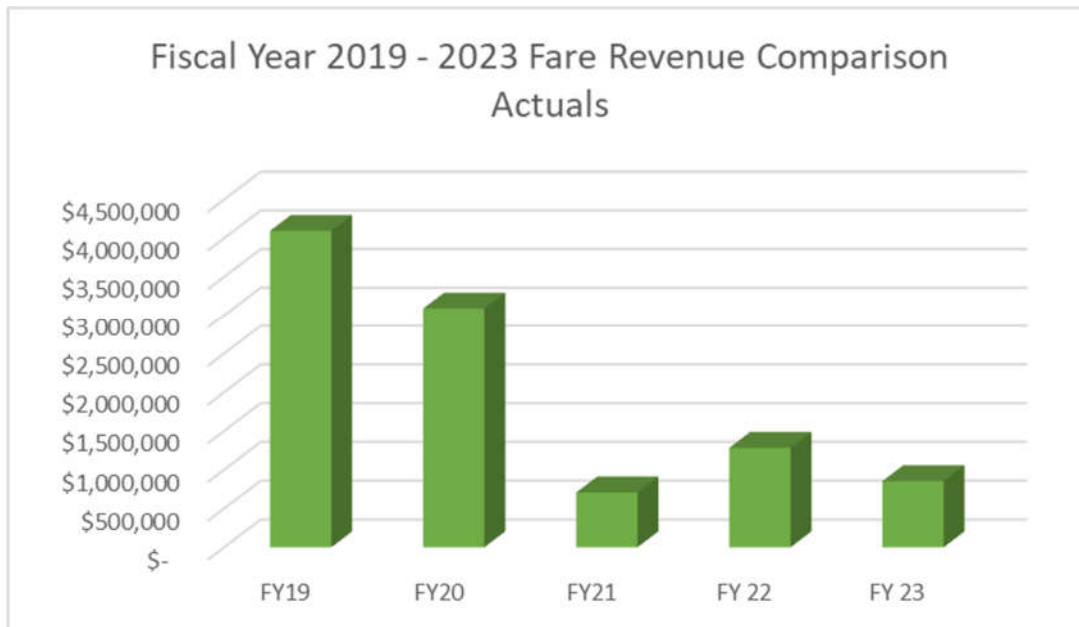


Fiscal Year 2019-2023 Net Cumulative Sales Tax Comparison

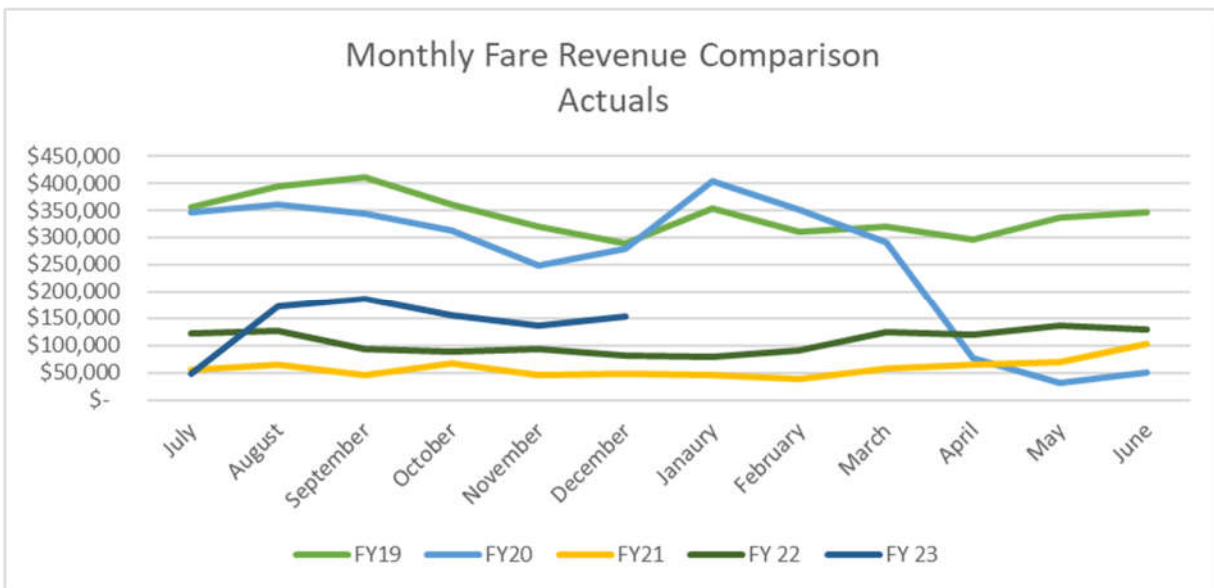


Note: Sales Taxes are recorded when received not when earned.

Fiscal Year 2019-2023 Fare Revenue Comparison



Fiscal Year 2019-2023 Monthly Fare Revenue Comparison



PASSENGER EXPENDITURES

| Administration | Operations | Capital |
|----------------|------------|---------|
|----------------|------------|---------|

| | FY 2022-23 Approved Budget | Actual | Amount Over/ Under Budget |
|-------------------------------------|-------------------------------|----------------------|------------------------------|
| Passenger Expenditures | | | |
| Administration | | | |
| Salaries & Benefits | \$ 5,535,251 | \$ 2,426,193 | \$ (3,109,058) |
| Services & Supplies | \$ 11,392,312 | \$ 2,828,410 | \$ (8,563,902) |
| Administration Subtotal | \$ 16,927,563 | \$ 5,254,603 | \$ (11,672,960) |
| Operations | | | |
| Salaries & Benefits | \$ 16,602,921 | \$ 7,513,241 | \$ (9,089,680) |
| Services & Supplies | \$ 6,612,110 | \$ 1,793,475 | \$ (4,818,635) |
| Operations Subtotal | \$ 23,215,031 | \$ 9,306,716 | \$ (13,908,315) |
| Capital | | | |
| Salaries & Benefits | \$ 301,774 | \$ 420,919 | \$ 119,145 |
| Services & Supplies | \$ 1,505,840 | \$ 72,430 | \$ (1,433,410) |
| Capital Subtotal | \$ 1,807,614 | \$ 493,349 | \$ (1,314,265) |
| Total Passenger Expenditures | \$ 41,950,208 | \$ 15,054,668 | \$ (26,895,540) |

| | | | |
|---------------------------------------------------|----------------------|---------------------|------------------------|
| Passenger (Capitalized) Expenditures | | | |
| Buildings & Capital Improvements | \$ 2,756,191 | \$ - | \$ (2,756,191) |
| Machinery & Equipment | \$ 579,333 | \$ 620,616 | \$ 41,283 |
| Infrastructure | \$ 20,072,332 | \$ 2,055,285 | \$ (18,017,047) |
| Total Passenger (Capitalized) Expenditures | \$ 23,407,856 | \$ 2,675,901 | \$ (20,731,955) |

| | | | |
|---------------------------------------------|----------------------|----------------------|------------------------|
| Passenger Expenditures + Capitalized | \$ 65,358,064 | \$ 17,730,569 | \$ (47,627,495) |
|---------------------------------------------|----------------------|----------------------|------------------------|

FREIGHT REVENUES

| | FY 2022-23 Approved Budget | Actual | Amount Over/ Under Budget | Comments |
|-------------------------------------|----------------------------------|-------------------|------------------------------|-----------------------------------------------|
| Revenues | | | | |
| Freight | | | | |
| Sales/Use Taxes | \$ - | \$ - | \$ - | |
| Interest and Lease Earnings | \$ 245,000 | \$ 279,376 | \$ 34,376 | Leases renew throughout the year |
| Miscellaneous Revenue | \$ 239,190 | \$ 253,799 | \$ 14,609 | Includes 45(G) tax credit |
| Freight Traffic | \$ 1,100,000 | \$ 289,395 | \$ (810,605) | |
| State Grants | \$ 4,206,000 | \$ - | \$ (4,206,000) | State grants are received throughout the year |
| Charges For Services | \$ 25,000 | \$ 5,856 | \$ (19,144) | Includes freight car storage. |
| Federal Funds (Non-COVID Relief) | \$ - | \$ - | \$ - | |
| Federal Funds (COVID) | \$ - | \$ - | \$ - | |
| Other Governments | \$ - | \$ - | \$ - | |
| Freight Subtotal | \$ 5,815,190 | \$ 828,426 | \$ (4,986,764) | |

FREIGHT EXPENDITURES

| | FY 2022-23 Approved Budget | Actual | Amount Over/ Under Budget |
|-----------------------------------|-------------------------------|---------------------|------------------------------|
| Freight Expenditures | | | |
| Administration | | | |
| Salaries & Benefits | \$ - | \$ - | \$ - |
| Services & Supplies | \$ - | \$ 19,260 | \$ 19,260 |
| Administration Subtotal | \$ - | \$ 19,260 | \$ 19,260 |
| Operations | | | |
| Salaries & Benefits | \$ 893,533 | \$ 375,229 | \$ (518,304) |
| Services & Supplies | \$ 1,045,967 | \$ 230,769 | \$ (815,198) |
| Operations Subtotal | \$ 1,939,500 | \$ 605,998 | \$ (1,333,502) |
| Capital | | | |
| Salaries & Benefits | \$ - | \$ - | \$ - |
| Services & Supplies | \$ 3,040,398 | \$ 701,887 | \$ (2,338,511) |
| Capital Subtotal | \$ 3,040,398 | \$ 701,887 | \$ (2,338,511) |
| Total Freight Expenditures | \$ 4,979,898 | \$ 1,327,145 | \$ (3,652,753) |

| | | | |
|-------------------------------------------------|-------------------|-------------|---------------------|
| Freight (Capitalized) Expenditures | | | |
| Buildings & Capital Improvements | \$ - | \$ - | \$ - |
| Machinery & Equipment | \$ 143,000 | \$ - | \$ (143,000) |
| Infrastructure | \$ - | \$ - | \$ - |
| Total Freight (Capitalized) Expenditures | \$ 143,000 | \$ - | \$ (143,000) |

| | | | |
|-------------------------------------------|---------------------|---------------------|-----------------------|
| Freight Expenditures + Capitalized | \$ 5,122,898 | \$ 1,327,145 | \$ (3,795,753) |
|-------------------------------------------|---------------------|---------------------|-----------------------|

CAPITAL PROJECTS

| Capital Project Report | | | | | |
|------------------------------------------------------------------|----------------------|--------------------------------|--------------------------------------------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| | Total Project Budget | Expended in Prior Fiscal Years | Budgeted in FY23 (Includes Amended Budget) | Remaining to be Budgeted in Future Years | Project Status |
| PASSENGER RAIL PROJECTS | | | | | |
| Windsor Extension | \$ 65,000,000 | \$ 24,256,464 | \$ - | \$ 40,743,536 | Funds on hold - Pending Supreme Court decision on MTC lawsuit for RM3 funding. |
| Sonoma County Pathway Connector Project - Design & Construction | \$ 17,482,847 | \$ 2,240,211 | \$ 10,986,919 | \$ 4,255,717 | Project has been combined with the Petaluma North Station. |
| Marin & Sonoma Pathway Design & Permitting | \$ 10,752,215 | \$ 604,212 | \$ 2,331,354 | \$ 7,816,649 | Conducting engineering design to prepare for construction. |
| McInnis Pkwy. at Bridgewater Dr. to Smith Ranch Rd. Construction | \$ 2,158,026 | \$ - | \$ - | \$ 2,158,026 | Conducting engineering design to prepare for construction. |
| Joe Rodota to 3rd St. Construction | \$ 296,824 | \$ 17,330 | \$ 255,199 | \$ 24,295 | In design - Construction will depend on grant execution. |
| Petaluma North Station | \$ 28,041,327 | \$ 35,744 | \$ 23,901,974 | \$ 4,644,704 | Conducting engineering design to prepare for construction. |
| Path-of-Travel Improvements | \$ 501,489 | \$ 236,116 | \$ 264,523 | \$ - | Construction beginning. |
| Payran to Lakeville Pathway - Design & Construction | \$ 1,140,096 | \$ - | \$ 1,140,096 | \$ - | Construction underway. |
| Basalt Creek Timber Bridge Replacement | \$ 626,103 | \$ 77,543 | \$ 129,888 | \$ 418,672 | Finalizing design and working with agencies on environmental permitting. |
| San Antonio Tributary Timber Trestle Replacement | \$ 1,071,264 | \$ 81,358 | \$ 222,240 | \$ 767,666 | Finalizing design and working with agencies on environmental permitting. |
| FREIGHT RAIL PROJECTS | | | | | |
| Black Point Bridge - Fender Replacement | \$ 875,742 | \$ 89,044 | \$ 722,800 | \$ 63,898 | Construction is complete. |
| Highway 37 Grade Crossing Reconstruction | \$ 498,694 | \$ - | \$ 498,694 | \$ - | Awarded construction contract and long lead materials have been ordered. |
| Brazos Branch Bridge Repairs | \$ 944,749 | \$ 16,594 | \$ 915,269 | \$ 12,886 | Emergency construction is complete, and contract was awarded for the remaining bridge repairs. Long lead materials have been ordered. |

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 | \$ 39,234,068 |
| Sonoma County Investment Pool * | \$ 65,001,295 |
| Total Cash on Hand | \$ 104,235,363 |
| | |
| <u>Reserves</u> | |
| Self-Insured | \$ 2,370,675 |
| OPEB/ CalPERS | \$ 4,074,676 |
| Operating Reserve | \$ 10,000,000 |
| Capital Sinking Fund | \$ 9,625,000 |
| Corridor Completion | \$ 7,000,000 |
| Total Reserves | \$ 33,070,351 |
| | |
| Cash Balance | \$ 71,165,012 |
| Less: Current Encumbrances | \$ 8,113,777 |
| Balance | \$ 63,051,235 |
| Less: Estimated FY23 Year-end Fund Balance | \$ 46,537,027 |
| Remaining Balance | \$ 16,514,208 |



Contract Summary

Active Contracts as of January 1, 2023

PASSENGER RAIL

| Contractor | Scope | Fiscal Year 22/23 Projected | Fiscal Year 22/23 Actuals-To-Date |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------|
| A.J. Janitorial Service | Janitorial Services for all Stations, Roblar, ROC, and Fulton | 110,000 | 44,900 |
| AI-Media Technologies, LLC | Closed Captioning Services | 13,000 | 2,880 |
| Air & Lube Systems, Inc. | Structural Alterations to the Rail Operation Center and Installation of the Wheel Press Machine | 275,500 | 260,475 |
| Alcohol & Drug Testing Services, LLC | DOT and FRA-regulated Drug and Alcohol Testing Services | 36,000 | 14,702 |
| Allen, Glaessner, Hazelwood LLP | Legal Services for Litigation and Rail Transit Issues | 100,000 | 4,204 |
| Alliant Insurance Services | Insurance Brokerage and Risk Management Services | 70,000 | - |
| American Integrated Services, INC. | On-Call Biohazard Remediation Services | 50,000 | - |
| American Rail Engineers Corporation | Railroad Bridge Engineering, Inspection, & Design | 16,294 | 15,273 |
| American Rail Engineers Corporation | Railroad Bridge Inspections, Bridge Engineering, and Related Services | 30,091 | 7,069 |
| Asbury Environmental Services (AES) | Hazardous and Non-Hazardous Waste Removal and Disposal Services | 10,000 | - |
| Atlas Copco Compressors, LLC | Air Compressor Maintenance Services | 8,400 | - |
| BBM Railway Equipment, LLC | Wheel Press Machine - Furnish, Install, Configure, Test, Commission, and Train SMART Staff | 289,392 | 246,636 |
| Becoming Independent | Emergency Bus Bridge Services | 22,000 | 2,000 |
| Bettin Investigations | Pre-Employment Investigation, Background Screening, and Related Services | 2,500 | 1,700 |
| BKF Engineers Inc. | Design and Engineering Services for MUP Segments in Sonoma and Marin Counties | 1,164,451 | 1,026,447 |
| Bolt Staffing Service, Inc. | Temporary Staffing Services | 60,000 | 32,688 |
| Bright Star Security, Inc. | Security Patrol at SMART's Cal Park Tunnel | 10,980 | 5,490 |
| Burdell Tenancy in Common | Purchase of 6 Seasonal Wetland Mitigation Credits | 834,000 | - |
| Business Training Library, LLC | Cloud-Based Learning Courses | 14,441 | 14,373 |
| Cinquini & Passarino, Inc. | Right-of-Way Land Surveying and Related Services | 20,000 | 2,248 |
| Craft & Commerce, LLC | Marketing and Community Outreach Services and Support | 200,000 | 12,500 |
| CSW/Stuber-Stroeh Engineering Group | Design and Engineering Services for 5 MUP Segments in Marin County | 947,719 | - |
| D Block Security | Security and Patrol Services | 75,000 | - |
| DeAngelo Contracting Services, LLC | Assignment of OP-SV-21-006 Vegetation Control Services | 43,250 | 5,250 |
| Dikita Enterprises, Inc | NTD Compliant Passenger Counting Services | 40,688 | - |
| Doc Bailey Construction Equipment, Inc. | Hi Rail Vehicle Inspection, Maintenance, Repair, and Certification Services | 25,000 | 5,500 |
| Doug Williams | Fire and Life Safety Consultant | 3,585 | 735 |
| Dr. Lance O'Connor | Occupational Health Screening Services | 3,000 | 1,570 |
| Dunnigan Psychological & Threat Assessments, LLC | Employment-Related Psychological Evaluation Services | 25,000 | 8,400 |
| Erde Bailly LLP | Financial Audit Services | 50,885 | 28,435 |
| eLock Technologies, LLC | Station Bike Lockers and Maintenance Services | 13,130 | 2,783 |
| Empire Cleaners | Operations Uniform Dry Cleaning, Laundering, and Related Services | 18,000 | 6,575 |
| Environmental Logistics, INC. | On-Call Biohazard Remediation Services | 150,000 | - |
| Gallagher Benefit Services, Inc. | Classification and Compensation Study Services | 84,350 | - |
| Gary D. Nelson Associates, Inc. | Temporary Staffing and Placement Services | 40,000 | - |
| George Hills Company, Inc. | Third Party Claims Administration Services | 45,000 | 773 |
| GHD, Inc. | 3 Segments MUP Petaluma - Penngrave - Rohnert Park | 31,586 | - |
| Ghiolotti Bros. Inc. | Construction of Non-Motorized Pathway - Lakeville to Payran | 1,237,052 | - |
| Golden Five, LLC | Microsoft 365 Consulting Services | 44,000 | 39,575 |
| Granicus, Inc. | Cal/OSHA Inspection Services | 3,960 | 2,200 |
| Hanford A.R.C. | Media Streaming and Internet Broadcasting Services | 12,248 | 12,248 |
| Hanford A.R.C. | Maintenance and Monitoring the the Las Gallinas Creek Watershed Riparian Enhancement Planting | 21,215 | 7,360 |
| Hanson Bridgett LLP | Implementation and Monitoring, San Rafael Creek Riparian Enhancement Project | 39,610 | 13,203 |
| HCI Systems, Inc. | Legal Services | 150,000 | 56,777 |
| Hogan Lovells LLP | Fire Equipment Inspection and Certification | 17,274 | - |
| Holland Company | Legal Services - Freight and Passenger Rail Sector | 50,000 | 8,459 |
| Hulcher Services, Inc. | Track Geometry and Measurement Services | 24,000 | 24,000 |
| Hunt and Sons, Inc. | On-Call Derailment Services | 75,000 | - |
| | Bulk Delivery of Motor Oil (15W40) | 16,000 | 6,661 |

| Contractor | Scope | Fiscal Year 22/23 Projected | Fiscal Year 22/23 Actuals-To-Date |
|---------------------------------------------------|--------------------------------------------------------------------------|--------------------------------|--------------------------------------|
| Innovative Business Solutions | Payroll Processing Software | \$31,700 | \$12,045 |
| Integrative Security Controls, Inc. | CCTV Maintenance and Support | 30,000 | 2,218 |
| Intelligent Technology Solutions, LLC | Maximo SaaS Development, Implementation, and Related Services | 222,122 | 169,683 |
| JMA Civil, Inc. | On-Call Civil & Rail Engineering Design Services | 44,000 | - |
| Khour Consulting, LLC | California State Legislative and Advocacy Services | 80,000 | 10,000 |
| Kopper's Railroad Structures, Inc. | Emergency Repair Work on "Railroad Slough" MP B38.97 | 460,865 | - |
| LC Disability Consulting | Disability Access Consulting | 12,000 | 4,000 |
| LeaseQuery, LLC | Lease Software Licensing and Software Support Services | 25,000 | 11,900 |
| Leete Generators | Generator Inspection and Maintenance Services | 5,000 | 2,811 |
| Lewis, Brisois, Bisgaard & Smith LLP | Various legal services related to transit | 50,000 | 3,199 |
| Lisa Wolper, LCSW, SAP | Substance Abuse Professional Services | 5,000 | 600 |
| Masabi LLC | SMART Mobile Ticketing Pilot Project | 57,000 | 23,750 |
| MaxAccel | Compliance Management Software Design/Implementation/Asset Management | 58,000 | 14,887 |
| Mike Brown Electric Co. | On-Call Electrical Maintenance | 25,000 | - |
| Militus, Inc. | Cybersecurity and Network Threat Analysis and Assessment | 40,000 | 40,000 |
| Mission Linen Supply | Employee Uniform Services | 32,084 | 13,185 |
| Modern Railway Systems, Inc. | Monitoring and Maintenance SMART's Communications Network and TDX System | 91,250 | 22,590 |
| MuniServices, LLC | Sales Tax Recovery Services | 89,408 | 11,850 |
| Netspeed Solutions, Inc. | SMART Phone System Maintenance | 15,684 | 11,867 |
| North Bay Bottling (Alex Ruiz Sr.) | Drinking Water Delivery Service | 2,900 | 378 |
| North Bay Petroleum | Provision of Fuel for DMUS | 1,474,353 | 553,232 |
| Nossaman LLP | Litigation, Rail Transit issues, and other related legal services | 200,000 | 128,851 |
| Occupational Health Centers of CA | Pre-Employment Evaluation Services | 8,679 | 6,604 |
| Oil Stop, LLC | Automotive Repair and Service | 3,500 | 2,288 |
| Oracle | Fusion ERP System | 60,000 | 27,635 |
| Parodi Investigative Solutions | Pre-Employment Background Investigation Services | 27,500 | 7,075 |
| Peterson Mechanical, Inc. | HVAC Maintenance Services | 24,000 | - |
| PFM Financial Advisors, LLC | Financial Advisory Services | 75,000 | - |
| Portola Systems, Inc. | SMART Station Network Maintenance and Configuration Services | 255,000 | 219,261 |
| Precision Wireless | Tech Support and Maintenance for Land Mobile Radio | 31,150 | 12,593 |
| Quinn Covarrubias, a Professional Law Corporation | Legal Services for Rail Transit Matters | 100,000 | 39,260 |
| Railcar Management, LLC | Freight Rail Tracking Software | 29,574 | 1,130 |
| SEFAC USA | Portable Lifting Jack Inspection and Certification Services | 8,000 | - |
| Simple Appraisals Inc. | Perform Real Estate Appraisal Services | 4,000 | 4,000 |
| Sherwood Electromotion, Inc. | Overhaul Services for SMART's Permanent Magnet Alternators | 60,000 | 21,680 |
| Sierra-Cedar, LLC | Oracle Enterprise Resources Planning Software | 150,000 | 14,318 |
| Sonic.Net | Backhaul Agreement | 9,451 | - |
| Sonoma County Fleet Operation Division | Non-Revenue Fleet Maintenance Services | 1,739 | 1,739 |
| Sonoma County Fleet Operation Division | Non-Revenue Fleet Vehicle Installation, Maintenance, and Repair Services | 36,261 | - |
| Sperry Rail Service | Rail Flaw Detection Services | 13,500 | - |
| SPTJ Consulting, Inc. | Network Monitoring and Support Services | 303,219 | 88,169 |
| Stericycle, Inc. | Medical Waste Pick-Up and Disposal Services | 2,000 | - |
| Summit Signal, Inc. | Call-Out Maintenance and Repair Services for Signal Grade Crossings | 10,000 | - |
| Survival CPR & First Aid, LLC | First Aid and CPR Training, AED Compliance Program | 2,800 | 1,188 |
| Swiftly, Inc. | AVL Mobile Application and Website Interface | 8,820 | - |
| The Pape Group, Inc. dba Pape Material Handling | On-site ANSI/OSHA Aerial Safety Inspections and Maintenance Services | 3,941 | - |
| Traffic Management, Inc. | Project Specific Flagging, Traffic Control and Related Services. | 10,000 | 7,257 |
| Triliant, LLC | Online Training Program | 3,000 | - |
| Tri Valley Recycling, Inc. | eWaste Collection and Recycling | 100 | - |

| Contractor | Scope | Fiscal Year 22/23 Projected | Fiscal Year 22/23 Actuals-To-Date |
|------------------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------|--------------------------------------|
| Trillium Solutions, Inc. | Transit Feed Mapping Software | 2,000 | 1,890 |
| UTCGRAS, LLC | Wheel Pressing Services | 25,000 | - |
| Van Scoyoc Associates | Federal Lobbying Services | 30,000 | 15,000 |
| VentTek Transit Inc. | Fare Vending Machine Operations and Maintenance Services | 282,704 | 127,744 |
| Vista Broadband Networks, Inc. | Broadband Services | 9,000 | - |
| W.J.C. Electric, Inc. dba Hahn Automotive | Non-Revenue Vehicle Repair and Service | 30,625 | 30,625 |
| Ward Levy Appraisal Group, Inc. | Real Estate Appraisal Services for SMART-Owned Property | 7,000 | 5,000 |
| West Coast Arborists, Inc. | Tree Trimming and Tree Removal Services | 30,000 | 1,200 |
| WRA, Inc. | As-Needed Environmental Consulting Services | 100,000 | 50,438 |
| | Totals: | \$11,432,530 | \$3,647,229 |
| FREIGHT RAIL | | | |
| American Rail Engineers Corporation | Railroad Bridge Engineering, Inspection, & Design | 58,406 | 58,405 |
| American Rail Engineers Corporation | Railroad Bridge Inspections, Bridge Engineering, and Related Services | 82,765 | 38,306 |
| Asbury Environmental Services (AES) | Hazardous and Non-Hazardous Waste Removal and Disposal Services | 10,000 | 95 |
| Cathcart Rail Holdco, LLC dba Cathcart Field Services, LLC | Running Repair Agent Inspection and Maintenance Services | 2,500 | - |
| DeAngelo Contracting Services, LLC | Assignment of OP-SV-21-006 Vegetation Control Services | 30,000 | - |
| Doc Bailey Construction Equipment, Inc. | Hi Rail Vehicle Inspection, Maintenance, Repair, and Certification Services | 1,000 | - |
| E&M Electric and Machinery, Inc. | Bridge Automation Software Design Services | 2,500 | 2,466 |
| Freight Rail Tracking Software Vendor | Freight Rail Tracking Software | 29,574 | 1,130 |
| GATX Rail Locomotive Group, LLC | Freight Locomotive Lease Agreement | 20,882 | 18,050 |
| Hue & Cry, Inc. | Security System at Schellville Depot | 1,500 | 746 |
| Hulcher Services, Inc. | On-Call Derailment Services | 25,000 | - |
| Lambertus J. Versteegen dba South West Locomotive Repair | Overhaul and Repair Services of Locomotive RP200B | 20,000 | - |
| Manson Construction Co. | Black Point Bridge Repair | 576,870 | 576,870 |
| Mickelson & Company, LLC | 45G Tax Credit Advisory Services | 14,351 | 14,351 |
| North Bay Petroleum | Provision of Fuel for Locomotives | 89,000 | 25,878 |
| Rail Power Services, LLC | Mobile Locomotive Maintenance, Repair, and Related Services | 50,000 | - |
| Summit Signal, Inc. | Routine Maintenance & Inspections | 80,000 | 34,013 |
| Wine Country Sanitary, Inc. | Portable Toilet Rental and Maintenance | 1,576 | 1,179 |
| WRA, Inc. | As-Needed Environmental Consulting Services | 10,000 | 5,959 |
| | Totals: | \$1,105,924 | \$777,448 |

Actuals-To-Date includes invoices that have been approved as of December 31, 2022, but may not have been processed in SMART's Financial System.



February 1, 2023

David Rabbitt, Chair
Sonoma County Board of Supervisors

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

Vacant
Marin County Board of Supervisors

Melanie Bagby
Sonoma County Mayors' and
Councilmembers Association

Kate Colin
Transportation Authority of Marin

Vacant
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

Eric Lucan
Transportation Authority of Marin

Gabe Paulson
Marin County Council of Mayors and
Councilmembers

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

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

SUBJECT: Contract No. FR-ER-22-001 for the Timber Trestle Bridge at Railroad Slough
MP B38.97 Emergency Repairs

Dear Board of Directors:

RECOMMENDATION:

Determine there is a continued need for emergency action and continue to approve contract No. FR-ER-22-001 for emergency repairs to the Timber Trestle Bridge at Railroad Slough, MP-B38.97, for a total contract amount not to exceed \$425,000.

SUMMARY:

This emergency item first came to the District's attention on Friday, October 28, 2022, after the posting of the Agenda for the regularly Scheduled November 2, 2022 Board of Directors' meeting. As you will recall, the bridge is a critical link to the SMART main line and must be traveled over to serve freight customers in Petaluma. Given that this critical connection is required for SMART to fulfill its common carrier obligations, immediate repairs to the bridge were necessary.

Accordingly, at the November 2, 2022 Board Meeting, the Board determined that there was a need to take immediate action required by the emergency, and approved Resolution No. 2022-37 authorizing the General Manager to execute the emergency contract to perform the emergency repairs in an amount not to exceed \$425,000 (Agenda Item A).

The contractor has already initiated temporary repairs on the pile caps that were crushed, repaired the split timber beams and has begun the procurement of the longer lead items needed to make the proper repairs the bridge.

As previously indicated staff will continue to provide an update on the status of this emergency action, and as required by Public Contract Code §22050, the Board of Directors must continue to review the emergency action at its regularly scheduled meeting and at every regularly scheduled meeting thereafter to determine that there is a need to continue the action.

FISCAL IMPACT: Funding has been identified in the FY 2023 freight budget.

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

Very truly yours,

/s/

Eddy Cumins
General Manager



February 1, 2023

David Rabbitt, Chair
Sonoma County Board of Supervisors

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Marin County Council of Mayors and
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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

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

SUBJECT: Free Youth Summer Rides Program

Dear Board Members:

RECOMMENDATION

Approve a free youth summer rides program for 2023

SUMMARY

In partnership with other North Bay transit agencies, SMART is proposing a free youth summer rides program for 2023. The program would allow free rides on SMART for youth ages 5 – 18; youth 4 and under are already free. This program would run for three months, from June 1st to August 31st, 2023. Free fares on SMART would be available through the Youth Clipper card or through the existing SMART App, both of which would allow staff to track usage.

Youth ridership currently accounts for 13% – 15% of ridership during the school year; during summer months, this drops to 8%. The goal of the program is to promote transit usage by youth during this low ridership season.

Other North Bay Transit agencies, including Marin Transit, Santa Rosa Citybus, Petaluma Transit, and Sonoma County Transit will also be offering free transit for youth during the summer, creating an opportunity for a shared marketing campaign. Under this joint program, youth would be able to travel throughout the North Bay free of charge all summer. This program would also allow youth programs such as Boys and Girls Club to bring groups on the train free of charge during the summer months.

FISCAL IMPACT: Approval of the youth free fare program for 2023 is estimated to decrease fare revenue by \$20,000. If approved, the fare revenue in the upcoming FY2023/24 annual budget will be adjusted accordingly.

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

Respectfully,

/s/
Emily Betts
Principal Planner



February 1, 2023

David Rabbitt, Chair
Sonoma County Board of Supervisors

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

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Sonoma County Mayors' and
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Vacant
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General Manager

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www.SonomaMarinTrain.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) 2022/2023 Amended Budget

Dear Board Members:

RECOMMENDATIONS:

Approve Resolution No. 2023-08, amending the Fiscal Year 2023 Annual Budget, Resolution No. 2022-22

SUMMARY:

In June of 2022, the SMART Board of Directors adopted the Fiscal Year 2023 budget. Over half of the fiscal year has passed, which allows a clearer vision of the expenses and revenues we anticipate. To adjust to the current reality, we are providing an updated amended budget for consideration. This budget is presented in two parts, a) for passenger rail/pathway and b) freight.

Passenger Rail/Pathway

In summary, estimated revenues have decreased by \$24.1 million, while expenditures have dropped \$22.6 million. We anticipate ending the fiscal year with an unrestricted fund balance of \$39.3 million, with reserves totaling \$33.1 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 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.

Revenues

Changes to 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.

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 four of 2021. The most recent forecast received from MuniServices reflects a slightly lower estimate of \$51,090,000.

Federal Funds

We are rolling forward the FRA Suicide Prevention Grant of \$80,000 (see line 8) that we received in FY22 to FY23 for a total amount of \$12.5 million in federal funds revenue in FY23.

State Funds (Column B, Lines 11-20)

The decrease of \$20.6 million in revenues in FY23 is largely due to the movement of grant revenues into future fiscal years for pathway and expansion construction projects. This will match the revenue funding with the years in which the projects will incur expenses. We had initially budgeted the costs related to the Petaluma North In-Fill Station, McDowell Crossing, and the Sonoma County Pathway projects in the current fiscal year, as we were unsure how much of the project we would be able to accomplish. Now that we have a more accurate vision of when things will occur, we are pushing grant revenues to FY24 for construction, leaving \$10.7 million in State Funds in FY23.

Other Sources/Regional Funds

On Line 22, fare revenues were adjusted down to account for lower per-passenger fares and actual received revenues by \$711,000 for a total of \$1.6 million. We are adjusting for higher-than-expected interest earnings (line 24) and miscellaneous revenues (line 27) and lower than anticipated advertising revenues (line 25). We are moving revenues from Other Governments (line 30) and a portion of the Regional Funds revenue (line 32) to FY24 to line up with the construction of the Petaluma North In-Fill Station.

Budgeted Expenditures

Salaries, Benefits, Services, & Supplies

We recommend an increase of \$1,209,288 to Salaries and Benefits (line 37) for a total amount of \$24,620,542. This is a result of including Workers Compensation insurance in with Salaries and Benefits instead of under Services and Supplies, as well as hiring employees at higher steps than the midpoint where they were budgeted, and increased benefit costs. The reduction in Services and Supplies (line 40) is directly correlated with the cost of the Workers Compensation insurance that we moved out of that account.

Planning and Environmental

Planning is impacted by a shift of a \$750,000 network integration project from their budget to engineering capital for work on expansion. This reduces the planning project budget to \$675,000. The Environmental projects line (48) shows \$750,000 moving out of the budget, delaying a project related to Riparian Mitigation to a future year, for a remaining FY23 budget amount of \$451,350.

State of Good Repair

The reduction in funds for Track, Maintenance of Way, and Facilities (line 54) is related to projects not being necessary in this fiscal year, reducing the budget by \$84,000 for a yearly total of \$634,548. Diesel Multiple Unit (DMU) costs are significantly reduced by cost saving solutions, reduced scope, and rescheduled work into FY24 (see line 56). This results in a cost savings of \$271,500 for a total of \$1,226,500.

Bridge construction is shifting to next fiscal year, resulting in the removal of \$711,698 from the FY23 Budget (line 57), reducing the budget for mainline bridges to \$226,241. The Other Construction line (58) is impacted by shifting the North McDowell Boulevard Crossing Reconstruction into the future fiscal year, for a reduction of \$1,043,693 with \$120,563 remaining in FY23.

Information Technology costs (line 59) are lowered due to consolidation of projects and removal of items budgeted to Operations, by \$18,750 for a total of \$264,500. Equipment costs (line 61) also decreased substantially, removing projects that are not necessary and will not occur until future fiscal years, reducing those projects by \$217,968 for a total budget of \$85,030.

The amount budgeted for Non-Revenue Vehicles (line 60) is increased, a result of advancing these capital items from FY24 into FY23 due to very long lead times for receipt of vehicles. This increase of \$378,000 brings the amount budgeted for Non-Revenue Vehicles to \$917,840.

Capital Projects

The Capital Projects budget is being reduced due to the need to shift construction projects into the next fiscal year, as was mentioned in the revenues section above. Pathway costs are reduced by shifting the construction phase of the Sonoma County Pathway project into FY24. This is a reduction of \$8,344,978, resulting in \$9,871,996 remaining in the Pathway budget (see line 65).

We had previously budgeted the entire cost of the Petaluma North In-Fill Station to this fiscal year, unsure of how much progress could be completed. We are now moving the construction costs out of this fiscal year and into FY24, decreasing Expansion (line 66) by \$11,830,108, leaving \$2,272,025 in the current year.

The addition of the Land Purchase item (line 67) adds to the budget the amount related to the purchase of the parcels across from SMART's Downtown Petaluma Station per SMART Board Resolution No. 2023-05.

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 23 year-end is now estimated at **\$39,321,718** (line 72). These funds will be rolled forward to future years per the capital plan to fund operating and capital costs in fiscal years 2024 – 2029.

Restricted Fund Balance – Reserves (Lines 42-46)

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, and include the amounts added in the FY23 budget.

| Reserve | Amount |
|----------------------------------------------------------------------|---------------------|
| Self-Insured Fund | \$2,370,675 |
| Capital Sinking Fund | \$9,625,000 |
| Future Other Post-Employment Benefits (OPEB)/ CalPERS Liability Fund | \$4,074,676 |
| Operating Reserve (Equivalent to 25% operations or 3 months) | \$10,000,000 |
| Corridor Completion Fund | \$7,000,000 |
| Total Reserves | \$33,070,351 |

Freight

The Amended Freight Budget was presented and approved by the SMART Board at the December 7, 2022, meeting with Resolution No. 2022-40. At this time, there are no additional changes requested to the Freight Budget.

Sincerely,

/s/

Heather McKillop
Chief Financial Officer

Attachment:

- 1) Appendix A – Passenger Rail/ Pathway: Sources and Uses
- 2) Resolution No. 2023-08

Appendix A - Passenger Rail/Pathway

FISCAL YEAR 2022-2023 AMENDED BUDGET : SOURCES AND USES

| | | A | B | C |
|----|---------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------|------------------------------|
| | | FY23 Adopted + Amendments through 12/31/2022 | Requested Amended Budget Changes | FY23 Total Amended Budget |
| 1 | Beginning Fund Balance * | \$ 37,393,310 | \$ - | \$ 37,393,310 |
| 2 | Revenues | | | |
| 3 | SMART S&U Tax | | | |
| 4 | Measure Q | \$ 51,622,000 | \$ (532,000) | \$ 51,090,000 |
| 5 | Federal Funds | | | |
| 6 | 5307 - Urbanized Area Formula Funds (Preventative Mtce) | \$ 4,148,529 | \$ - | \$ 4,148,529 |
| 7 | American Rescue Plan | \$ 7,507,797 | \$ - | \$ 7,507,797 |
| 8 | FRA Suicide Prevention Grant | \$ - | \$ 80,000 | \$ 80,000 |
| 9 | Quick Strike (CMAQ) (Pathway Payran to Lakeville) | \$ 806,000 | \$ - | \$ 806,000 |
| 10 | State Funds | | | |
| 11 | STA - State Transit Assistance (Revenue) | \$ 2,291,573 | \$ - | \$ 2,291,573 |
| 12 | STA-State Transit Assistance (Population) | \$ 534,918 | \$ - | \$ 534,918 |
| 13 | SB1 - SRA - State Rail Assistance | \$ 3,700,000 | \$ - | \$ 3,700,000 |
| 14 | LCTOP - Low Carbon Transit Operating | \$ 534,762 | \$ - | \$ 534,762 |
| 15 | State - TIRCP SH 37 Network Integration | \$ 750,000 | \$ - | \$ 750,000 |
| 16 | State - TIRCP Petaluma North In-Fill Station & McDowell Crossing | \$ 10,100,000 | \$ (10,100,000) | \$ - |
| 17 | STA-SGR (State of Good Repair) | \$ 550,349 | \$ (231,763) | \$ 318,586 |
| 18 | SB1 - Local Partnership Program | \$ 1,392,000 | \$ (1,392,000) | \$ - |
| 19 | ATP - SoCo Pathway - CTC/Caltrans/MTC | \$ 11,470,569 | \$ (8,903,175) | \$ 2,567,394 |
| 20 | State - Cap and Trade/ TIRCP DMUs | \$ - | \$ - | \$ - |
| 21 | Other Sources | | | |
| 22 | Fare Revenues | \$ 2,310,768 | \$ (710,768) | \$ 1,600,000 |
| 23 | Parking | \$ - | \$ - | \$ - |
| 24 | Interest Earning | \$ 277,750 | \$ 172,250 | \$ 450,000 |
| 25 | Advertising | \$ 225,000 | \$ (125,000) | \$ 100,000 |
| 26 | Rent - Real Estate | \$ 266,631 | \$ - | \$ 266,631 |
| 27 | Misc. | \$ 30,900 | \$ 99,100 | \$ 130,000 |
| 28 | Charges for Services | \$ 28,235 | \$ - | \$ 28,235 |
| 29 | Sale of Property | \$ - | \$ 15,000 | \$ 15,000 |
| 30 | Other Governments | \$ 2,000,000 | \$ (2,000,000) | \$ - |
| 31 | Regional Funds | | | |
| 32 | County Intergovernmental Funds -SCTA Measure M | \$ 2,000,000 | \$ (480,108) | \$ 1,519,892 |
| 33 | Total Revenues | \$ 102,547,781 | \$ (24,108,464) | \$ 78,439,317 |
| 34 | Total Revenues + Fund Balance | \$ 139,941,091 | \$ (24,108,464) | \$ 115,832,627 |
| 35 | | | | |
| 36 | Debt Service | \$ 15,596,193 | \$ - | \$ 15,596,193 |
| 37 | Salaries & Benefits | \$ 23,411,254 | \$ 1,209,288 | \$ 24,620,542 |
| 38 | Reduction for Salaries Charged to Projects | \$ (1,193,147) | \$ 88,256 | \$ (1,104,891) |
| 39 | Reduction for Allocation of Salaries/ Services/ Supplies to Freight | \$ (197,515) | \$ - | \$ (197,515) |
| 40 | Services & Supplies | \$ 16,414,145 | \$ (540,382) | \$ 15,873,763 |
| 41 | Total Salaries, Benefits, Services, & Supplies | \$ 38,434,737 | \$ 757,162 | \$ 39,191,899 |
| 42 | Contribution to OPEB/ CalPERS Liability Fund | \$ 500,000 | \$ - | \$ 500,000 |

| | | | | |
|----|-------------------------------------------------------------------------|---------------|-----------------|---------------|
| 43 | Contribution to Capital Sinking Fund | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| 44 | Self Insured Fund | \$ - | \$ - | \$ - |
| 45 | Operating Reserve | \$ - | \$ - | \$ - |
| 46 | Total Reserve Contributions | \$ 2,500,000 | \$ - | \$ 2,500,000 |
| 47 | Planning | \$ 1,425,000 | \$ (750,000) | \$ 675,000 |
| 48 | Environmental | \$ 1,201,350 | \$ (750,000) | \$ 451,350 |
| 49 | Total Planning & Environmental | \$ 2,626,350 | \$ (1,500,000) | \$ 1,126,350 |
| 50 | Total Debt Service, Operating, Reserves, Environmental/ Planning | \$ 59,157,280 | \$ (742,838) | \$ 58,414,442 |
| 51 | Balance | \$ 80,783,811 | \$ (23,365,626) | \$ 57,418,185 |
| 52 | | | | |
| 53 | State of Good Repair | | | |
| 54 | Track, MOW, and Facilities | \$ 718,548 | \$ (84,000) | \$ 634,548 |
| 55 | Safety and Security | \$ 477,225 | \$ - | \$ 477,225 |
| 56 | DMU | \$ 1,498,000 | \$ (271,500) | \$ 1,226,500 |
| 57 | Bridges | \$ 937,939 | \$ (711,698) | \$ 226,241 |
| 58 | Other Construction | \$ 1,164,256 | \$ (1,043,693) | \$ 120,563 |
| 59 | Information Technology | \$ 283,250 | \$ (18,750) | \$ 264,500 |
| 60 | Non-Revenue Vehicles | \$ 539,840 | \$ 378,000 | \$ 917,840 |
| 61 | Equipment | \$ 263,998 | \$ (217,968) | \$ 85,030 |
| 62 | Total State of Good Repair | \$ 5,883,056 | \$ (1,969,609) | \$ 3,952,447 |
| 63 | | | | |
| 64 | Capital Projects | | | |
| 65 | Pathways | \$ 18,216,974 | \$ (8,344,978) | \$ 9,871,996 |
| 66 | Expansion | \$ 14,102,133 | \$ (11,830,108) | \$ 2,272,025 |
| 67 | Land Purchase | \$ - | \$ 255,000 | \$ 255,000 |
| 68 | Total Capital Expenditures | \$ 32,319,107 | \$ (19,920,086) | \$ 12,144,021 |
| 69 | | | | |
| 70 | Future Match for Federal/ State Funds | \$ 2,000,000 | \$ - | \$ 2,000,000 |
| 71 | | FY23 | | Total |
| 72 | Ending Fund Balance** | \$ 40,581,648 | \$ (1,475,930) | \$ 39,321,718 |

* Excludes Reserves

**Previous Ending Fund Balance did not include the rollforward amounts from FY22 that are included in this FY23 Budget

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2022-22, THE ANNUAL BUDGET FOR FISCAL YEAR 2022-2023 TO PROVIDE FOR REVISED EXPENDITURE AUTHORITY

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2022-2023, the Board of Directors considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

WHEREAS, on June 15, 2022, the Board adopted Resolution No. 2022-22 approving the annual budget for Fiscal Year 2022-2023; and

WHEREAS, Resolution No. 2022-24 amended Resolution No. 2022-22 providing for revised position authority; and

WHEREAS, Resolution No. 2022-26 amended Resolution No. 2022-22 providing for revised position authority; and

WHEREAS, Resolution No. 2022-28 amended Resolution No. 2022-22 providing for revised position and expenditure authority; and

WHEREAS, Resolution No. 2022-30 amended Resolution No. 2022-22 providing for revised position authority; and

WHEREAS, Resolution No. 2022-32 amended Resolution No. 2022-22 providing for revised position authority; and

WHEREAS, Resolution No. 2022-33 amended Resolution No. 2022-22 providing for revised expenditure and appropriation authority; and

WHEREAS, Resolution No. 2022-35 amended Resolution No. 2022-22 providing for the carry forward of funds from Fiscal Year 2021-22 to Fiscal Year 2022-23; and

WHEREAS, Resolution No. 2022-40 amended Resolution No. 2022-22 providing for revised expenditure and appropriation authority for freight; and

WHEREAS, the Board desires to Amend the Annual Budget Resolution No. 2022-22 and all subsequent Resolutions to modify expenditure authority;

NOW, THEREFORE, BE IT RESOLVED that expenditure authority in Resolution No. 2022-22, Fiscal Year 2022-2023 Annual Budget, Appendix A is hereby amended.

Resolution No. 2023-08
Sonoma-Marin Area Rail Transit District
February 1, 2023

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2022-22, 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 and provision of Resolution No. 2022-22.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marin Area Rail Transit District held on the 1st day of February, 2023, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

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