

## **SECTION 5. FARE STRUCTURE**

### **FIXED ROUTE FARES**

GGBHTD has increased regional transit fares every fiscal year since FY 1998/1999. Effective July 1, 2003, regional transit fares were increased by about 5%. Local Marin bus fares were increased by GGBHTD and MCTD in August 2003, by \$0.15 to \$1.80. FY 2004 bus and ferry cash and pre-paid fares are shown in **Exhibit 1-7**.

Bus fares are determined by the number of zones traveled (see **Exhibit 1-4**). Zone 1 is San Francisco. (GGT does not carry local San Francisco passengers except for rides to or from the Golden Gate Bridge Toll Plaza.) Zones 2, 3, 4, and 9 are in urbanized east Marin County. Zones 7 and 8 are in rural west Marin County. Zones 5 and 6 are in Sonoma County. Zone 10 was established for the East Bay in conjunction with Routes 40/42 East Bay/Marin bus service. The fare for travel between San Francisco, Marin, and Sonoma counties, and the East Bay varies according to the originating and destination zones. The longer the trip, the greater the fare. For example, a ride between San Francisco (Zone 1) and Mill Valley (Zone 2) – about 15 miles – costs \$2.80, while a ride between San Francisco and Santa Rosa (Zone 6) – about 60 miles – costs \$6.60.

Exact change is required on buses, and change is not given. There is no additional charge for transfers between bus routes for travel in the same direction including stopovers of up to two hours on local trips and three hours on intercounty service.

Ferry cash fares are \$5.60 for travel on the Larkspur or Sausalito ferry. Fares are paid at ticket booths at the Larkspur and San Francisco Ferry Terminals and on-board the Sausalito Ferry. Ferry passengers may transfer to and from available bus services at all Marin terminals, including Tiburon, for free.

Discount fares are available to qualifying bus or ferry riders. Seniors and riders with disabilities holding a Regional Transit Connection Discount Card, a Medicare card, or Department of Motor Vehicles (DMV) placard are entitled to a 50% discount off the regular adult cash fare. Youths (persons 6 to 18 years of age on buses and 6 to 12 years of age on ferries) pay 75% of the regular adult fare. For local travel in Marin County, youths must purchase a book of tickets in advance to obtain a 25% discount. Children under six ride free.

Ride Value ticket books are available for frequent intercounty bus riders. Each book contains 20 one-way tickets valid for a three- to six-month period and provides a 20% discount off the adult bus fare. Frequent Rider discount ticket books for ferry passage provide a greater discount than that for bus riders. Sausalito ferry riders pay \$3.00 for a Frequent Rider ticket (46% of cash price) and Larkspur riders pay \$3.50 (38% discount). However, ferry fares – both cash and Frequent Rider ticket – are higher than comparable bus fares.

In February 2003, Marin County, MCTD, GGBHTD, Bay Area Air Quality Management District (BAAQMD), and the Marin County Office of Education implemented a free-fare demonstration program, referred to as “Ride and Roll,” for Marin County students in grades 6 through 12. GGT provides transportation for students on existing bus routes/schedules, with students riding with

regular bus customers. Students pay with special youth tickets provided for free by participating schools. The program has been extended into the current school year and may be shortened or extended based on program success and funding. Student tickets are valid Monday through Friday between 6:00 a.m. and 7:00 p.m. for local travel within Marin County only. Participating schools distribute tickets as well as customized schedules and maps detailing the routes serving the school.

## **DEMAND-RESPONSIVE FARES**

In keeping with the provisions of U.S. Department of Transportation (DOT) rules implementing ADA, fares for intercounty paratransit service were established at no more than twice the full adult cash fare for similar travel on the GGT bus system. As of July 2003, fares for trips between Marin and San Francisco range from \$4.65 to \$9.35, depending on the distance traveled. Fares for trips between Sonoma and San Francisco range from \$9.65 to \$10.90, and fares for trips between Sonoma and Marin range from \$4.65 to \$8.20.

## **INTEROPERATOR TRANSFER ARRANGEMENTS AND FARES**

A major regional effort to implement TransLink, a universal electronic fare collection system intended to provide increased customer convenience and facilitate intersystem transfers, is underway. MTC awarded a contract to design, build, operate, and maintain the fare collection system to Motorola/ERG in May 1999. Implementation is occurring in two phases. Phase I, a limited test and pilot program to evaluate TransLink acceptability under controlled laboratory conditions and then in the transit operating environment, was recently completed. The evaluation of the Phase I pilot led to a decision to proceed to Phase 2 – full regional rollout.

GGBHTD is one of six public transit operators participating in the Phase I regional demonstration. Through agreement with MTC, GGBHTD is acting on behalf of the region's operators as the pass-through agent for \$23.2 million federal grant funds programmed for implementation of the \$61 million TransLink project. This includes \$7 million FY 1997, \$10.9 million FY 1999, \$3.6 million FY 2000, and \$1.6 million FY 2001 federal grant funds secured through GGT's annual formula grant applications.

In 2002, GGBHTD tested TransLink on Larkspur and Sausalito Ferries and on eight GGT bus routes operating from the GGT San Rafael bus facility. TransLink will become available on all GGBHTD-operated transit services and throughout the region through the Phase 2 rollout beginning in 2005. GGBHTD staff continues to develop recommendations for fare structure changes coincident with TransLink implementation.

GGBHTD Administration, Bus Division, and Ferry Division staffs are working with other Bay Area public transit operators and with MTC staff to better coordinate services and fares in accordance with regional and state regulations. GGBHTD participates in the Bay Area Partnership and in regional fare and service coordination projects under guidance of the Partnership Transit Coordination Committee (PTCC).

Various coordinated fare agreements exist between transit operators, including GGBHTD. For example, free local ride transfers are available between the Golden Gate Ferry and Muni. GGT Bus and Golden Gate Ferry passengers transferring to AC Transit, Muni, and SamTrans are able to purchase a transbay ticket book sticker for continuing travel on these systems. GGT passengers can also purchase a discounted BART ticket together with their GGT transbay ticket book.

In Contra Costa County, AC Transit, Vallejo Transit, and GGT (Routes 40/42) accept each other's transfers as credit for continuing travel. In Sonoma County, GGT connects with Petaluma Transit, Santa Rosa Transit, Mendocino Transit Authority, and SCT bus routes. A monthly inter-operator "Superpass" for unlimited travel between bus systems within Sonoma County is available. Also, under a January 1981 agreement, GGT accepts transfers from other fixed-route operators in Sonoma County for travel within Sonoma County at 10 cents off the regular GGT local fare. Local operators accept GGT local and intercounty transfers for reduced fare rides on their systems.

**Exhibit 1-7.**

Bus and Ferry Cash and Pre-paid Fares, effective July 1, 2003 (1 of 2 pages)

**FY 2004 ADULT CASH FARE**

	1	2	3	4	5	6	7	8	9	10
1	\$2.45									
2	\$2.80	\$1.80								
3	\$3.40	\$1.80	\$1.80							
4	\$4.15	\$1.80	\$1.80	\$1.80						
5	\$5.95	\$4.15	\$3.40	\$2.80	\$2.45					
6	\$6.60	\$4.85	\$4.15	\$3.40	\$2.45	\$2.45				
7	\$4.85	\$3.60	\$3.60	\$3.60	\$5.95	\$6.60	\$1.80			
8	\$5.50	\$3.60	\$3.60	\$3.60	\$5.20	\$5.95	\$3.60	\$1.80		
9	\$3.40	\$1.80	\$1.80	\$1.80	\$5.20	\$5.95	\$3.60	\$3.60	\$1.80	
10	\$5.50	\$3.40	\$2.80	\$3.40	\$5.20	\$5.95	\$5.50	\$4.85	\$4.15	\$1.70
<b>Ferry</b>	\$5.60									

**FY 2004 SENIOR/DISABLED FARE**

	1	2	3	4	5	6	7	8	9	10
1	\$1.20									
2	\$1.40	\$0.90								
3	\$1.70	\$0.90	\$0.90							
4	\$2.05	\$0.90	\$0.90	\$0.90						
5	\$2.95	\$2.05	\$1.70	\$1.40	\$1.20					
6	\$3.30	\$2.40	\$2.05	\$1.70	\$1.20	\$1.20				
7	\$2.40	\$1.80	\$1.80	\$1.80	\$2.95	\$3.30	\$0.90			
8	\$2.75	\$1.80	\$1.80	\$1.80	\$2.60	\$2.95	\$1.80	\$0.90		
9	\$1.70	\$0.90	\$0.90	\$0.90	\$2.60	\$2.95	\$1.80	\$1.80	\$0.90	
10	\$2.75	\$1.70	\$1.40	\$1.70	\$2.60	\$2.95	\$2.75	\$2.40	\$2.05	\$0.85
<b>Ferry</b>	\$2.65									

**FY 2004 YOUTH FARE**

	1	2	3	4	5	6	7	8	9	10
1	\$1.85									
2	\$2.10	*								
3	\$2.55	*	*							
4	\$3.10	*	*	*						
5	\$4.45	\$3.10	\$2.55	\$2.10	\$1.85					
6	\$4.95	\$3.65	\$3.10	\$2.55	\$1.85	\$1.85				
7	\$3.65	**	**	*	\$4.45	\$4.95	*			
8	\$4.15	**	**	*	\$3.90	\$4.45	**	*		
9	\$2.55	**	**	*	\$3.90	\$4.45	**	**	*	
10	\$4.15	\$2.55	\$2.10	\$2.55	\$3.90	\$4.45	\$4.15	\$3.65	\$3.10	\$1.30
<b>Ferry</b>	\$4.20									

**Exhibit 1-7.**

Bus and Ferry Cash and Pre-paid Fares, effective July 1, 2003 (2 of 2 pages)

**FY 2004 INTERCOUNTY PARATRANSIT FARES**

	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>1</b>										
<b>2</b>	\$4.65									
<b>3</b>	\$5.75									
<b>4</b>	\$7.00									
<b>5</b>	<b>\$9.65</b>	\$7.00	\$5.75	\$4.65						
<b>6</b>	<b>\$10.90</b>	\$8.20	\$7.00	\$5.75						
<b>7</b>	\$8.20				<b>\$9.65</b>	<b>\$10.90</b>				
<b>8</b>	\$9.35				<b>\$8.50</b>	<b>\$9.65</b>				
<b>9</b>	\$5.75				<b>\$8.50</b>	<b>\$9.65</b>				
<b>10</b>	\$9.35	\$5.75	\$4.65	\$5.75	<b>\$8.50</b>	<b>\$9.65</b>	\$9.35	\$8.20	\$7.00	

**RIDE VALUE/FREQUENT RIDER TICKET BOOK PRICES**

<b>RIDE VALUE</b>	<b>20-TICKET BOOK PRICE</b>	<b>COST PER TICKET</b>	<b>APPLICABLE ZONES OF TRAVEL</b>
\$2.80	\$44.80	\$2.24	2-1, 5-4, 10-3
\$3.40	\$54.40	\$2.72	6-4, 3-1, 10-4, 5-3, 10-2, 9-1
\$4.15	\$66.40	\$3.32	4-1, 10-9, 3-6
\$4.85	\$77.60	\$3.88	7-1, 6-2, 10-8
\$5.20	\$83.20	\$4.16	8-5, 9-5, 10-5
\$5.50	\$88.00	\$4.40	8-1, 10-7, 10-1
\$5.95	\$95.20	\$4.76	5-1, 5-7, 6-8, 6-9, 6-10
\$6.60	\$105.60	\$5.28	6-1, 6-7
\$5.60	\$60.00	\$3.00	Sausalito Ferry
\$5.60	\$70.00	\$3.50	Larkspur Ferry

## **SECTION 6. REVENUE FLEET**

### **BUS**

GGT operates an active fleet of 204 diesel buses and an inactive fleet of 49 buses (as of December 2003). This fleet size and composition reflects post-November 2003 bus service reductions and restructuring. The fleet is listed in **Exhibit 1-8**. The buses are assigned to various categories of GGT bus services as follows:

#### **Regular Revenue Service (Active)**

- 134 40-foot suburban over the road coaches
- 52 45-foot over the road coaches (including 6 MTC REBs)
- 4 30-foot midsize/transit coaches
- 6 60-foot articulated coaches
- 8 Club Bus fleet (leased to private contract provider)

204 Subtotal

#### **Inactive Fleet**

- 1 Bus contingency fleet
- 9 Reserve fleet
- 2 Specialty bus fleet (historical)
- 36 Scheduled for sale
- 1 Parts bus

49 Subtotal

All buses are ADA accessible. The 45-foot coaches are reserved for longer commute service. The 30-foot coaches are used primarily on short trips over hilly, winding roads. The 60-foot articulated coaches are used on busy routes within Marin County. All coaches are equipped with bicycle racks except for 45-foot buses that are restricted by California DMV code.

In mid-FY 2003, GGBHTD took delivery of six new 45-foot Motor Coach Industries (MCI)-Express buses as part of the MTC REB program. In late FY 2003, GGBHTD took delivery of eight used 1990 60-foot articulated New Flyer buses. The delivery of 80 new 40-foot replacement buses from Orion Bus purchased with \$28.4 million in FTA formula grant funds is in progress.

### **FERRY**

The Golden Gate Ferry fleet consists of the following five vessels:

- Three 20.5-knot, 715-passenger Spaulding vessels – *M.S. San Francisco*, *M.S. Marin*, and *M.S. Sonoma* – each with a capacity to seat 532 passengers.

- One 35-knot, 325-passenger high-speed catamaran - *M.V. Del Norte*.
- One 36-knot, 450-passenger high-speed catamaran - *M.V. Mendocino*.

GGBHTD retired the *M.V. Golden Gate* from Sausalito service in FY 2004 and replaced it with one of the Spaulding vessels that was used for service in Larkspur.

The *M.V. Mendocino* returned to service in December 2003 after major warranty repairs by its manufacturer. Upon this return, the *M.V. Del Norte* went into extended dry-docking for about two months.

**Exhibit 1-8.**  
GGT Bus Fleet, December 2003

Active	Inactive	Leased	Coach Numbers	Manufact.	Model	Received	Seats	Length	Width (inches)	Height (inches)	Weight (pounds)	Turning Radius	#Wheel Chairs
4	0	0	505 - 508	NOVA	66VN	2/2002	27	30 ft.	96	119	23,800	33 ft	2
6	0	0	691 - 695	MCI-Xpres*	D4500	2/2003	57	45 ft.	102	137	36,600	50 ft 6in	2
25	23	0	1101-1179	TMC	T80206	1/1990	39	40 ft.	102	119	28,500	44 ft	2
49	6	8	1182-1243	TMC	T80206S	9/1991	40	40 ft.	102	119	28,500	44 ft	1
24	16	0	1401-1441	FLXIBLE	40102-4T	9/1994	45	40 ft.	102	132	29,500	43 ft 10in	2
46	0	0	601 - 646	MCI	102DL3	12/1996	57	45 ft	102	137	36,500	50 ft 6in	2
30	0	0	1301-1330	NOVA	T80206	2/1998	43	40 ft.	102	119	28,500	44 ft 3in	2
14	0	0	1251-1264	NOVA	T80206	3/2001	43	40 ft.	102	119	28,500	44 ft 3in	2
6	2	0	514-520	1990 NEW FLYER	D60 Artic	6/2003	60	60 ft	102	131	36,600	45 ft	2
0	2	0	812, 1468	various	historical buses			40 ft.					

**Active Fleet**

Artics	6
NOVA 30'	4
MCI 45'	46
MCI Xpres	6
TMC	74
NOVA	44
FLXIBLE	24
Total	204

  

261	49	8	204	167	37	0.222	4.51
Total Buses	Inactive Buses	Leased Buses	In GGT Service	GGT Peak Service	GGT In Base Service	Spares Ratio	Peak To Base Ratio

\*These coaches are part of MTC Regional Express Bus Program.



## **SECTION 7. EXISTING FACILITIES**

### **ADMINISTRATIVE**

#### **GGT Bus**

GGT Bus administrative facilities are located on Andersen Drive in San Rafael at the site of the principal GGT bus storage and maintenance facility. A office building constructed in 1974, and remodeled in 1987, houses all Bus Division administrative staff. A second office building was constructed next door in 1987 and houses administrative functions divisions such as Planning, Marketing and Communications, and Human Resources. An office, built in 1974, is also located in Novato, and an office, built in 1989, is also located in Santa Rosa. Some administrative functions for GGT Bus are also housed at the District administration building at the Golden Gate Bridge Toll Plaza in San Francisco.

#### **Golden Gate Ferry**

Golden Gate Ferry administrative and maintenance facilities are located at LFT at the mouth of the Corte Madera Creek in Larkspur. These facilities were constructed in 1976. Some Ferry administrative functions also take place at the GGBHTD facilities in San Rafael and San Francisco.

### **MAINTENANCE AND FUELING AND VEHICLE/VESSEL STORAGE AND STAGING**

#### **GGT Bus**

The principal bus maintenance, storage, and fueling facility – designated Division 1 (D1) – is located on Andersen Drive in San Rafael. It opened in 1972. Two other storage and minor maintenance facilities also opened in 1972 – Division 2 (D2) in Novato and Division 3 (D3) in Santa Rosa. GGBHTD also uses a midday bus storage lot in downtown San Francisco – designated Division 4 (D4) – having relocated from a previous San Francisco location in 2003.

Bus storage capacities at D1, D2, D3, and D4 are 150, 60, 60, and 115 buses, respectively.

#### **Golden Gate Ferry**

The principal ferry maintenance, storage, and fueling facility is at LFT. LFT has four (4) vessel berths; two (2) additional vessels may be stored by rafting them to other vessels. There is overnight docking for one (1) vessel in Sausalito at the U.S. Army Corps of Engineers pier, under a long-term lease agreement.

## **PARK AND RIDE LOTS**

GGBHTD owns and operates three (3) park and ride lots – on Andersen Drive in San Rafael (next to D1), at LFT, and at D3 in Santa Rosa. The Andersen Drive lot was built in 1991 and has 108 parking spaces. The LFT lot was built in 1976 and subsequently expanded and has 1,599 parking spaces. The Santa Rosa lot was built in 1975 and has 214 parking spaces.

GGT also serves numerous park and ride lots owned or operated by other jurisdictions. In Marin County, GGT routes serve ten California Department of Transportation (Caltrans) lots, one Town of Corte Madera lot, and two privately owned shared use lots. Total capacity for these lots is 1,451 spaces. In Sonoma County, GGT routes serve five Caltrans lots and four lots controlled by other local jurisdictions. Total capacity for these lots is 1,029 spaces. A Spring 2004 Caltrans survey of usage of its park-and-ride lots found that Marin lots were 76% occupied and Sonoma lots were 60% occupied.

## **STATIONS AND STOPS**

### GGT Bus

GGBHTD reports two bus stations in its FTA-National Transit Database (NTD) report according to NTD definitions – SRTC and the Santa Rosa Transit Mall (SRTM). SRTC, which began operation in 1992, features links to private transportation providers, covered platforms, rest rooms, food and beverage concessions, and bicycle racks. SRTM is owned and operated by the city of Santa Rosa. A small bus turnaround and passenger station in Fairfax, built in 1989, is also owned by GGBHTD.

There are approximately 1,084 bus stops in the GGT Bus network – 789 in Marin County, 149 in Sonoma County, 134 in San Francisco, and 12 in Contra Costa County. Most stops are identified with a standard sign bearing GGBHTD's logo. Some stops in San Francisco, Contra Costa, and Sonoma counties are shared with other public transit operators and have special signs with GGBHTD's logo.

Bus service information signs have been installed at about 500 bus stops, mostly in Marin County. These signs provide route, frequency, and hours of service information. Another 50 bilingual signs in Spanish and English are planned for San Rafael.

GGBHTD-maintained bus shelters are in use at 121 of the more heavily patronized boarding points. Local communities and businesses maintain an additional 150 shelters and several hundred benches.

### Golden Gate Ferry

The principal ferry passenger terminal is the LFT. It connects to the sea-lanes of the San Francisco Bay by the two-mile long Larkspur Channel.

The Golden Gate Ferry landing in downtown Sausalito has been in use since August 1970 under

a lease agreement with the city of Sausalito. It is an unsheltered passenger boarding facility with no passenger ticketing services. Improvements to waterside docking facilities and a renovation of landside amenities were completed in 1998. The landing facility is shared with a private ferry operator that provides service to Fisherman's Wharf in San Francisco. Paid parking is available at a nearby lot operated by the city of Sausalito.

The San Francisco Ferry Terminal opened in June 1978. The site is owned by the Port of San Francisco and leased by GGBHTD. Located behind the historic Ferry Building on the Embarcadero at the foot of Market Street, it provides full passenger amenities, no public parking, and a limited maintenance facility. Two ferry berths, but no storage, are provided. Pedestrian access was improved as part of Port of San Francisco's renovation of the Ferry Building. Convenient connections are available to BART and many Muni transit routes.

## **RIGHT-OF-WAY, TRACK, OR GUIDEWAY**

GGBHTD owns no right-of-way, track, or guideway currently used to operate transit services. However, 43 miles of exclusive guideway are reported annually to FTA in the NTD Ferry Report, based on federal definitions that consider ferry route waterways on the San Francisco Bay to be equivalent to fixed guideway. GGBHTD does own, wholly or in part, 79.4 miles of railroad track and railroad right-of-way, formerly belonging to the Northwestern Pacific Railroad Company. Ownership of this right of way is being transferred to a new public agency - Sonoma-Marín Area Rail Transit District (SMART). This is further discussed later in this chapter.

## **BICYCLE FACILITIES**

Natural topographical obstacles within the GGBHTD service area, including waterways and hills, limit the use of bicycles. Bicyclists seek to use public transit as a means of overcoming these obstacles.

GGBHTD encourages bicycle access on GGT buses and ferries by providing for bicycle storage on and in buses, at bus stops, on ferry vessels, and at ferry terminals. Of the 204 active GGT buses, 150 have front-mounted bicycle racks. The 52 buses that do not have racks are 45-foot long buses that are prohibited by California DMV from a further extension of their length. Recent change in legislation may allow racks on these buses after completing a traffic safety process (now in progress). Bicycles are also allowed inside buses on Routes 40/42 (maximum of 2) in the wheelchair securement area if it is unoccupied. SRTC has racks for 20 bicycles; 43 other bus stops have racks provided by GGBHTD.

There are spaces available for up to 25 bicycles on the three Spaulding vessels, for 15 bicycles on the *M.V. Del Norte*, and for 11 bicycles on the *M.V. Mendocino*. There are racks and lockers for 24 bicycles at LFT.

Other agencies have provided bicycle racks at San Francisco Ferry Terminal and the Sausalito Ferry landing.

Rack locations at bus stops and instructions for bicyclists' use of storage facilities are provided in the Golden Gate Bus and Ferry Transit Guide.

## **SECTION 8. FUTURE PASSENGER RAIL SERVICES**

### **NORTHWESTERN PACIFIC RAILROAD RIGHT-OF-WAY**

Preservation and protection of existing rail corridors is a long standing policy of GGBHTD. GGBHTD and the counties of Marin and Sonoma supported the acquisition of the Northwestern Pacific (NWP) right-of-way in recognition of the need for public ownership of this rail corridor to ensure its potential for future commuter transportation purposes. In 1995, GGBHTD, Marin County, and North Coast Railroad Authority (NCRA) (a public agency representing Sonoma, Mendocino, and Humboldt counties) entered into a joint powers agreement to create the Northwestern Pacific Railroad Authority (NWPR). The purpose of the NWPR was to complete right-of-way acquisition and establish administrative mechanisms to preserve, maintain, and oversee operations on sections of railroad right-of-way acquired in 1996.

GGBHTD owns a 1.5 mile segment of former NWP right-of-way in Corte Madera and Larkspur and 11.25 miles of right-of-way from Bellam Boulevard in San Rafael to Novato Creek in Novato. Marin County, MCTD, and GGBHTD jointly own 1.3 miles of the NWP corridor between Corte Madera Creek and Bellam Boulevard in San Rafael. NWPR held title to the 41.04-mile section of the former NWP right of way from Novato Creek in Marin County to Healdsburg in Sonoma County and a 24.33-mile section from Ignacio Wye in Novato to Lombard Junction in Napa County. NCRA holds title to approximately 234 miles of former NWP right-of-way between Healdsburg in Sonoma County and Willits in Mendocino County to Arcata and Korbek in Humboldt County. NCRA holds a freight easement over the entire NWPR right-of-way (including GGBHTD's one-mile portion between Ignacio Wye and Novato Creek).

### **AB 2224 AND THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT**

Assembly Bill (AB) 2224 created SMART, effective January 1, 2003, to plan, engineer, evaluate, and implement commuter rail service and corridor maintenance from Cloverdale to a ferry terminal that connects to San Francisco. SMART consolidates the former SMART Commission and NWPR and will eventually include the railroad corridor assets of GGBHTD. In March 2004, the NWPR railroad rights-of-way were transferred to SMART. Railroad rights-of-way owned by GGBHTD and Marin County are presently under negotiation and are expected to be transferred to SMART by the end of 2004. The twelve-member SMART Board is composed of ten elected officials from Sonoma and Marin counties (appointed by the respective Mayors and Council members in each county) and two representatives of the GGBHTD Board of Directors.

While NCRA is not a member of the SMART District, AB 2224 calls for SMART to operate commuter rail in harmony with freight operations. It also allows for a sales tax to be placed on the ballot in each county to fund the District. If a ballot initiative is passed, commuter trains could be operating on the right-of-way within two to three years.

## **COMMUTER RAIL PLANS FOR SONOMA AND MARIN COUNTIES**

### Commuter Rail Implementation Plan

SMART developed the Commuter Rail Implementation Plan (CRIP) for Sonoma and Marin counties in September 2000. This “start-up” plan for commuter rail service evaluated infrastructure and rolling stock, capital and operating costs, and environmental requirements associated with proposed service. The plan is more modest than the service plan recommended in the Sonoma/Marin Multi-Modal Transportation and Land Use Study (June 1997), but could be incrementally upgraded. GGBHTD staff assisted in the preparation of this (and earlier) plans by attending public meetings, participating in workshops and technical committees, and providing information pertaining to GGT Bus and Golden Gate Ferry operations, NWP right-of-way, potential funding sources, and passenger rail service policy.

The CRIP calls for an Federal Railroad Administration (FRA)-compliant commuter rail system operating initially with 12 trains per day in each direction on 45-minute headways in the peak period (longer headways in the mid-day) starting five years following passage of a local transportation tax measure. Service would be increased seven years later to 16 trains per day in each direction on 30-minute peak period headways. The 15-station system would have eight stations in Sonoma County and four in Marin County. The plans call for using the existing single-track system with the addition of four new sidings (plus four more sidings for 30-minute headways). Tracks would be upgraded to Class 4 status and a signal system would be added. A bicycle/pedestrian path would be included along the right-of-way wherever practical.

The CRIP estimates the initial system would require an investment of \$95.7 million in infrastructure, \$24.5 to \$30 million in rolling stock, and \$20 to \$25 million additional capital for upgrades in the tenth year after passage of a sales tax. The operating subsidy would be \$5.6 to \$6.2 million annually at start-up (carrying 2,900 patrons a day) and \$5.2 to \$6.0 million after full implementation (carrying 4,700 patrons a day). Altogether, the 20-year plan is estimated to cost \$351.6 million. SMART is considering putting a November 2004 one-quarter cent sales tax ballot measure before the voters of Marin and Sonoma counties to implement the startup rail service plan.

SMART is currently preparing an Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) for the proposed commuter rail project and expects to complete it by summer 2004. Preliminary estimates include \$200 million in capital expenditures and \$9 million in annual operating costs. This document will update capital and operating costs developed under the CRIP.