



Safety & Enforcement Division



Sonoma-Marín Area Rail Transit (SMART) Overview of the Project and Safety Assurance Work April 6, 2017





Sonoma-Marín Area Rail Transit (SMART) is a passenger rail service and bicycle-pedestrian pathway project currently under construction

- Will serve a 70-mile (110 km) corridor between Cloverdale in northern Sonoma County and Larkspur Landing in Marin County
- Established by legislation in 2002
- The capital cost estimated at \$500 million
- Will be operating over the rebuilt Northwestern Pacific Railroad right of way
- Positive Train Control system is being implemented for the length of the passenger corridor for customer and pedestrian safety





- First segment to go into service is from San Rafael to Santa Rosa
- It is 43 miles long
- Includes 63 at-grade crossings
- Cost of the project is about \$428 million
- Scheduled to begin revenue service in late spring





SMART Falls Under the Oversight of the CPUC and the Federal Railroad Administration (FRA) as a Commuter Rail Operation



- The SMART Board of Directors, on July 15, 2009, selected the Nippon Sharyo diesel-electric multiple units (DMU) in sets of two per train.
- Due to this size and weight of this type of DMU, SMART falls under the oversight of Federal Railroad Administration (FRA) as a commuter rail operation.
- SED has been meeting with SMART on a regular basis, which includes participation in bi-annual meetings, crossings and diagnostics meetings, meetings with local municipalities pertaining to the requests to establish a Quiet Zone and many others.
- SED has performed numerous inspections, including inspections of crossings, track, Signal and Train Control, Railroad Equipment (DMUs) and the maintenance yard.





SED Work: Rail Crossings Engineering Branch Review of New and Old Crossings

- CPUC Received 4 Formal Applications and 1 Complaint.
- 2 Rail crossing applications are pending.
- SED received and approved 57 GO 88-B Applications for crossing upgrade and re-design.
- 2 88-C Applications are being reviewed.
- All crossings





SMART Maintenance Facility – Two Outstanding Non-Compliance Issues in Front of the Commission in A.16-09-007



(1) Wash rack clearance issue. GO 26-D section 9.2. requires clearance of 30 inches from widest car operated.

(2) Fueling reel (box) clearance issue. GO 26-D section 9.2. requires clearance of 30 inches from widest car operated.





Gearing up for Revenue Service: SMART Official Timeline Targets Late Spring 2017



- Final approval to being revenue service is handled through FRA – no Commission vote or staff action required
- SMART can not operate revenue service in and out of Santa Rosa facility until the clearance issues have been resolved
- Remaining issues on crossings must be addressed before revenue service
- SED will conduct an inspection of the opening segment on April 20, 2017

