RAIL PLAN
California State
Rail Plan

SMART East-West Service

Caltrans Project Study Report Update

SR37 Policy Committee | February 1, 2024

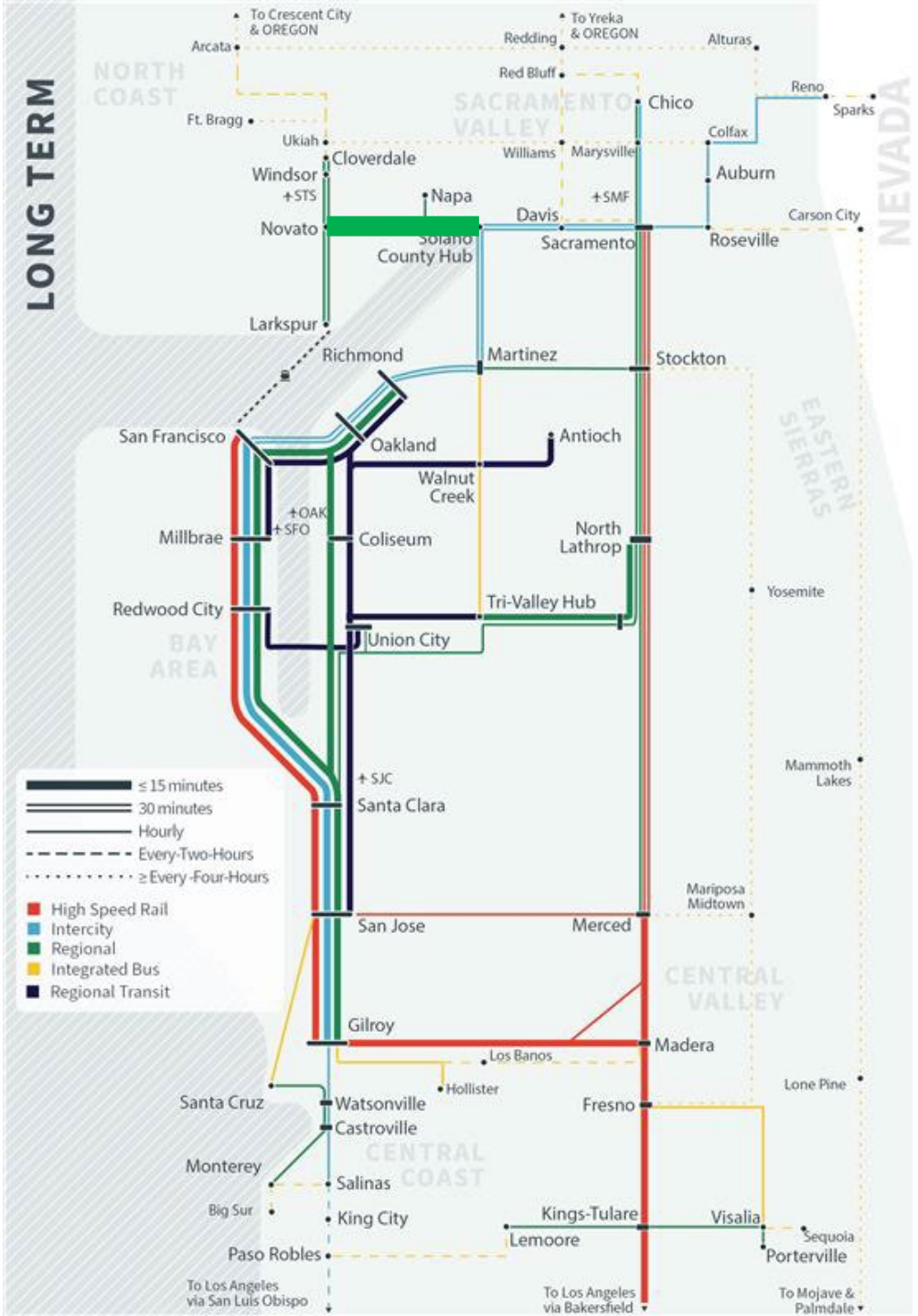
Caltrans

State Rail Plan

Overview and Context

California State Rail Plan: Vision

- **Integrated Statewide Network**
  - High Speed Rail
  - Intercity and Regional Services
  - Integrated Express Bus
- **Coordinated Schedules**
  - Regular pulsed service
  - Key transfer hubs
  - Public Transit Connections
- **Customer Focus**
  - Seamless First/Last-Mile Access
  - Integrated Ticketing
  - Auto and air competitive



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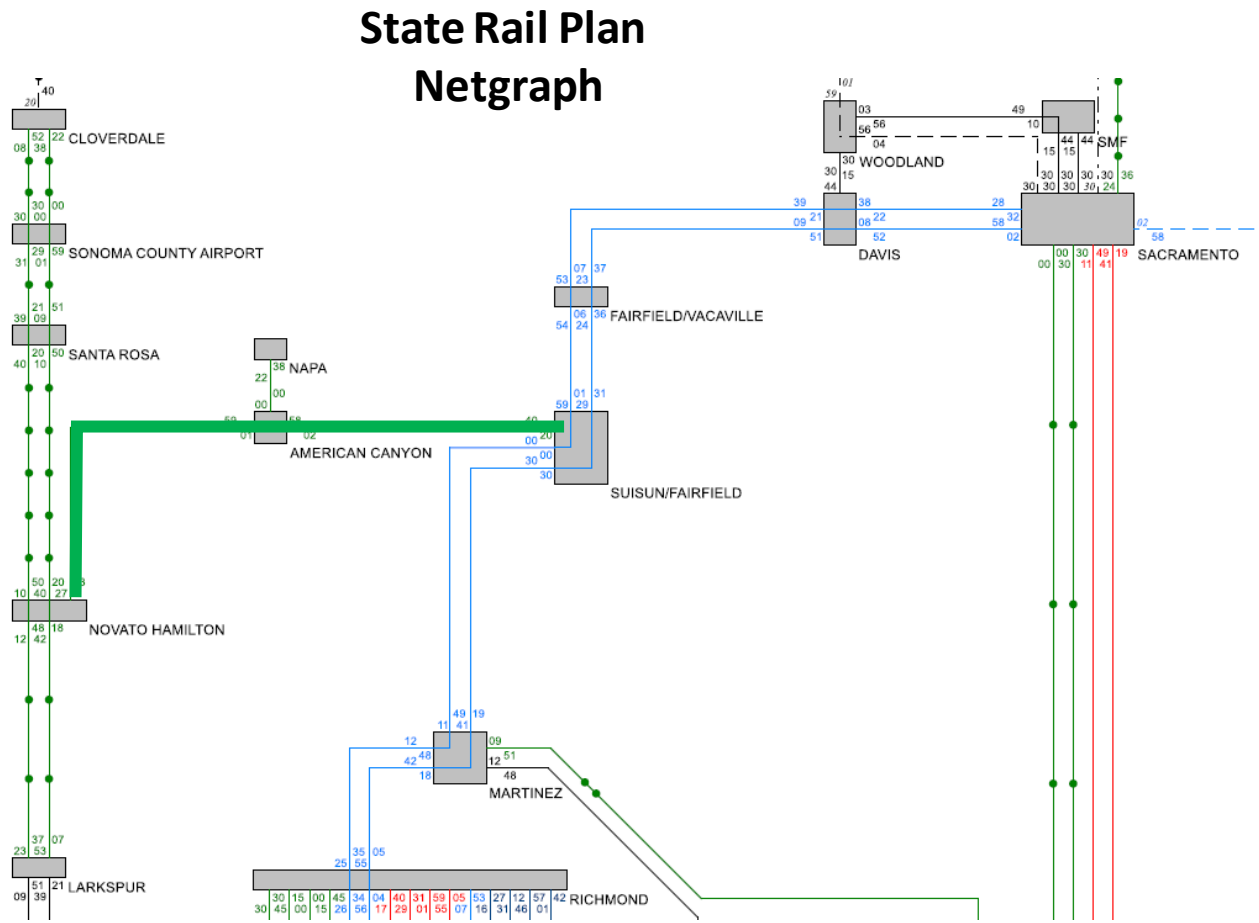


California State Rail Plan: Technical Design Principles

Service-led design: designing a network to support service goals, and only identifying infrastructure needed to support the network.

An intuitive network: simplifying and standardizing service patterns, schedules, connections, operations, and ticketing.

Direct connections: minimizing physical and temporal distance so passengers can transfer across a platform or to a bus bay.

Hub stations: service is organized to meet at stations at regular intervals.

- **Pulsed scheduling**
- **Timed transfers**

Hub station with direct connections, making timed transfers between bus and rail services at a quarter after the hour

SMART East-West Project Study Report

Scope Overview

Scope of Work Review

Project Location:
The existing SMART-owned short-line freight railroad operates between Novato and Napa Junction in Napa County.

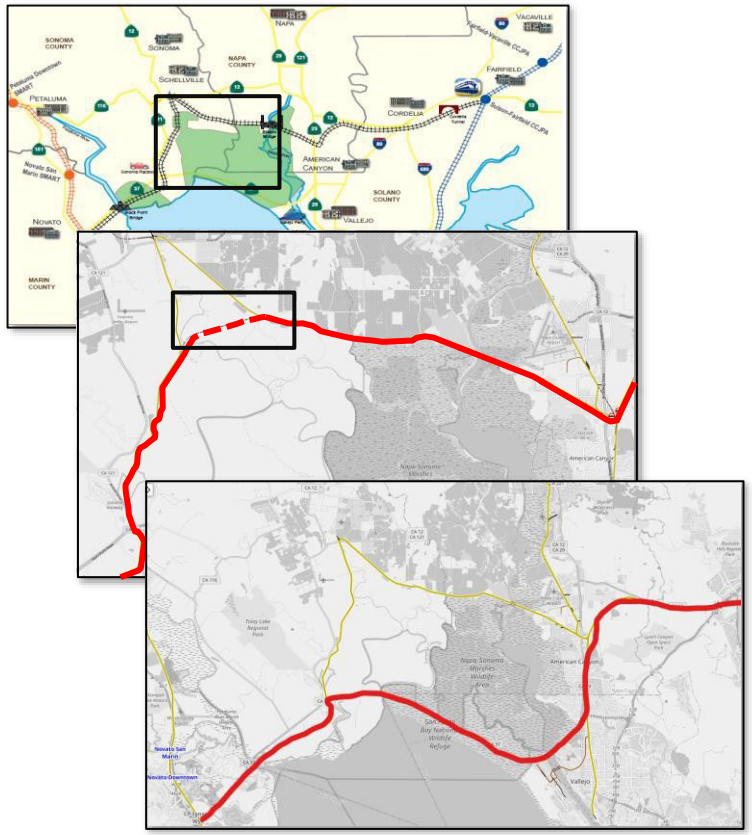
The future passenger rail service will run from Novato to Napa Junction and continue to the Solano County Hub (likely to be located at the existing Suisun-Fairfield Station.

Objectives:

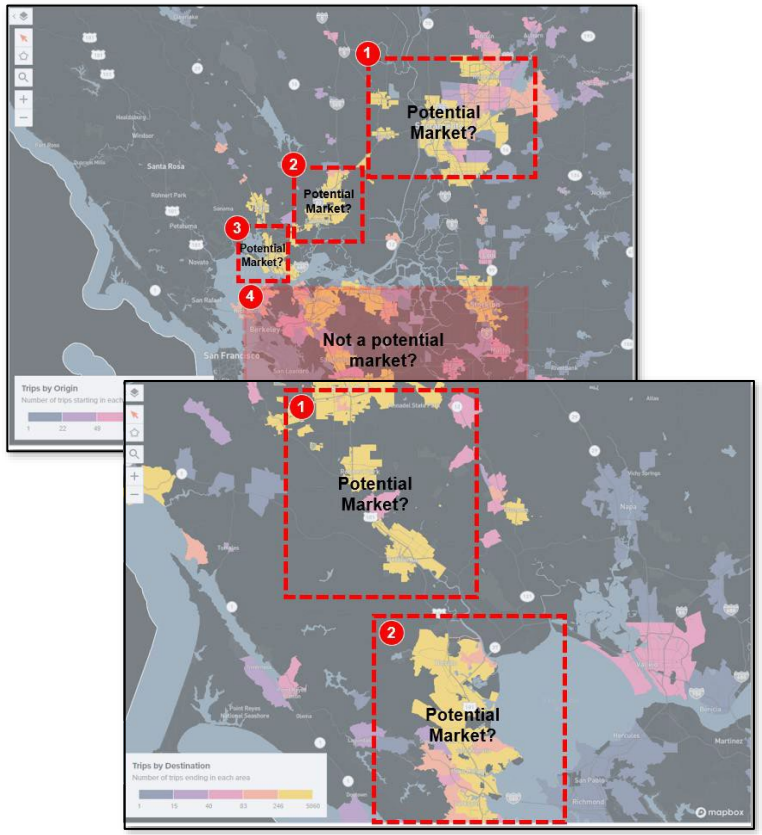
- Develop a PSR for the Novato to Solano County corridor in alignment with environmental clearance processes underway for the parallel SR37 project
- Analyze alignment alternatives for public benefits, environmental considerations, cost, schedule, and scalable implementation
- Develop 0-15% design plans for alternatives
- Select an implementation strategy that aligns with and supports SCTA's ResilientSR37 Program

Summary of Prior Work

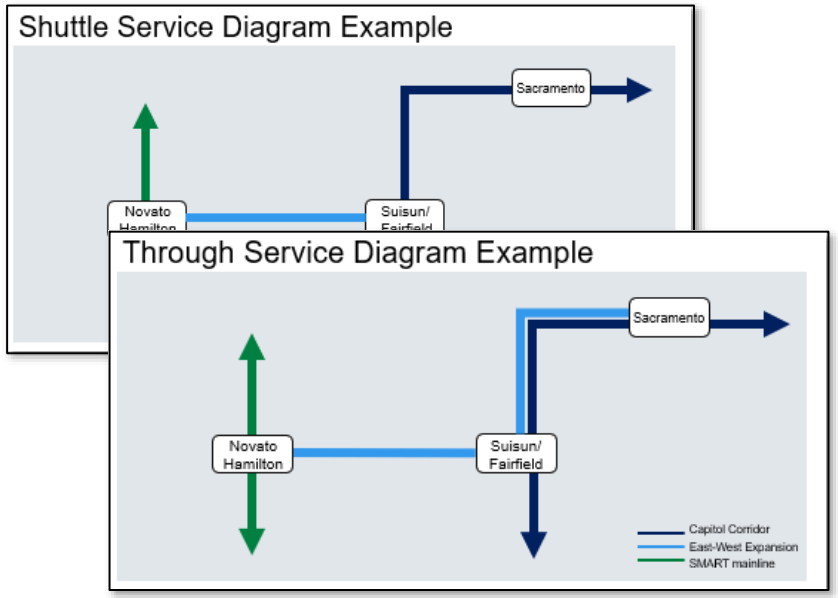
Identify Three Possible Alignments:



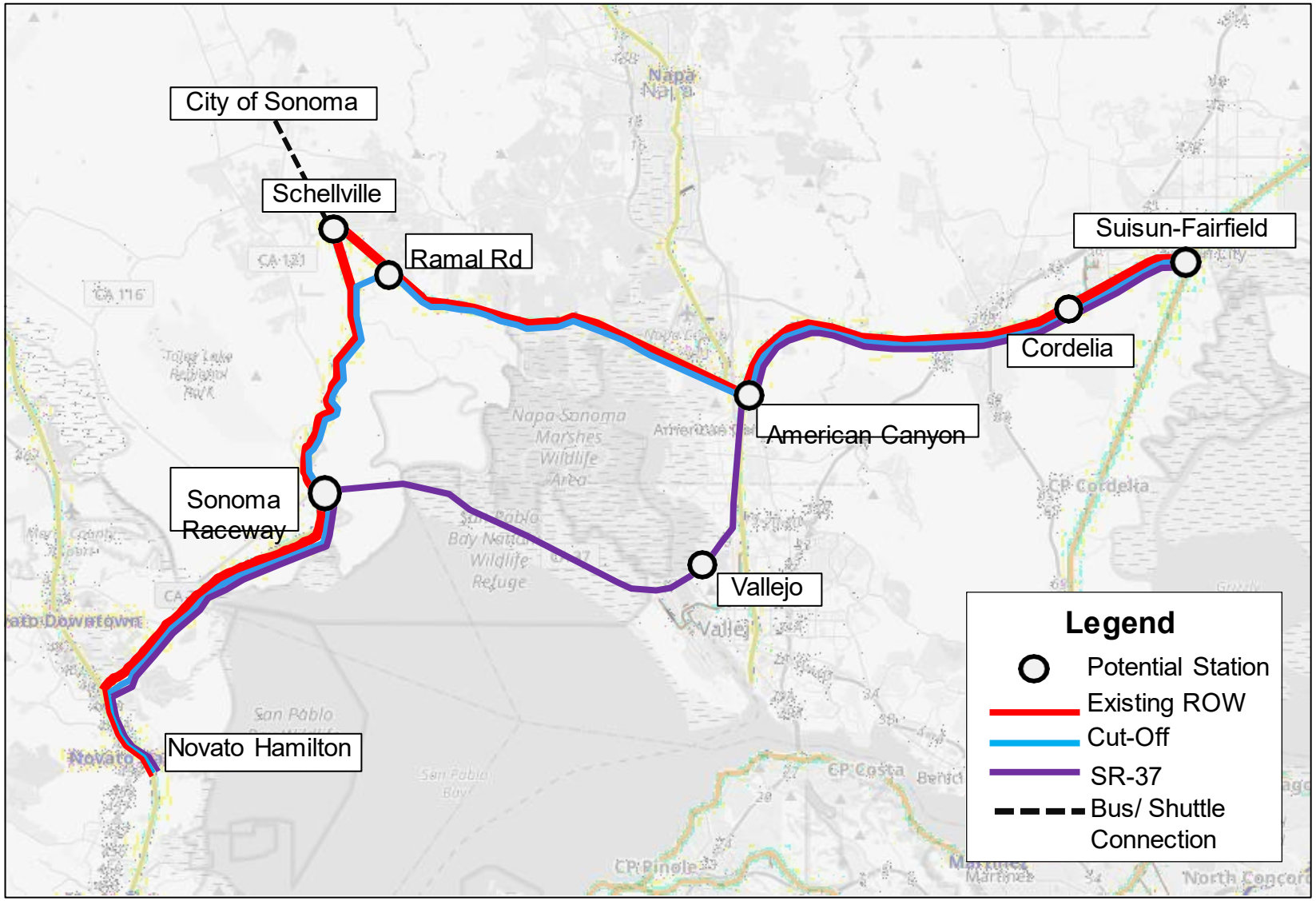
Market Optimization:



Service Types:



3 Alignments with different service and delivery options

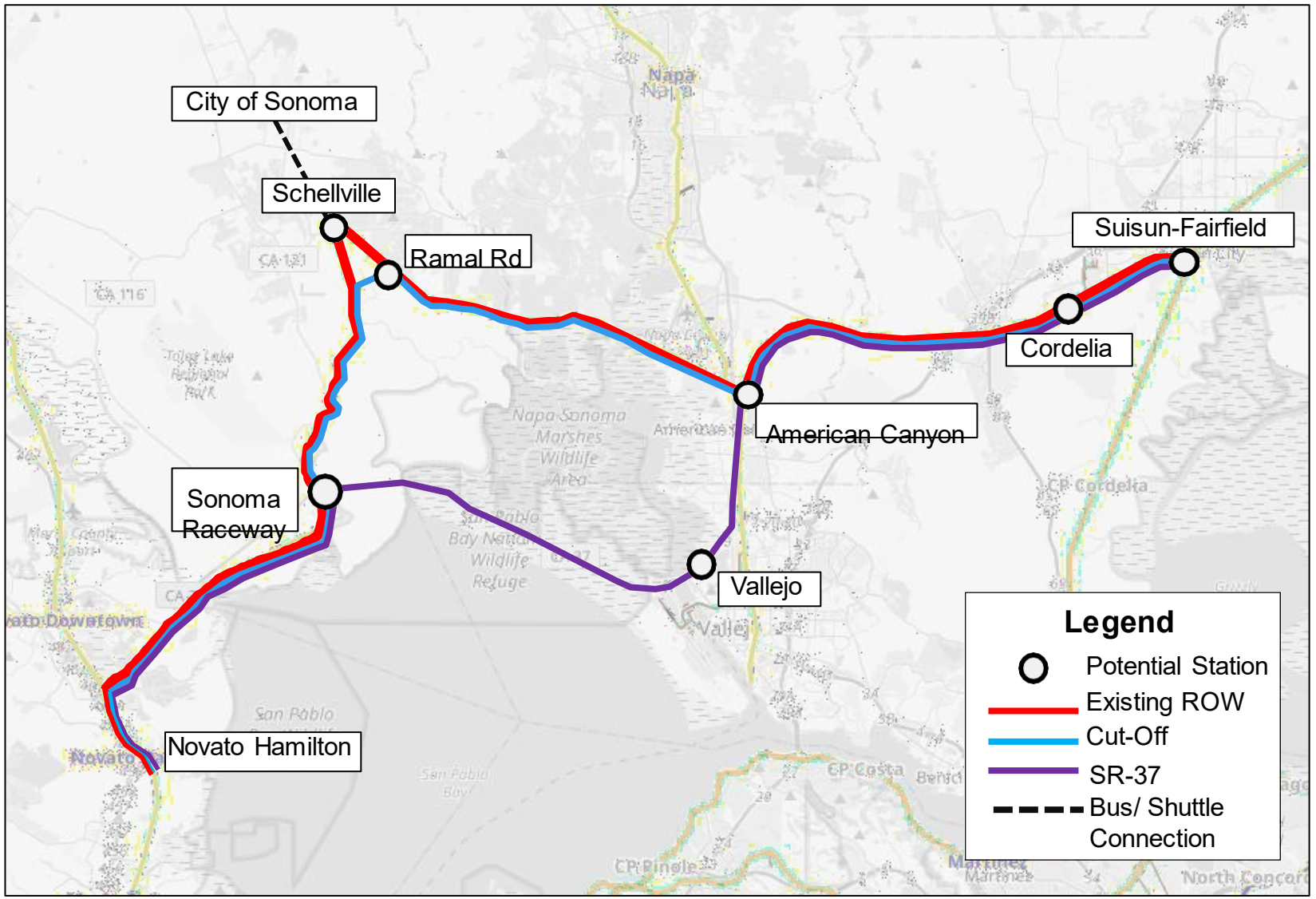


Considerations: Serving the City of Sonoma

How many miles and how long is the closest station stop to the City of Sonoma?

City of Sonoma			
Alignment	**Closest Stop to Sonoma**	**Driving Miles to Sonoma**	**Driving time to Sonoma**
Existing ROW	Schellville	~ 4 mi	~ 8 min
Cut-Off on Existing ROW	Ramal Road	~ 8 mi	~ 14 min
SR-37	Sonoma Raceway	~ 11 mi	~ 17 min

The Existing ROW has a stop in Schellville that provides the closest proximity and shortest driving time to Sonoma

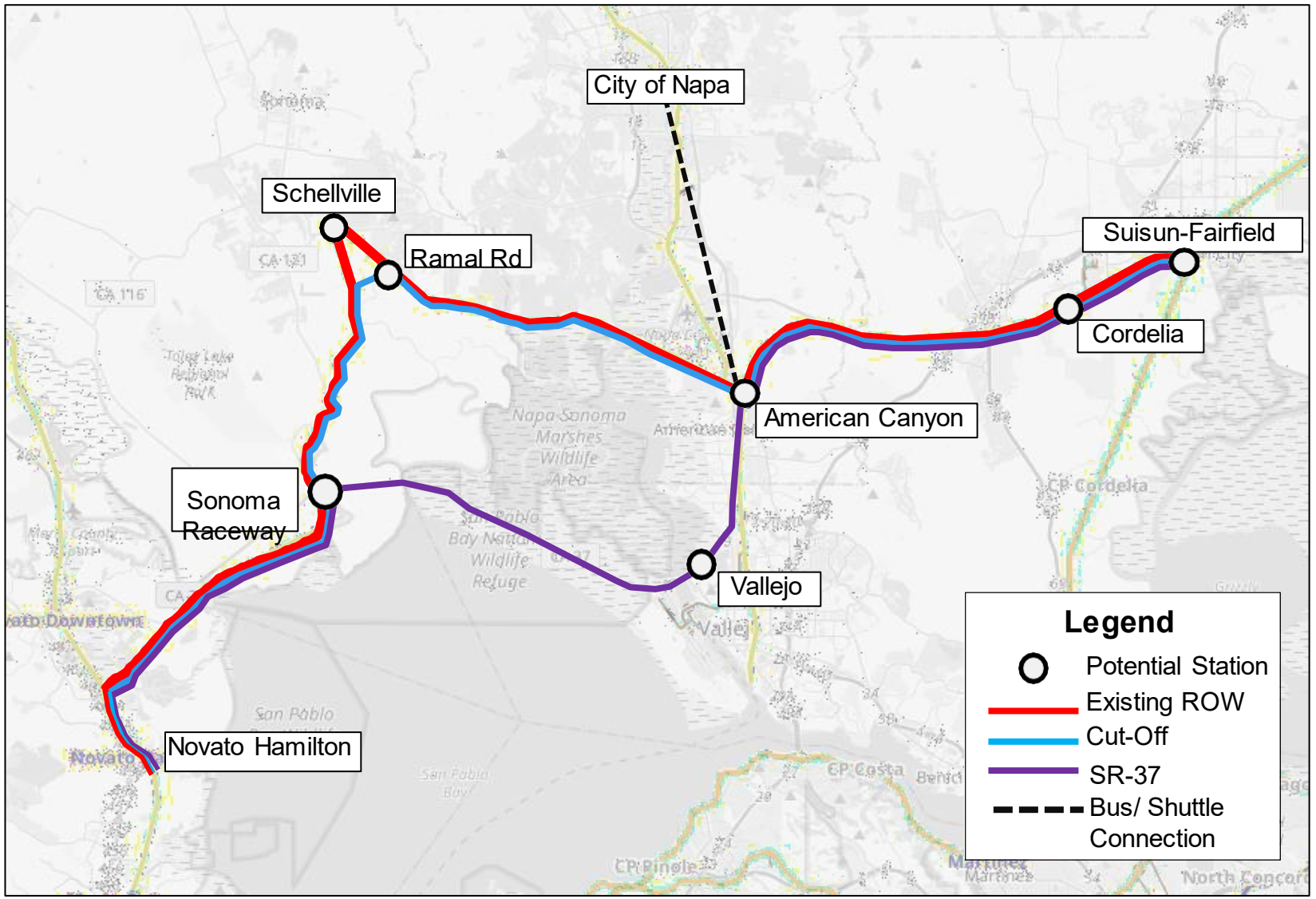


Considerations: Serving the City of Napa

How many miles and how long is the closest station stop to the City of Napa?

City of Napa			
Alignment	**Closest Stop to Napa**	**Driving Miles to Napa**	**Driving time to Napa**
Existing ROW	American Canyon	~ 8 mi	~ 15 min
Cut-Off on ROW	American Canyon	~ 8 mi	~ 15 min
SR-37	American Canyon	~ 8 mi	~ 15 min

All alignments serve the City of Napa with the same distance and driving time



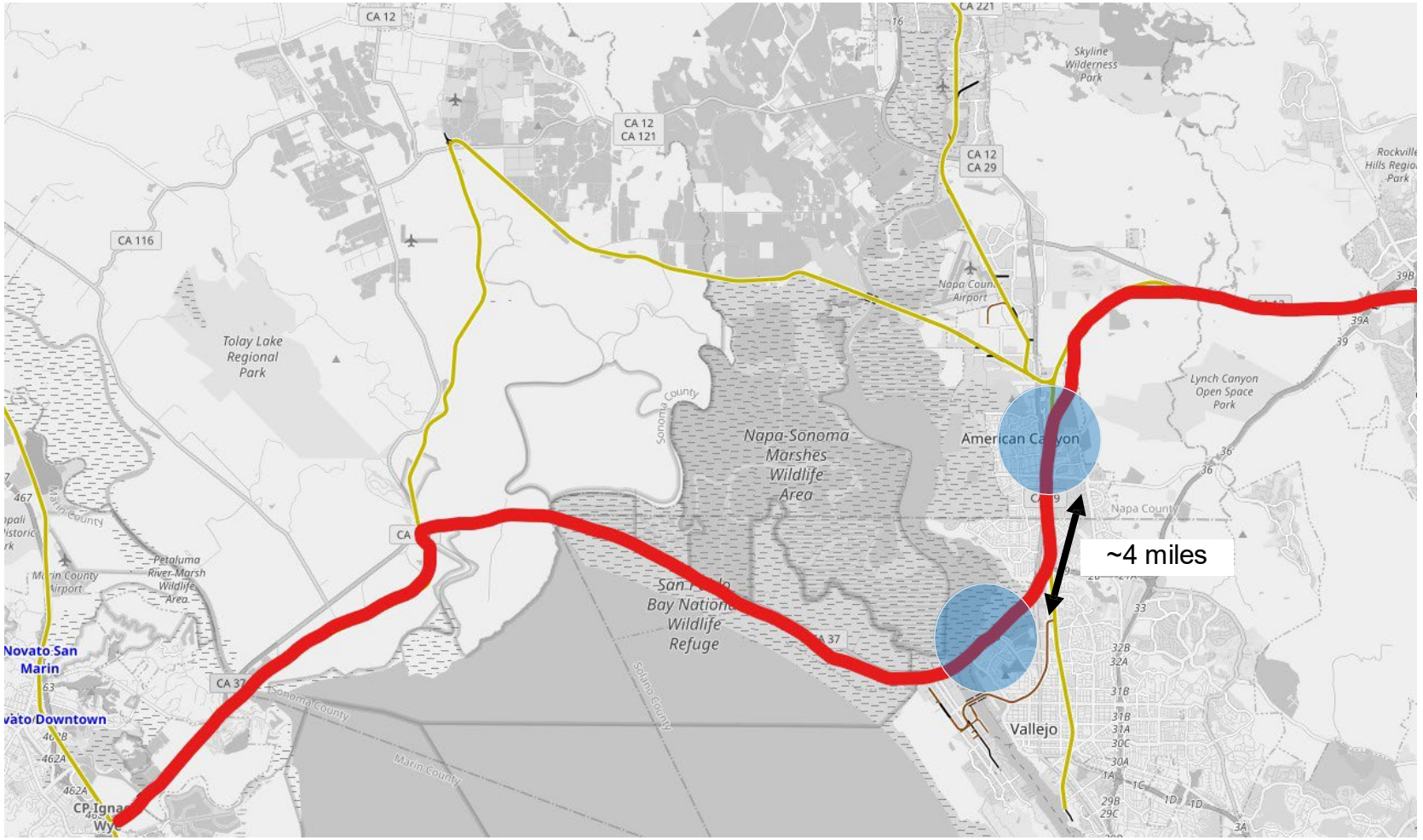
Considerations: Serving the City of Vallejo

Can American Canyon serve as the Vallejo station?

Market Impact	
Trips to/from SMART mainline to American Canyon	~2,300
Trips to/from SMART mainline to Vallejo	~12,000

Note: Each station requires platform(s) and potentially two tracks

Vallejo's total market appears larger but station location may be farther from city



Summary of Options

Option	Description
Option 1	Through Service to Sacramento on Cut-Off
Option 2	Shuttle Service to Suisun-Fairfield on Cut-Off
Option 3	Shuttle Service on Existing ROW
Option 4a	Shuttle Service on SR-37 Serving Vallejo
Option 4b	Shuttle Service on SR-37 Serving Vallejo; no double track on causeway
Option 5a	Shuttle Service on SR-37 with no Vallejo stop
Option 5b	Shuttle Service on SR-37 with no Vallejo stop; no double track on causeway
Option 6a	Through Service on SR-37 Alignment, all stops
Option 6b	Through Service on SR-37 Alignment, all stops; no double track on causeway
Option 6c	Through Service on SR-37 Alignment, all stops; double track on causeway

Timeline and Next Steps

Schedules

PSR Schedule

- Draft in mid-Feb*
- Final in March

Overall Project Schedule

- Project is included in the 2023 update of the California State Rail Plan
- Included in FRA Corridor Identification and Development Program
- Long-term project: completion by 2050

3.7.2 North Bay Rail Corridor

Region	Sub-Corridor/Segment		Service Frequency	Service Mode	Associated ITSP Corridor
	Node	Node			
Northern California Megaregion	Cloverdale	Windsor	Half-hourly	Regional	San Jose/San Francisco Bay Arear-North Coast
	Windsor	Larkspur	Half-hourly	Regional	
	Solano County Hub	Novato	Hourly	Regional	
	*Napa	Novato	Hourly	Regional	
	Solano County Hub	*Napa	Hourly	Regional	

*Napa is an important connection point at a midway station with transfers from both directions; however, this is not additional service and will be served by the hourly regional service between Novato and Solano County Hub.

California State Rail Plan Project List | Capital P

Northern CA

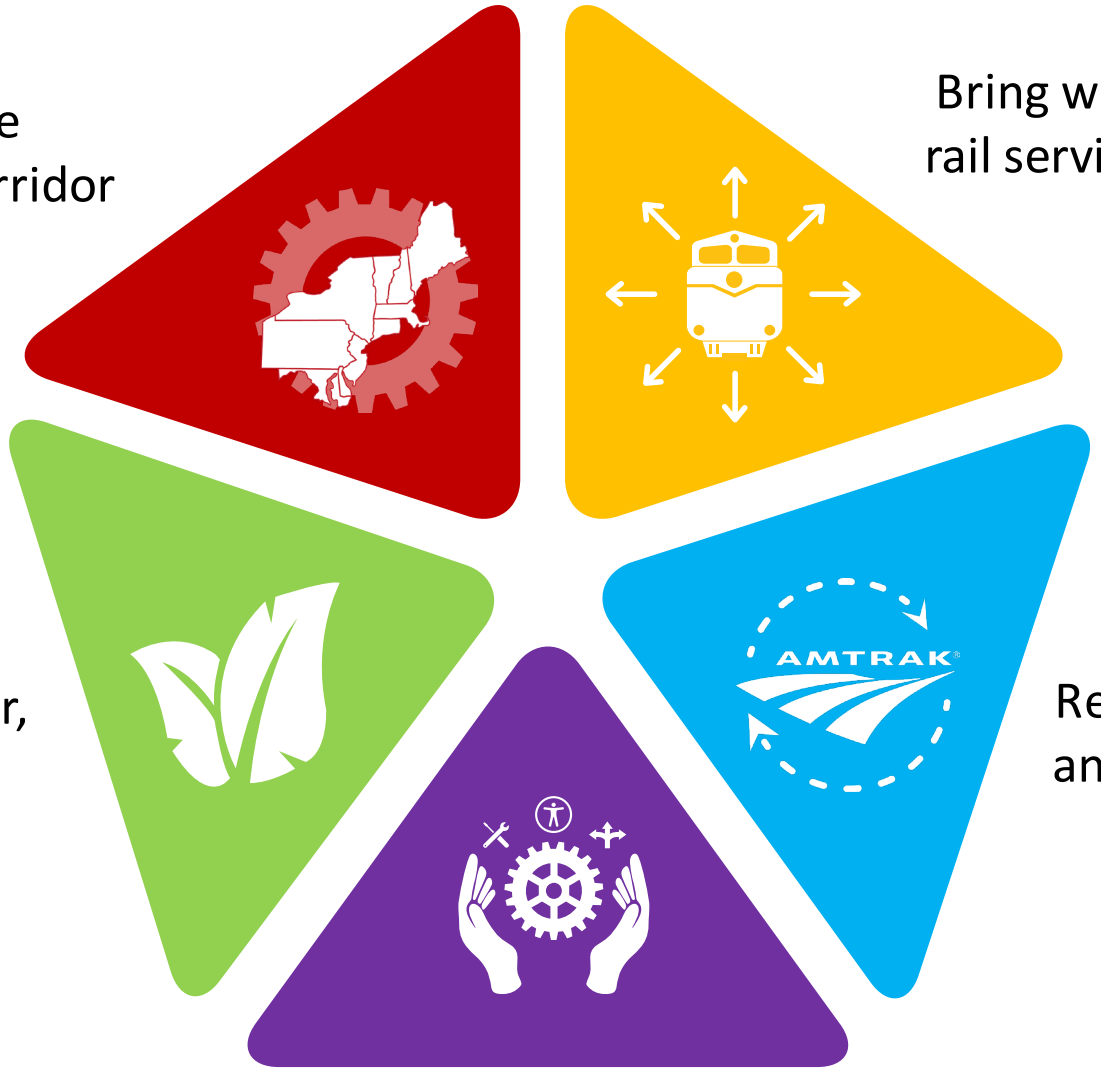
North Bay Rail Corridor

Time Horizon	Project Name	Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	SMART Airport to Windsor Extension, with pathway	This extension will complete the reconstruction of 3.1-miles of the publicly owned SMART railroad system, including passenger commuter rail, short line freight rail, and paved bicycle/pedestrian pathway facilities, between the northern terminus of SMART's current commuter rail system at Sonoma County Airport Station and the Town of Windsor.	SMART	$70,000,000	Northern California Megaregion	North Bay Rail Corridor	Windsor	Larkspur	San Jose/San Francisco Bay Area - North Coast
Mid Term	SMART Healdsburg to Cloverdale Extension, with pathway	Reconstruct infrastructure under public ownership that cannot currently be used such that it creates public benefit. Project will facilitate the reduction of emissions, increased transit ridership, support of freight rail investments, improved access to high-speed internet for public institutions, and enables the City of Healdsburg and the City of Cloverdale to consider land use changes that could be made with the introduction of high quality transit service.	SMART	$308,045,931	Northern California Megaregion	North Bay Rail Corridor	Cloverdale	Windsor	San Jose/San Francisco Bay Area - North Coast
Mid Term	SMART Windsor to Healdsburg Extension, with pathway	Track extension north from Windsor to Healdsburg and Healdsburg station development.	SMART	$160,399,230	Northern California Megaregion	North Bay Rail Corridor	Cloverdale	Windsor	San Jose/San Francisco Bay Area - North Coast
Mid Term	SMART Yard Capacity Expansion	Expansion of SMART maintenance and layover facilities to accommodate service expansion.	SMART	$25,000,000	Northern California Megaregion	North Bay Rail Corridor	Windsor	Larkspur	San Jose/San Francisco Bay Area - North Coast
Mid Term	Solano County Hub	Expanded station hub to accommodate additional frequencies, services, and pedestrian access	Caltrans	$2,000,000,000	Northern California Megaregion	North Bay Rail Corridor	Solano County Hub	Novato	San Jose/San Francisco Bay Area - North Coast
Long Term	SMART East-West	Extend the SMART service east-west from Novato to Suisun	SMART	$1,500,000,000	Northern California Megaregion	North Bay Rail Corridor	Solano County Hub	Novato	San Jose/San Francisco Bay Area - North Coast

FRA Corridor Identification and Development Program

Modernize the Northeast Corridor

Bring world-class passenger rail service to regions across the country



Grow a safer, cleaner, more equitable rail system

Renew Amtrak's fleet & facilities and deliver high-quality intercity passenger rail service

Build the foundation for a long-term rail program

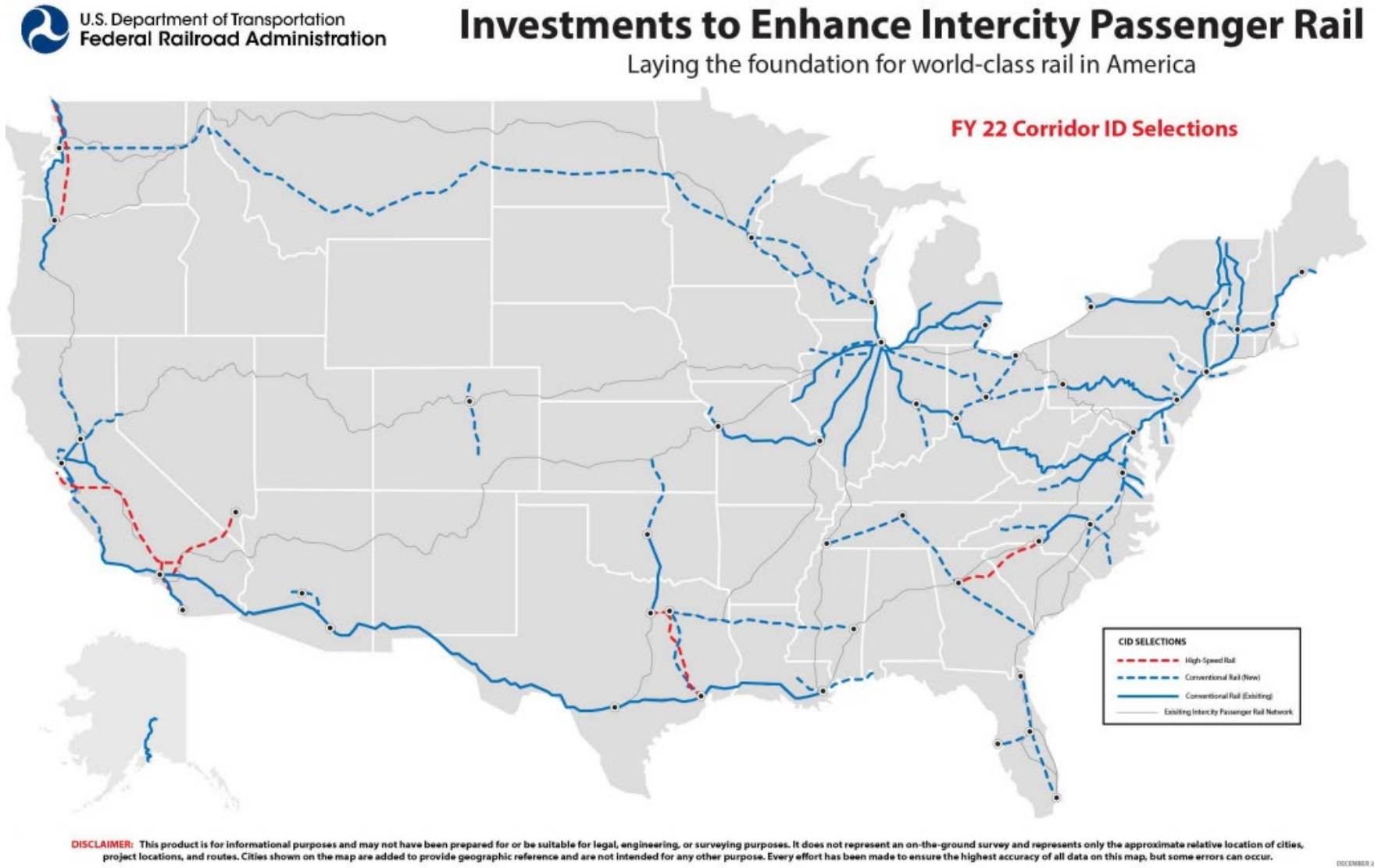
FRA Corridor Identification and Development Program

California was awarded 5 Caltrans-led intercity corridors:

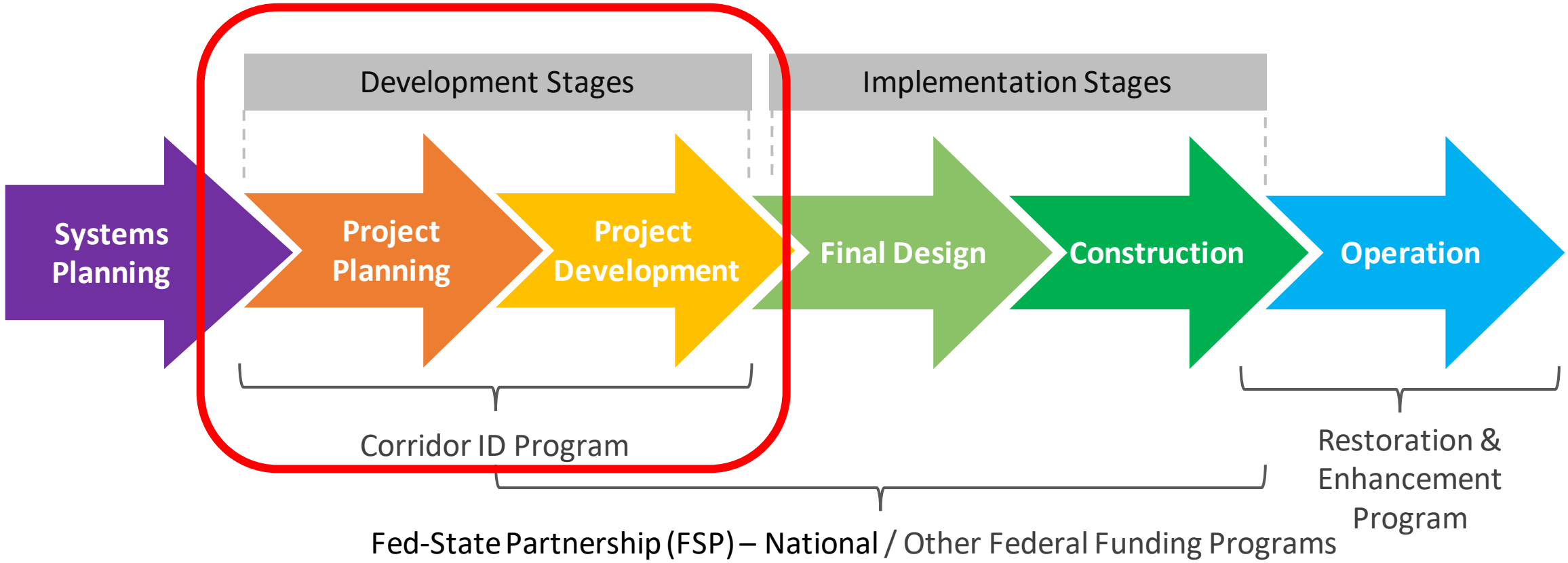
- Capitol Corridor (including SMART East-West)
- San Joaquins
- Central Coast
- LOSSAN
- Coachella

And 4 additional corridors:

- High Speed Rail
- High Desert Corridor
- Brightline West
- Amtrak Long Distance – Sunset Limited



FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



Questions?

Sears Point to Mare Island Improvement Project

Policy Committee Meeting

February 1, 2024

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."

MT · BAIFA Bay Area Infrastructure Financing Authority · TAM Transportation Authority of Marin · NVTA Napa Valley Transportation Authority · SMART Sonoma-Marin Area Rail Transit · scta Sonoma County Transportation Authority · STA Solano Transportation Authority · Caltrans

Funding Plan Updates

Fund Status	Fund Type	Total ($Mil)	Note
Committed	BATA	$8	PAED
	SB 170	$4	PS&E
	NHPP	$17	PS&E
	SHOPP	$21	Construction- Existing SHOPP project at SR 121
	RM3	$20	Construction
	OBAG 3	$10	Construction
	CTC LTCAP Grant	$50	Construction- For delivery of the Tolay Creek Bridge Replacement
	SR 37 Toll Financing	$100	Construction- Toll authority approved by CTC in May 2023
Total Committed		**$230**	
Uncommitted (*All Construction*)	SHOPP	$47	Planned Future SHOPP funds
	USDOT MPDG Rural/MEGA/INFRA	*$50-$100*	Next Cycle- 2024/25
	USDOT PROTECT Grant	$20	Submitted 8/18/23. Focus on construction of resilience features.
	CTC SB1 SCCP (2024 cycle)	*$70+*	2024: Target for $70+M total between SCCP and TCEP
	CTC SB1 TCEP (2024 cycle)		
	CTC SB1 LPP Competitive (2024 cycle)	$25	Call for projects in 2024: Target for $25M
	Climate Bond	TBD	Uncertain
	Natural Resource Grants	TBD	NOAA/USFWS/SFEP/CNRA
	Additional SR 37 RM3 Funds	TBD	Potentially Increase RM3
Total Uncommitted (max possible)		**$262**	Contingent on Outcomes from Competitive Grants

Project cost currently estimated at $430M (may be increased to account for Tolay Creek Bridge Replacement and Strip Marsh East design updates)

Project Updates

Project Design & Environmental Integration

- Tolay Creek Bridge- June 2024
  - *Hydrodynamic modeling, preliminary bridge design, addendum EIR/EA*
- Strip Marsh East- Late Fall/Winter 2024
  - *Audubon team surveys, preliminary design, supplemental EIR/EA*
- Innovative Delivery- Target Fall 2024
  - *Construction Manager/General Contractor*

Toll Program

- Travel Data Update- April/May 2024
- Means Based Discount Technical Analysis- Draft Summer 2024
- Traffic & Revenue Analysis/Equity Scenarios- Target Dec 2024

Transit

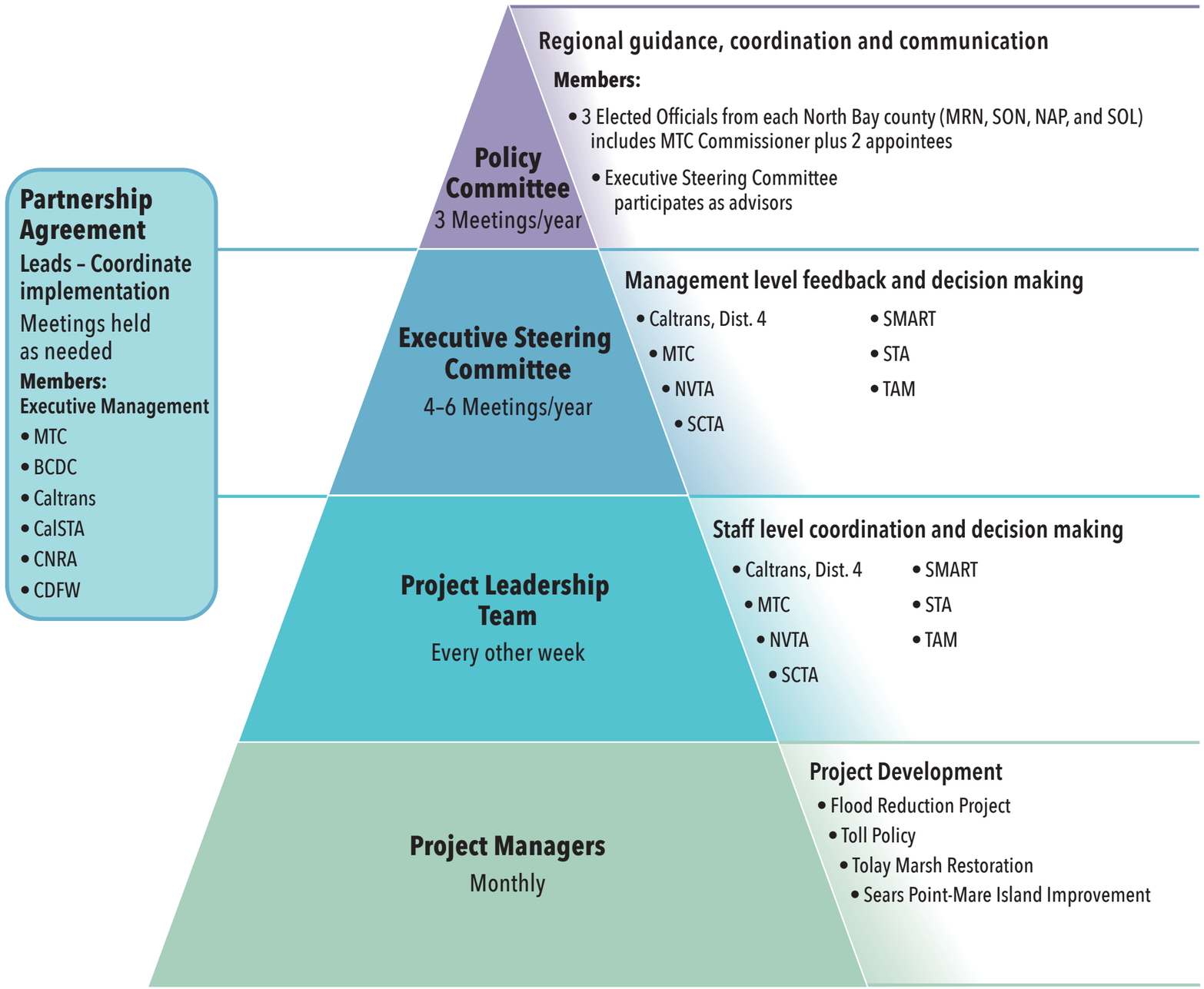
- STA Updating Implementation Plan/Evaluating Microtransit- Spring/Summer 2024

Outreach

- STA Equity Working Group Mtg- 2/28
- Regulatory Staff, Tribal, and Baylands Group Coordination- Ongoing

Resilient SR37 – Collaborative Roadway and Bayland Partnership

Existing Organization 2023



11/06/23 MS/PM