



It's about time



LET THE TRAIN TAKE YOU THERE

## SMART Project Update

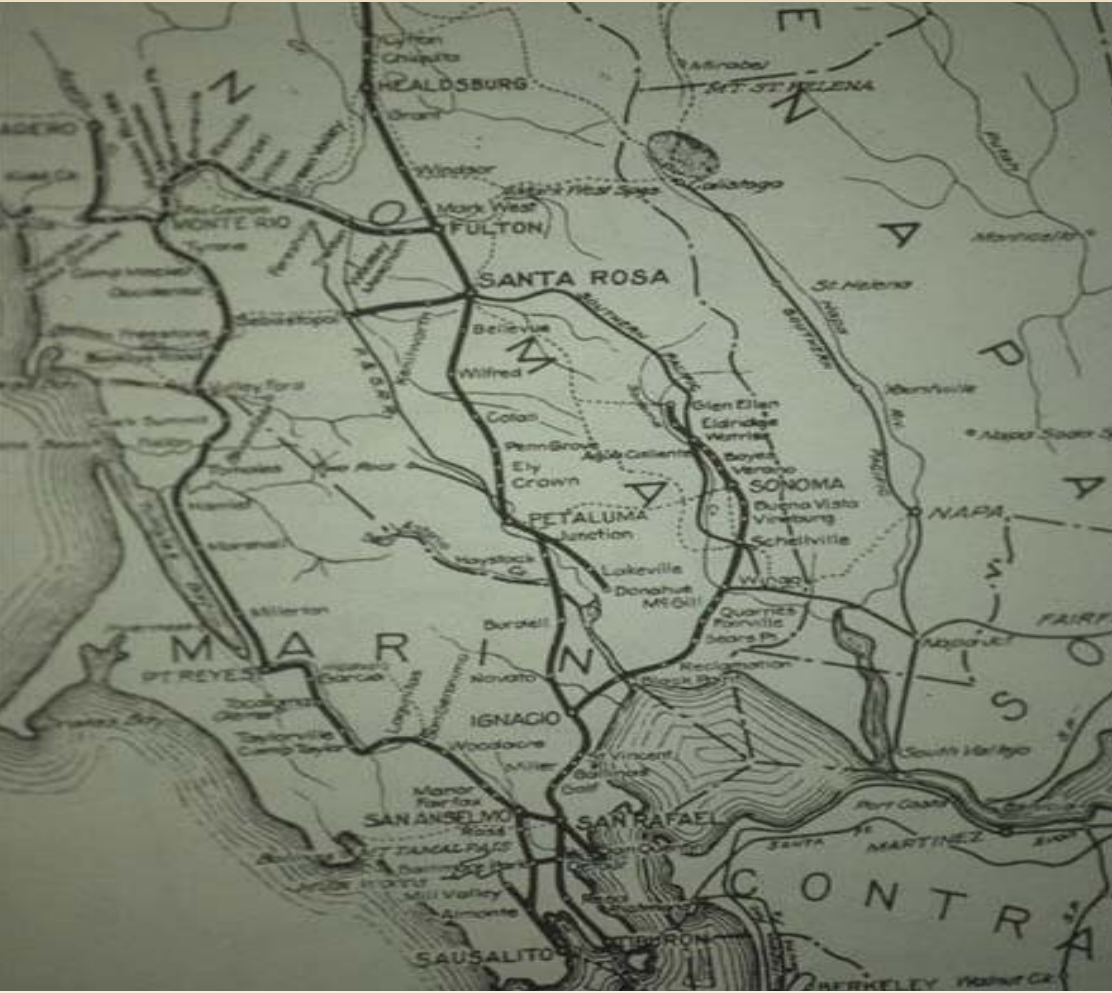
*Women's Transportation Seminar*

*October 16, 2008*



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## Historic Rail System



The North Bay rail network was extensive in the early 20<sup>th</sup> Century.



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# Station Locations



**Cloverdale**

**Healdsburg**

**Windsor**

**Santa Rosa**

*-Jennings Avenue*

*-Railroad Square*

**Rohnert Park**

**Cotati**

**Petaluma**

*-Corona Road*

*-Petaluma Depot*

**Novato**

*-Novato North: Atherton*

*-Novato South: TBD*

**Civic Center**

**San Rafael**

**Larkspur**



# A different direction



- Self-contained, self-propelled rail vehicles
- Clean & efficient
- Quiet
- Realistic option



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## Modern Rail Vehicles



Siemens Desiro

Bombardier Talent





# Why SMART?

## ALTERNATIVE TO CONGESTION

- Highway 101 is the fourth most congested corridor in the Bay Area.
- SMART gives travelers a choice.

## AVAILABLE RESOURCE

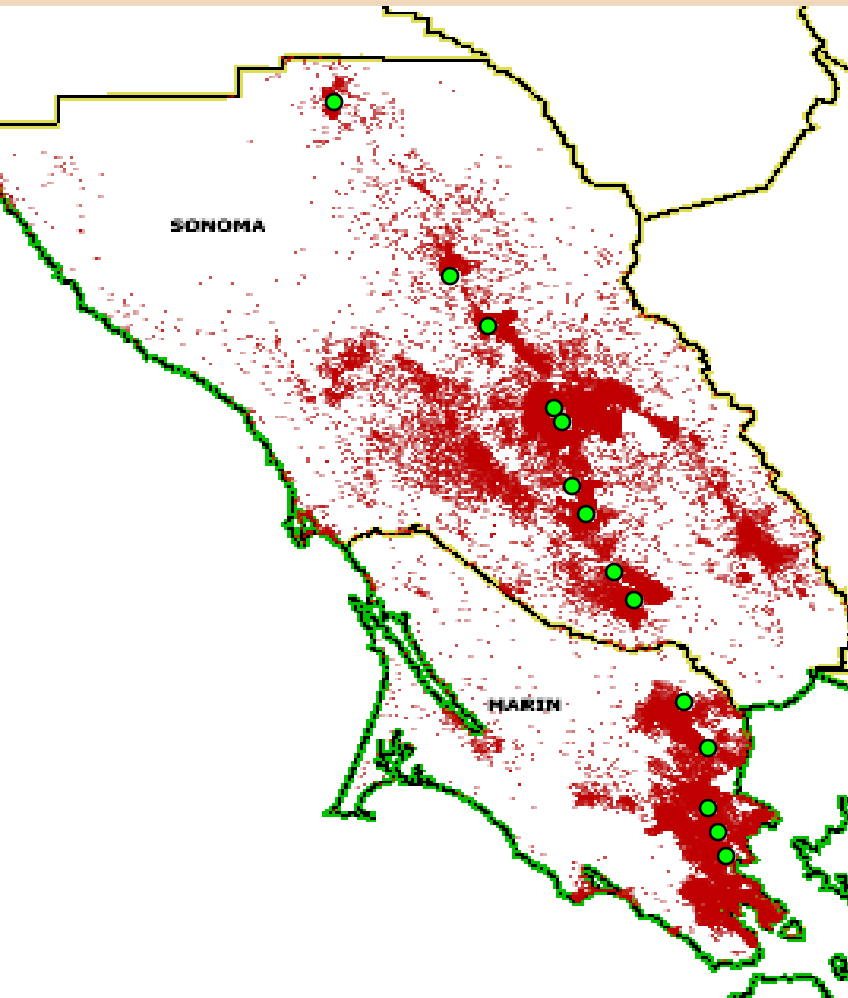
- Rail line currently in public ownership.
- Upgrading existing rail line; minimum impacts and minimum costs.
- Can be running in 2014.

## ENVIRONMENTAL BENEFITS

- Removes 124,000 lbs of greenhouse gas each day – 31 million lbs a year.
- Encourages use of other transportation modes



# Serves Existing Development



Rail transit also makes sense today because the bulk of the Marin and Sonoma residents live along the SMART railroad and Highway 101.

Each red dot represents 10 people.

The green dots represent future rail stations located along the Highway 101 corridor.



# Project Description

**70-mile corridor**

**Service from Cloverdale to Larkspur**

**14 proposed stations:**

- Sonoma County, 9**
- Marin County, 5**

**Continuous Parallel Bicycle/Pedestrian  
Pathway**

**9 Shuttle routes**



## Train Schedule at Start-Up

- **28 train runs per weekday, north and south.**
- **Frequency: every 30 minutes during peak times.**
- **Weekend service: 4 round-trips each Saturday and Sunday.**





# Environmental Analysis

**DEIR released November 21, 2005**

**Public hearings in January, 2006**

**FEIR certified in July, 2006**

**No legal challenges to FEIR**

**Supplemental EIR certified in July, 2008**

**No legal challenges to SEIR**



## Schedule to SMART Rail Start-up

- SMART District Vote Fall 2008
- Final Engineering 2009-2011
- Procurement/Construction 2011-2013
- Start Passenger Rail Service Fall 2014



## Regional Connectivity

*SMART will provide the backbone of an alternative transportation system that connects several modes of transit:*



**Local and regional buses**



**San Francisco Ferry**



**Point to point shuttles**



# Bicycle-Pedestrian Pathway



- 70-mile pathway will provide access to all 14 SMART stations and will become a recreational jewel for Sonoma and Marin Counties.
- SMART's EIR projects it will be used by 7,000 to 10,000 people a day.



## 2008 Proposed Ballot Measure

### Key changes:

- Weekend Service
- New Novato Station Location
- A New Funding and Expenditure Plan
- Increased Funding for Quiet Zones



## Sales Tax Ordinance

- Imposes ¼-cent retail transactions and use tax, District-wide
- Becomes effective if passed by 2/3 of District voters voting on the measure
- 20 years (April 1, 2009 – March 31, 2029)
- Provides funding for SMART Project and allows SMART to access other state, regional, and federal funds
- Establishes the District's annual spending cap at \$100 million
- Incorporates the 2008 Expenditure Plan



## 2008 Expenditure Plan

20 Year  $\frac{1}{4}$  cent Plan Funds:

- Passenger Train Project
- Pathway Project
- 20 year operations and maintenance of train, pathway and shuttles



## Total 20 Year Program

- \$1.4 Billion Program (2009-2029)
- Independent Audits
- Citizens Advisory Committee
- Implementing Guidelines
- Strategic Plan Updates



## 2008 Revised Capital Cost Estimate

SMART has updated its 2006 cost estimates for the project. In 2008 \$'s the project will cost:

\$450 million	Rail Project
\$91 million	Bicycle/Pedestrian Pathway



## Rail Capital Cost Assumptions

- 14 Rail Stations
- Maintenance Facility
- Rail Vehicles
- Full Upgrade of Tracks: Rail, Ballast, Signals, Crossings
- Quiet Zones
- 20% Contingency



## 2008 Revised Annual O&M Estimate

SMART has also updated the 2006 operating and maintenance costs of the project. In 2008 \$'s those new numbers are:

\$17.1 million	Rail
\$ 0.8 million	Pathway
<u>\$ 1.4 million</u>	<u>Shuttle</u>
\$19.3 million	Total



## Capital and Operating Cost Assumptions

- Capital costs include nearly 20% contingency
- Reflects significant increases in cost of construction materials
- Includes construction costs escalation of 5% annually
- Escalation of operating costs averages: 3.67%  
(All-urban CPI average of 3.06% over past 20 years)
- Fuel cost escalation 3.5% annually, grows to 3.75%



## Rail Operating Cost Assumptions

- Trackway Costs /75.5 miles
- Rolling Stock/14 rail vehicles
- Crew Requirements/9,524 train hours (30 min headways, weekday peak period and one mid-day train, 4 trains each weekend day)
- Fuel Requirements/325,390 car miles
- Station Costs/14 rail stations
- Dispatching: Full time staffing
- 20% Contingency



## Shuttle Operations Assumptions

- 9 Shuttle Routes
- Contracted Service
- Marin County Transit contracted rates for 2008



## Pathway Maintenance Assumptions

- Maintenance of Pathway on SMART Right-of-Way
- 54 miles of Class 1 Pathway



# Revenues on hand

## Existing Funding (in millions)

Federal	\$ 9.3
State (TCRP, Prop 116)	65.0
Regional Measure 2	35.0
Sonoma County	23.0
<b>Total Existing</b>	<b>\$132.3</b>



# Next Steps

**November 4, 2008 Election**

## **Key Issues/Work Scope**

- Program Management Contract
- Final Engineering
- Procurement Procedures
- Signal System Evaluation
- Freight Coordination
- Quiet Zones
- Vehicle Selection



# Let The Train Take You There

Web and  
E-Mail  
Info:



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