Background – State Actions

• California’s State Transportation Agency has adopted aggressive goals to reduce greenhouse gas emissions from transportation through the *Climate Action Plan for Transportation Infrastructure* (CAPTI, July 2021)

• CAPTI goals include better integrating the Statewide rail and transit networks including service and fare payments
Background - SMART’s Role

• Since 2018, with the State’s Transit & Intercity Rail Capital Program grant award for the Windsor Extension, direction & resources were given to SMART to improve “Network Integration”
• With that action, the State has tasked SMART with helping to improve interregional transit network integration between the Bay Area’s North Bay, the North Coast and East-West:
  • SMART completed a first step with the east-west Novato to Suisun Engineering Feasibility Study (2019)
  • SMART’s Board took a support position on SB742 in 2019 to improve statewide transit access for the North Coast
    • SB742 passed, allowing Amtrak Thruway bus services to be used by anyone, not just Amtrak train riders
Amtrak Thruway Route 7 - North Coast Connection

- Amtrak San Joaquins is operated by Amtrak and managed by the San Joaquin Joint Powers Authority (SJJPA)
- Amtrak Thruway Route 7 Bus runs north-to-south from Arcata/McKinleyville to Petaluma and then east to Martinez
- Route 7 connects with Amtrak rail service in Martinez
- SJJPA currently runs two round trips on Route 7 per day from Martinez to Arcata
Changes Underway – SB742 Implementation

• As of January 2022, Amtrak Thruway Route 7 bus is now open for “bus-only ticketing”
• “Bus-only ticketing” means that Amtrak is allowed to sell tickets to Route 7 connecting services including non-Amtrak bus & rail systems
North Coast Transportation Providers

- Redwood Coast Transit (Del Norte County)
- Humboldt Transit Authority
- Mendocino Transit Authority (MTA)
- Lake Transit Authority (Lake County)
- Greyhound
- Amtrak Thruway Bus Route 7
Mendocino Transit’s Sonoma County Service

- **Route 65** runs from Ft. Bragg to Willits, Ukiah, and Santa Rosa
  - 4.5 hours & one round trip/day
  - Adult fare end to end = $23

- **Route 95** runs on trip per day to/from Point Arena along the coast to Bodega Bay, through Sebastopol to Santa Rosa

- Routes stop at Santa Rosa SMART Stations *on request*, ending at the Santa Rosa Transit Mall
State Supported Changes Underway

• Mendocino Transit is evaluating their **fare structure** and is working with the Caltrans Integrated Travel project (Cal-ITP) to allow riders to use credit cards for fare payment

• “Far North” Group (Redwood Coast, Humboldt, Mendocino, Lake) coordinating **schedules** to allow for more interregional travel options
Remaining Challenges

• No direct public transit service between Northern Sonoma County and Mendocino
• No Amtrak Thruway service to Marin
• No coordinated trip planning between Amtrak Bus and SMART
• Amtrak transfer currently at Petaluma, no other Amtrak stops near SMART Stations or other transit connections
• No shared fare media; agencies outside 9-County Bay Area are not in Clipper system
• Transfers to/from SMART are embedded in the Clipper fare system
Opportunities

➢ Integrated fare policy & ticketing with Amtrak and Mendocino Transit
➢ Coordinated scheduling & trip planning with Amtrak and Mendocino Transit
➢ Timed transfer location at Sonoma County Airport Station
➢ Seamless travel experience from San Francisco to Mendocino/Humboldt:
  • Ferry SF to Larkspur
  • SMART Larkspur to Airport Station
  • Amtrak Thruway Bus to Ukiah or Arcata
Next Steps

➢ Receive Board and public input on current challenges and opportunities

➢ Staff return to Board with discrete Network Integration improvement proposals as they are developed
Questions?