



Sonoma-Marin Area Rail Transit
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Eddy Cumins

October 21, 2026

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

SUBJECT: Fiscal Year 2026/2027 Budget Amendment #4

Dear Board Members:

RECOMMENDATIONS:

Adopt Resolution No. 2026-34, amending Resolution No. 2026-17, the Fiscal Year 2026/2027 Adopted Budget to modify spending authority

BACKGROUND:

This Fourth Amendment introduces or adjusts a variety of funds sources and their associated costs in the Fiscal Year 2027 Budget.

In the Second Amendment to the Fiscal Year 2027 Budget, funds were added from the Transit and Intercity Rail Capital Program (TIRCP) for the Healdsburg Extension. However, there were remaining funds from the Federal Congressional Earmark that were available to be rolled into this fiscal year. This budget action reduces the amount of TIRCP funds by \$262,439 and adds the FTA Congressional Earmark funds for the project in the amount of \$262,439, allowing SMART to spend down these federal funds.

SMART received word in September from the California State Transportation Agency (CalSTA) that the available funds under the State Rail Assistance (SRA) program increased in this fiscal year. These additional funds total \$68,081, increasing total SRA funds in the Fiscal Year 2027 Budget to \$5,154,557.

As part of the Healdsburg Extension, local municipalities have requested that SMART include design work up to 65% for their projects within SMART's existing Progressive Design-Build contract. As part of these agreements, the municipalities can decide if they would like the final design and construction of these projects to be included in the overall extension's construction phase. Funding for these requested projects will come directly from the municipalities themselves. This action adds \$141,286 from the City of Healdsburg for design on utility upgrades, as well as \$640,375 from

the County of Sonoma for the design of the widening of Old Redwood Highway underneath the railroad bridge.

SMART is making substantial progress on its Healdsburg Extension with its Phase II Amendment Early Works Package No. 2 presented for Board of Directors' approval at this meeting. SMART is anticipating that only a portion of the work planned will occur in Fiscal Year 2027. This budget action adds \$25,000,000 to the Fiscal Year 2027 Budget for this work. Funding for this Early Works Package No. 2 will come from grants awarded for this project; the Federal Rail Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant in the amount of \$2,760,000 and Caltrans Solutions for Congested Corridors Program (SCCP) grant in the amount of \$22,240,000 will be programmed to this fiscal year. The remainder of the expense and funding for this Early Works Package No. 2 will be included in future fiscal year budgets.

FISCAL IMPACT:

The addition of \$68,081 in SRA funding for operations results in an increased fund balance of \$48,305,853. All other changes in this budget amendment match revenues and expenditures.

Sincerely,

/s/

Claire Springer
Budget and Finance Manager

Attachments: 1.) Resolution No 2026-34 – FY 2026/2027 Budget Amendment #4
 2.) Revised Appendix A

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT, STATE OF CALIFORNIA, AMENDING RESOLUTION NO. 2026-17, THE ANNUAL BUDGET FOR FISCAL YEAR 2026-2027 TO INCREASE EXPENDITURE AUTHORITY

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2026-2027, the Board of Directors considered the annual expenditures necessary for the Sonoma-Marín Area Rail Transit District; and

WHEREAS, as part of its approval of the Annual Budget for Fiscal Year 2026-2027, the Board of Directors considered employee positions and fixed the compensation and salary for those positions; and

WHEREAS, the Board approved Budget Amendment #1 to modify expenditure authority; and

WHEREAS, the Board approved Budget Amendment #2 that also modified expenditure authority; and

WHEREAS, the Board approved Budget Amendment #3 to increase expenditure authority and revised position authority; and

WHEREAS, the Board desires to amend the Annual Budget Resolution No. 2026-17 to increase expenditure authority for passenger rail.

NOW, THEREFORE, BE IT RESOLVED that the expenditure authority in Resolution No. 2026-17, Fiscal Year 2026-2027 Adopted Budget Appendix A is hereby amended.

BE IT FURTHER RESOLVED except as specifically amended or supplemented by this Resolution, Resolution No. 2026-17, together with all supplements, amendments, and exhibits thereto is, and shall continue to be, in full force and effect as originally adopted, and otherwise contained herein shall, or shall be construed to, modify, invalidate, or otherwise affect and provision of Resolution No. 2026-17.

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the Sonoma-Marín Area Rail Transit District held on the 21st day of October 2026, by the following vote:

DIRECTORS:

AYES:

NOES:

ABSENT:

ABSTAIN:

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

ATTEST:

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

Appendix A - Passenger Rail/Pathway Sources & Uses							
FISCAL YEAR 2026-2027 BUDGET - SOURCES							
		FY27 Approved Budget	Amendment #1	Amendment #2	Amendment #3	Amendment #4	Total
1	Beginning Fund Balance *	\$ 57,338,843	\$ -				\$ 57,338,843
2	Revenues						
3	SMART Sales and Use Tax						
4	Measure Q	\$ 50,408,000	\$ -	\$ -	\$ -	\$ -	\$ 50,408,000
5	Measure Q Cost of Collection	\$ (850,000)	\$ -	\$ -	\$ -	\$ -	\$ (850,000)
6	Net Sales & Use Tax	\$ 49,558,000	\$ -	\$ -	\$ -	\$ -	\$ 49,558,000
7	Measure Q Roll Forward	\$ 1,626,044	\$ 40,648	\$ 4,246	\$ 708,151	\$ -	\$ 2,379,089
8	Transfer from Capital Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Transfer from Corridor Reserve	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	Subtotal	\$ 51,184,044	\$ 40,648	\$ 4,246	\$ 708,151	\$ -	\$ 51,937,089
11	Federal Funds						
12	5307 - Urbanized Area Formula Funds (Preventative Maintenance)	\$ 4,202,279	\$ -		\$ -		\$ 4,202,279
13	5337 - Federal State of Good Repair Funds	\$ 6,987,499	\$ 162,593	\$ 77,109	\$ -		\$ 7,227,201
14	FRA CRISI Funds	\$ -	\$ -	\$ -	\$ 1,154,319	\$ 2,760,000	\$ 3,914,319
15	FTA Discretionary Earmark	\$ -	\$ -	\$ -	\$ -	\$ 262,439	\$ 262,439
16	Subtotal	\$ 11,189,778	\$ 162,593	\$ 77,109	\$ 1,154,319	\$ 3,022,439	\$ 15,606,238
17	State Funds						
18	AHSC - Affordable Housing and Sustainable Communities	\$ 290,000	\$ -	\$ -	\$ -		\$ 290,000
19	LCTOP - Low Carbon Transit Operating	\$ 799,967	\$ -	\$ -	\$ -		\$ 799,967
20	LPP - Local Partnership Program	\$ 1,151,291	\$ 300,000	\$ -	\$ -		\$ 1,451,291
21	SRA - State Rail Assistance	\$ 5,086,476	\$ -	\$ -	\$ -	\$ 68,081	\$ 5,154,557
22	STA - State Transit Assistance (Population)	\$ 1,321,520	\$ -	\$ -	\$ -		\$ 1,321,520
23	STA - State Transit Assistance (Revenue)	\$ 1,890,109	\$ -	\$ -	\$ -		\$ 1,890,109
24	MASCOTS - Marin	\$ 431,520	\$ -	\$ -	\$ -		\$ 431,520
25	STA - MASCOTS - MTC	\$ 500,000	\$ -	\$ -	\$ -		\$ 500,000
26	STA - MASCOTS - SCTCA	\$ 704,080	\$ -	\$ -	\$ -		\$ 704,080
27	STA - SGR (State of Good Repair)	\$ 752,058	\$ -	\$ -	\$ -		\$ 752,058
28	TIRCP - Windsor to Healdsburg Project Development	\$ -	\$ -	\$ 836,314	\$ -	\$ (262,439)	\$ 573,875
29	TIRCP - Windsor to Healdsburg Phase I	\$ 10,100,000	\$ 2,028,000	\$ -	\$ 6,236,834	\$ -	\$ 18,364,834
30	TIRCP - Windsor to Healdsburg Phase II	\$ -	\$ -	\$ -	\$ -	\$ 22,240,000	\$ 22,240,000
31	Subtotal	\$ 23,027,021	\$ 2,328,000	\$ 836,314	\$ 6,236,834	\$ 22,045,642	\$ 54,473,811
32	Regional Funds						
33	Regional Measure 3 (RM3)	\$ 50,000	\$ -	\$ 18,159	\$ 8,296	\$ -	\$ 76,455
34	Subtotal	\$ 50,000	\$ -	\$ 18,159	\$ 8,296	\$ -	\$ 76,455
35	Other Sources						
36	Advertising	\$ 140,595	\$ -	\$ -	\$ -	\$ -	\$ 140,595

37	Charges for Services	\$ 124,002	\$ -	\$ -	\$ -	\$ -	\$ 124,002
38	Fare Revenues - Passenger Rail	\$ 3,333,189	\$ -	\$ -	\$ -	\$ -	\$ 3,333,189
39	Fare Revenues - Shuttle	\$ 12,941	\$ -	\$ -	\$ -	\$ -	\$ 12,941
40	Interest Earning	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
41	Misc.	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000
42	Parking	\$ 55,727	\$ -	\$ -	\$ -	\$ -	\$ 55,727
43	Rent - Real Estate	\$ 508,846	\$ -	\$ -	\$ -	\$ -	\$ 508,846
44	Other Governments/Private Sector	\$ 1,375,000	\$ -	\$ -	\$ -	\$ 781,661	\$ 2,156,661
45	Subtotal	\$ 7,110,300	\$ -	\$ -	\$ -	\$ 781,661	\$ 7,891,961
46	Total Revenues	\$ 92,561,143	\$ 2,531,241	\$ 935,828	\$ 8,107,600	\$ 25,849,742	\$ 129,985,553
47	Total Revenues + Fund Balance	\$ 149,899,986	\$ 2,531,241	\$ 935,828	\$ 8,107,600	\$ 25,849,742	\$ 187,324,396

FISCAL YEAR 2026-2027 BUDGET - USES

		FY27 Approved Budget	Amendment #1	Amendment #2	Amendment #3	Amendment #4	Total
48							
49	Debt Service	\$ 16,998,869	\$ -	\$ -	\$ -	\$ -	\$ 16,998,869
50	Salaries & Benefits	\$ 33,997,748	\$ -	\$ -	\$ -	\$ -	\$ 33,997,748
51	Reduction for Salaries Charged to Projects	\$ (1,731,972)	\$ -	\$ -	\$ -	\$ -	\$ (1,731,972)
52	Reduction for Allocation to Freight	\$ (18,782)	\$ -	\$ -	\$ -	\$ -	\$ (18,782)
53	Service & Supplies	\$ 20,175,589	\$ -	\$ -	\$ 300,000	\$ -	\$ 20,475,589
54	Total Salaries, Benefits, Service, & Supplies	\$ 52,422,583	\$ -	\$ -	\$ 300,000	\$ -	\$ 52,722,583
55	Contribution to OPEB/ CalPERS Liability Fund	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
56	Contribution to Capital Sinking Fund	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
57	Operating Reserve	\$ 170,299	\$ -	\$ -	\$ -	\$ -	\$ 170,299
58	Total Reserve Contributions	\$ 1,670,299	\$ -	\$ -	\$ -	\$ -	\$ 1,670,299
59	Total Debt Service, Operating, Reserves	\$ 71,091,751	\$ -	\$ -	\$ 300,000	\$ -	\$ 71,391,751
60	Balance	\$ 78,808,234	\$ 2,531,241	\$ 935,828	\$ 7,807,600	\$ 25,849,742	\$ 115,932,645
61							
62							
63	Non-Capital Projects	\$ 4,023,434	\$ -	\$ -	\$ 368,610	\$ 781,661	\$ 5,173,705
64	Total Non-Capital Projects	\$ 4,023,434	\$ -	\$ -	\$ 368,610	\$ 781,661	\$ 5,173,705
65	State of Good Repair and Projects	\$ 10,079,775	\$ 203,241	\$ 96,385	\$ 73,884	\$ -	\$ 10,453,285
66	Total State of Good Repair	\$ 10,079,775	\$ 203,241	\$ 96,385	\$ 73,884	\$ -	\$ 10,453,285
67	Capital Projects						
68	Equipment	\$ 2,502,726	\$ -	\$ -	\$ 108,039	\$ -	\$ 2,610,765
69	Facilities	\$ 11,619,000	\$ 2,028,000	\$ 959,473	\$ 7,547,500	\$ 25,000,000	\$ 47,153,973
70	Infrastructure	\$ 1,056,497	\$ -	\$ -	\$ 9,567	\$ -	\$ 1,066,064
71	Non-Revenue Vehicles	\$ 1,169,000	\$ -	\$ -	\$ -	\$ -	\$ 1,169,000
72	Total Capital Expenditures	\$ 16,347,223	\$ 2,028,000	\$ 959,473	\$ 7,665,106	\$ 25,000,000	\$ 51,999,802
73	Ending Fund Balance	\$ 48,357,802	\$ 300,000	\$ (120,030)	\$ (300,000)	\$ 68,081	\$ 48,305,853