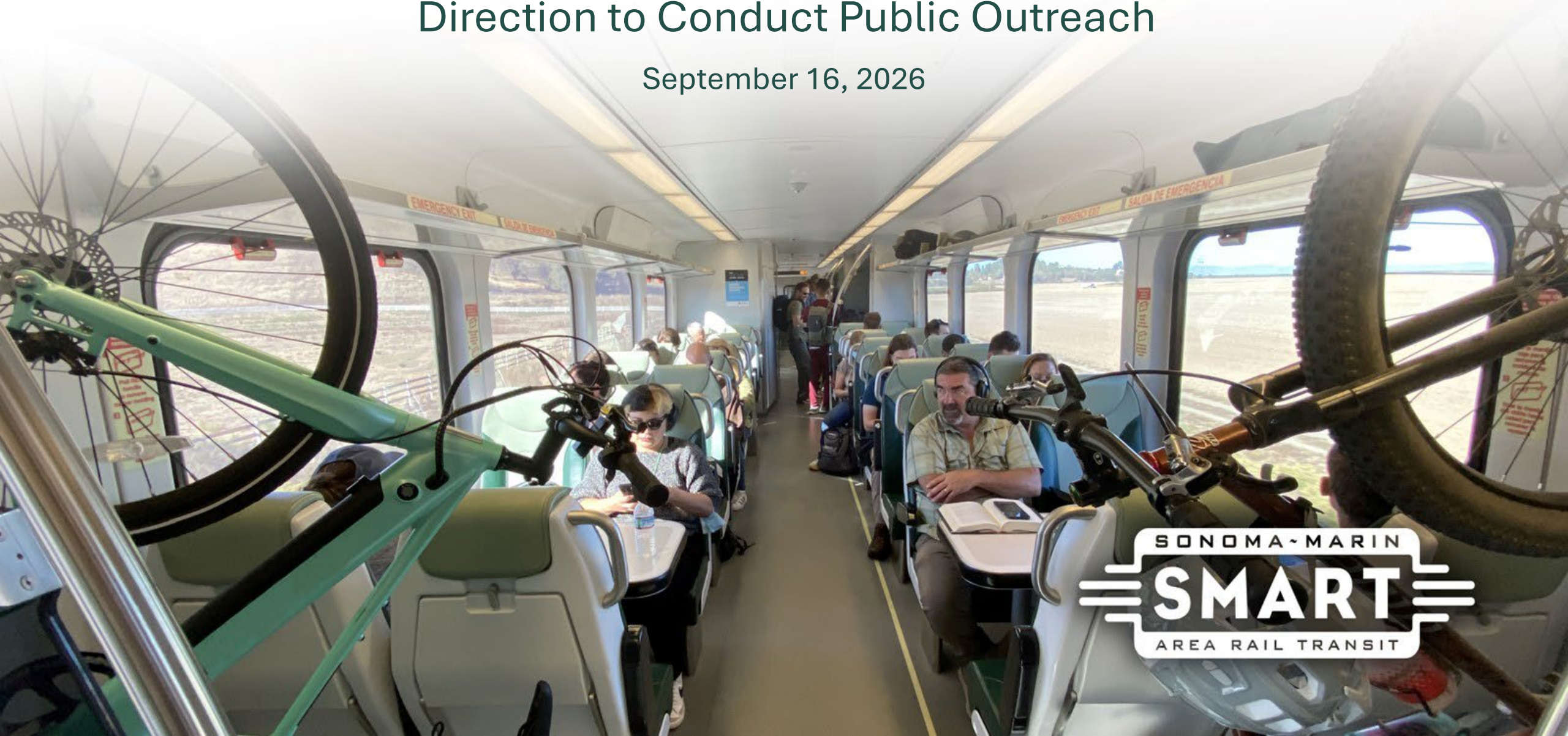


Sonoma-Marin Area Rail Transit District

Consideration of the Healdsburg Station Location and Request Direction to Conduct Public Outreach

September 16, 2026



Overview

- Project Update
- Station Location Background
- What has changed since early 2024?
- Station Location Considerations
- Staff Recommendation
- Next Steps

Project Update

- Progressive Design-Build Contract award: September 2025
- October – December 2025: Project definition
- Environmental Studies for permit applications
- Securing Environmental Permits



Project Update

- Collected field data:
 - topographical survey
 - locating underground utilities
 - geotechnical information
- Prepared 50% Design documents



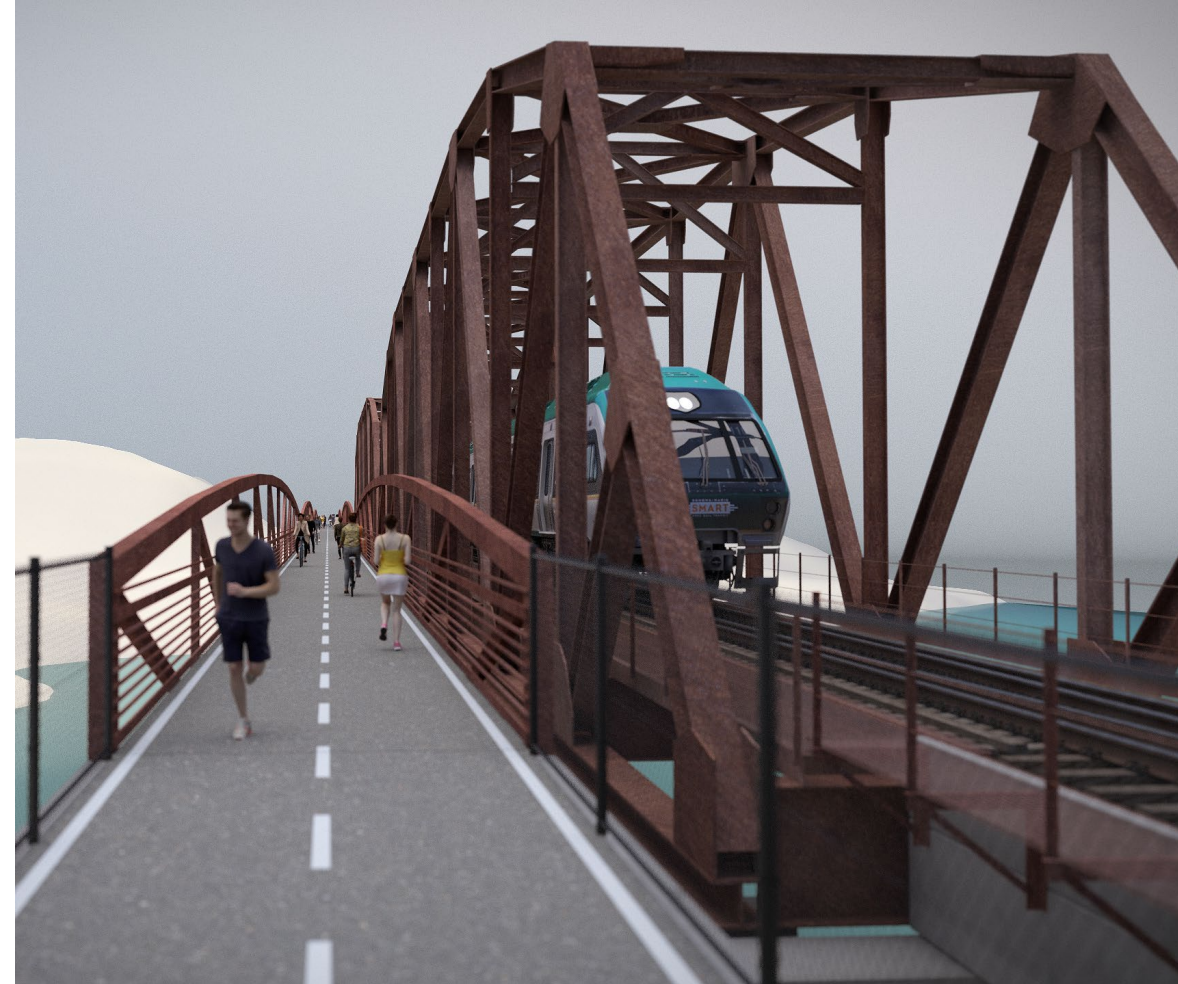
Project Update

- Bridge Evaluations
- Grade Crossing Evaluations
- Municipalities Coordination



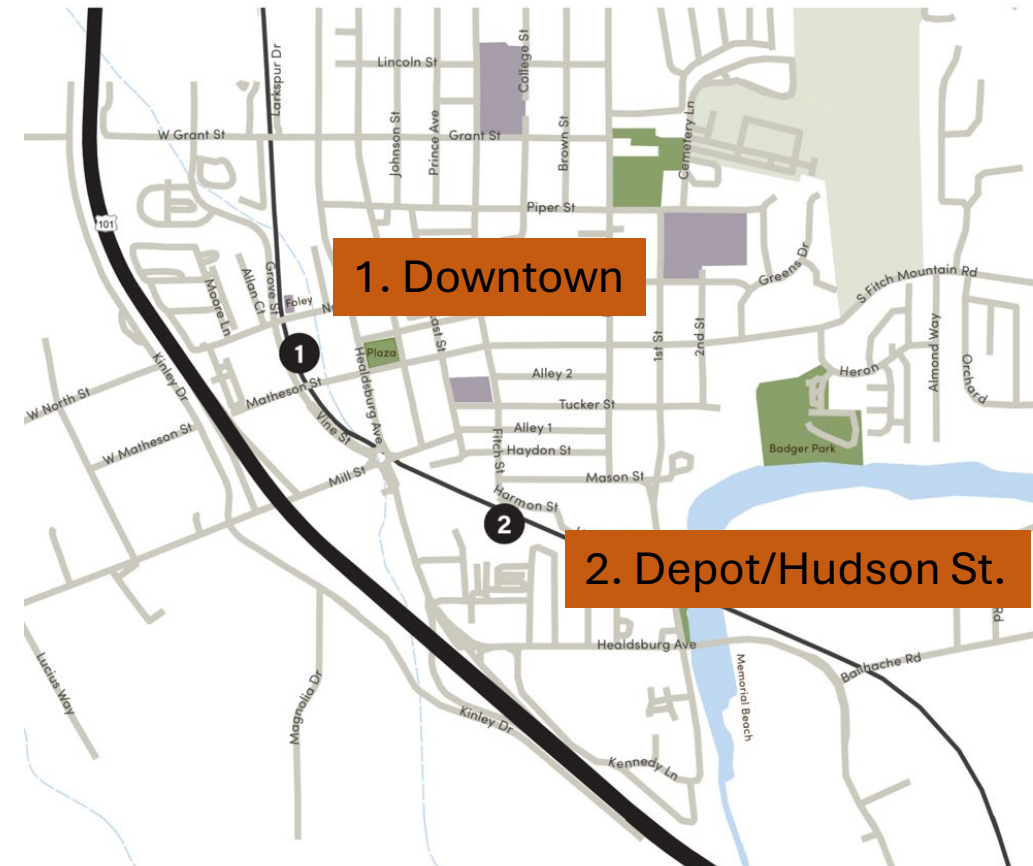
Project Update

- **Cost Estimating/Evaluation**
- **First Construction Package:**
Phase 2A: Windsor Station to Front Street
- **Phase 2A Construction Package Award:**
October 2026
- **Phase 2A Construction Start:** Spring 2027
- **Phase 2B Construction Package:**
Front St. To North St. (includes a station)



Station Location Background

- SMART owns enough right-of-way (ROW) to construct the Healdsburg Station at either one of these two locations:
 - Location #1—Downtown
 - Location #2—Depot/Hudson Street
 - Locations are .45 mile apart
- In February 2024, Healdsburg City Council directed city staff to proceed with the station location at Hudson Street site absent any new information
- Significant changes have occurred since February 2024
- SMART staff recommends conducting additional public outreach before making final location decision



What has changed since early 2024?

SMART has secured its future

- SMART secured funding through 2059
 - 3 out of 4 voters saying “yes”

Anatomy of a landslide: How SMART went from existential crisis to lopsided victory in its quest for long-term tax funding



Source: Press Democrat/Darryl Bush

Extension north is within reach

- Healdsburg Extension funded
 - Project was less than ½ funded in February 2024
- Pending and in-development grant applications to complete system to Cloverdale
- SMART Board adopted a Geyserville Station
 - Enables segmentation and phasing of the northern extension
- The region and state have included the Cloverdale Extension in financially constrained plans:
 - MTC's Plan Bay Area 2050+ Regional Transportation Plan
 - SCTCA's Countywide Transportation Plan
 - California State Rail Plan



SMART is a different system today

- Continued record ridership growth
 - August 2026 ridership 123% higher than FY24 average monthly ridership
 - Average weekday ridership today is over 5,600, more than double what it was in FY24 (2,772 average weekday ridership)
 - 25% Youth ridership, many traveling to and from schools along the corridor
- SMART constructed and opened the Windsor and Petaluma North Stations and 10 new miles of pathway/Great Redwood Trail in 2025
- SMART has become the spine for regional transit service between Sonoma and Marin counties

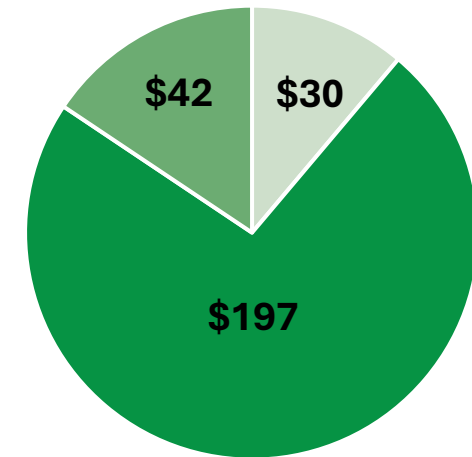


Why station location consideration is necessary?

- Since 2024, SMART has heard repeated public interest in considering a location in Downtown
- Significant changes since 2024 warrant consideration and vetting of the two possible locations by the public, the City of Healdsburg, and the Board
- SMART has more detailed information (renderings, parking impact, jobs, walkshed, and trip generation data)
- Depot/Hudson may have been the “historic” site, but is it the right location for today?
- Station location critical to achieving maximum regional benefit for this major regional investment

The project is a significant state and regional investment towards mobility for Marin and Sonoma

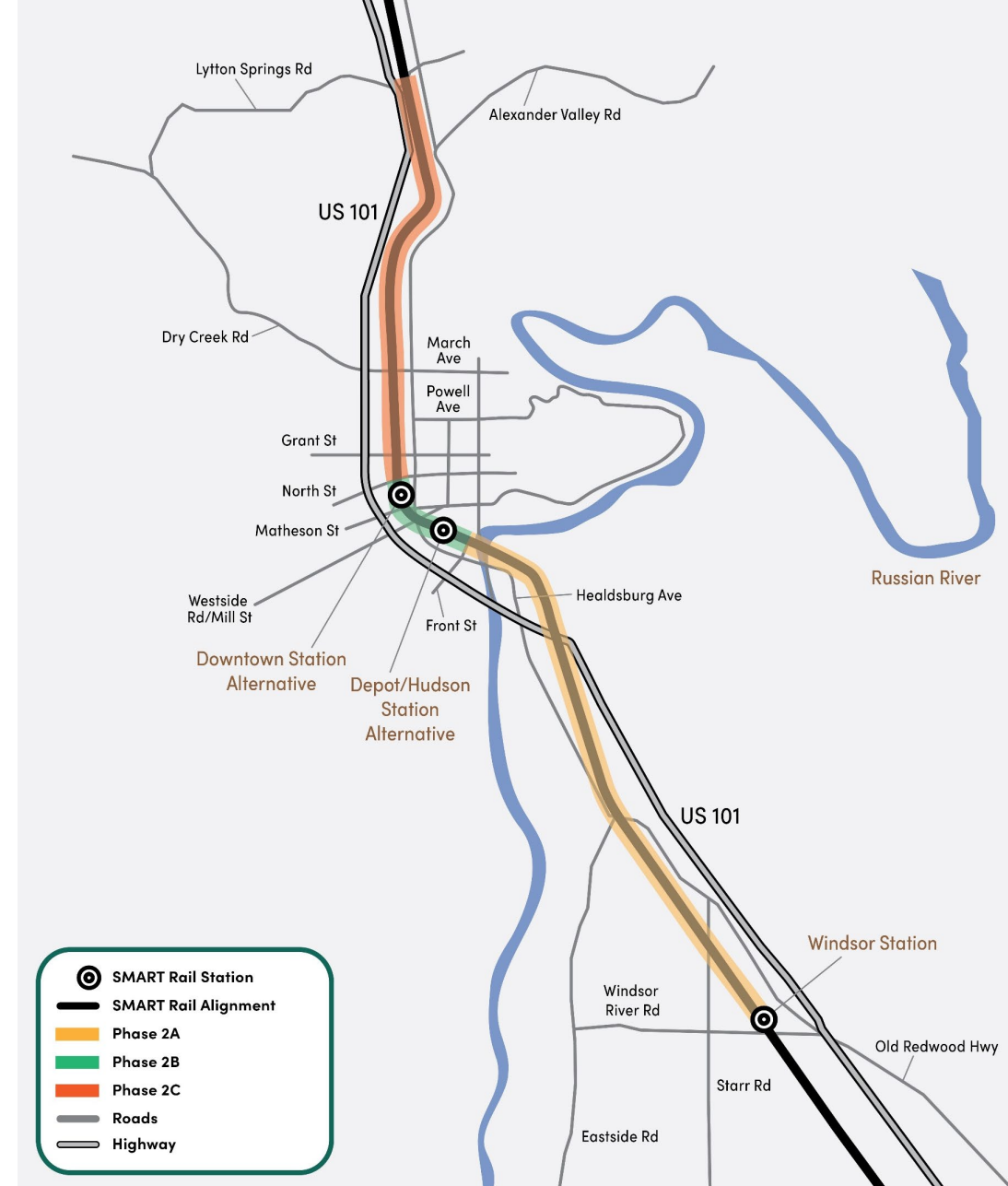
Project funding (\$s in millions)



■ Federal
■ State (SCCP, LPP-C, and TIRCP)
■ Regional (RM3 and Measure M)

Why now?

- Utilizing Progressive Design Build delivery method
- The following phase of work will be between Front St. to North St., where a station will be located
- Recent Geyserville Station outreach showed the public is engaged in weighing in on the SMART system more than in 2023/2024 and the opportunity now exists to gather robust public feedback
- SMART was already planning to do outreach around travel and schedule needs to Healdsburg, thus providing an opportunity to ask the station location question



What to consider about a station's location

The role of a station

- Residents' access point to the broader region
- A city's gateway for workers, customers, students, visitors and recreators



A station provides Healdsburg residents with an access point to the broader region

- Jobs
- Education
- Healthcare
- More

2025 on-board survey responses from SMART riders

Keith · ❤️ BY SMART

The ability to take the train to a Giants baseball game or just to another town for breakfast, lunch, or dinner. All while helping the environment.

Gail · ❤️ BY SMART

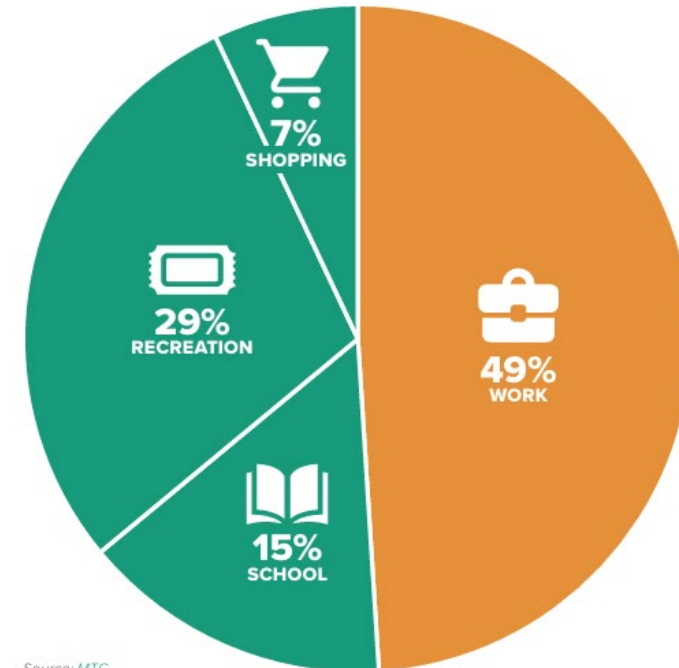
My husband and I use [SMART] instead of driving, and can take our bikes on it. Less traffic, less carbon, more exercise.

Sam · ❤️ BY SMART

I was able to explore new employment opportunities further away from my home without relying on my car. I live in Santa Rosa and took a great job in Novato because I knew the SMART train could get me there reliably.

A station serves as the gateway for workers, customers, students, and visitors

- 84% (5,500) of Healdsburg's workforce lives outside of city limits
 - Largest business sector in Healdsburg is manufacturing (\$409m/year)
 - 42% (2,800) live in places currently served/to be served by SMART
 - 49% of SMART riders are commuting to work
- Many future customers will look to SMART to reach Healdsburg's dining, retail and recreational attractions
 - Today, 29% of riders are traveling for recreation and leisure and 7% are traveling specifically for shopping

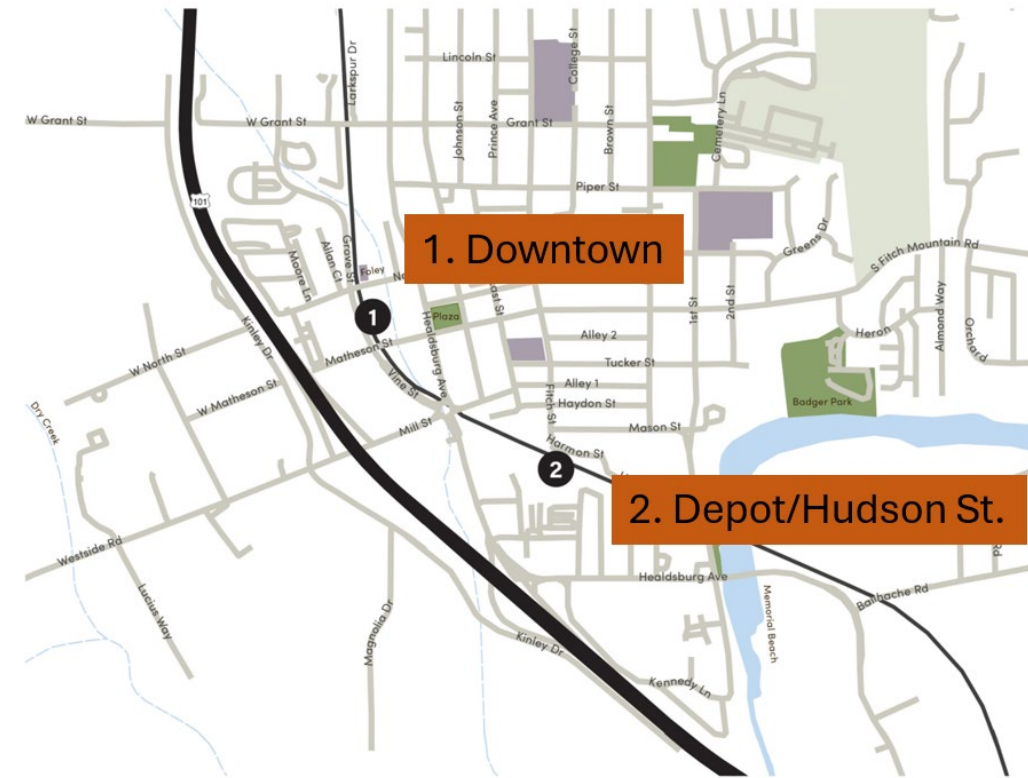


Source: [MTC](#)

Paige · ❤ BY SMART
Outside of commuting hours, I take the train on weekends to spend time in different towns, and it's so easy to get to my destinations.

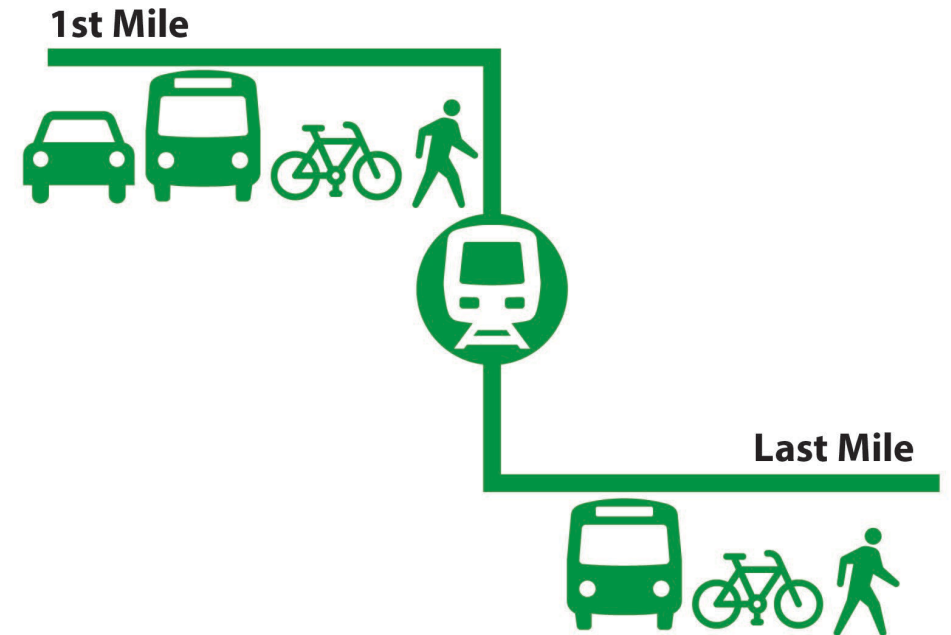
Station location considerations

- The Healdsburg station is anticipated to be a destination station given the high proportion of Healdsburg's workforce that SMART is well situated to serve, and the City's strong draw for visitors and tourists
- In order for the station to meet its full potential it should:
 - Be in close proximity to the highest concentration of jobs, people and trip making
 - Be well connected through the roadway and bike/pedestrian transportation network
 - Be able to connect to local and regional transit services



Station access

- The industry standard for walking distance to transit is $\frac{1}{4}$ -mile to $\frac{1}{2}$ -mile according to the Transit Capacity and Quality of Service Manual¹
- The distance between an origin and the transit stop, and a transit stop and the destination is referred to as the 1st/last mile
- The last-mile is more important than the 1st-mile to transit
 - Why?: The passenger is dependent on accessing their final destination by foot, bike, or connecting transit, where they may complete their first-mile by car

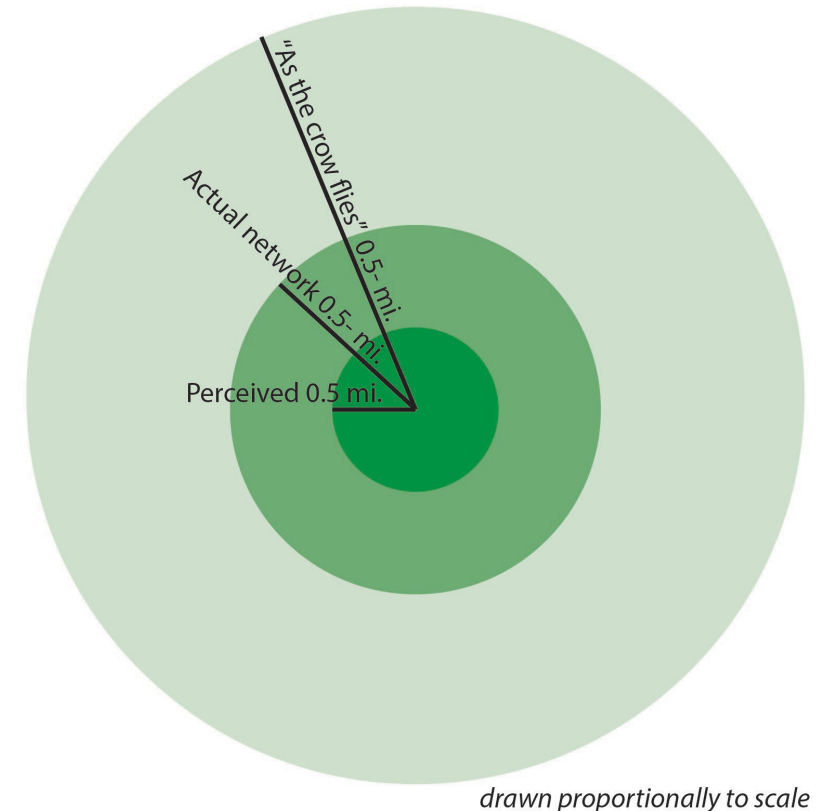


¹Published by the Transportation Research Board and National Academies of Sciences, Engineering and Medicine

¼ mile is a more inclusive travelshed compared to ½ mile

- A ¼ mile walkshed is a better measure
 - it accounts for human perception and behavior
 - It is a more realistic station area walkshed for all ages and abilities
- An MIT Report found that perceived half-mile walkshed to and from transit differs greatly from the actual network half-mile walkshed distance, and the Euclidean/circular walkshed (aka “as the crow flies”)
 - Perceived walkshed is 50% of the network area walkshed
 - Perceived walkshed is 1/5th of the area of the circular station area

Difference between the square mile areas around transit between the circular, network, or perceived at the 0.5-mile



Source: MIT City Form Lab, “Transit Access Report”

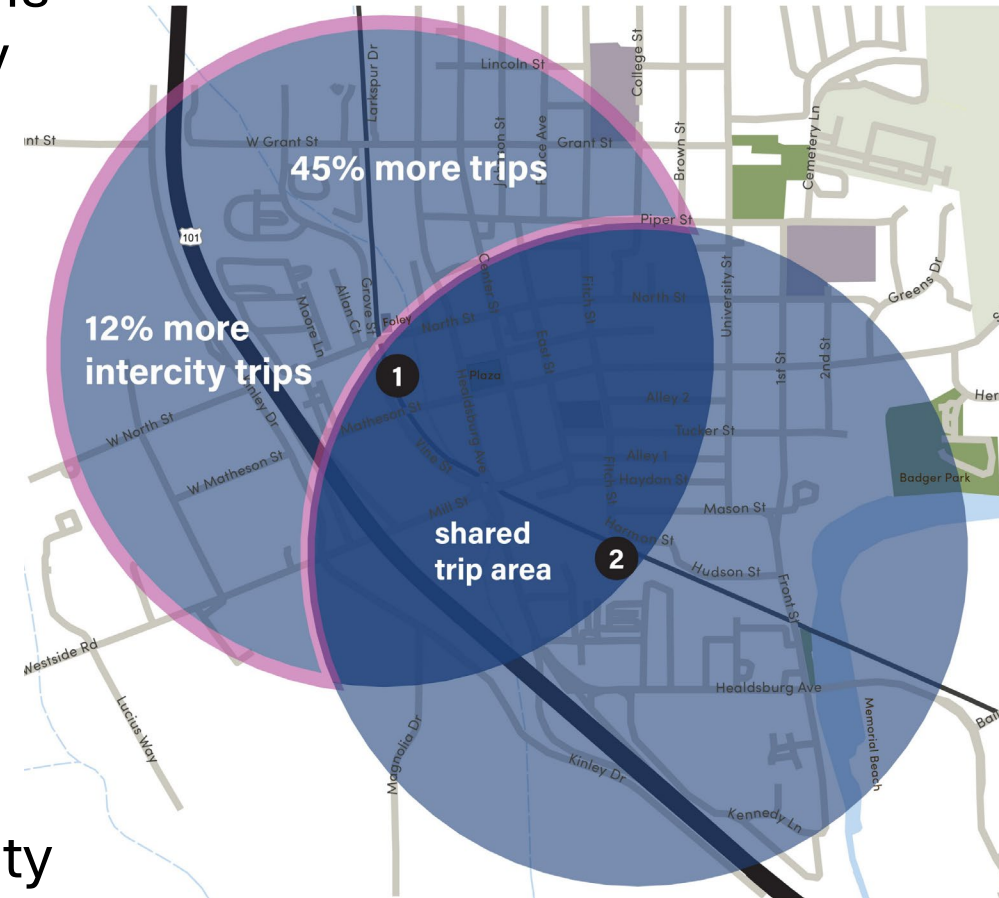
¼ mile and ½ mile around the station locations

- The ¼ mile walkshed is based on the street network and the area reachable within a ¼ mile walk (green area with yellow streets)
- The ½ -mile station areas are the ½ mile around the station “as the crow flies” (shown in blue)
- The downtown location has a stronger street network grid, and as such the square mile area of the walkshed is larger



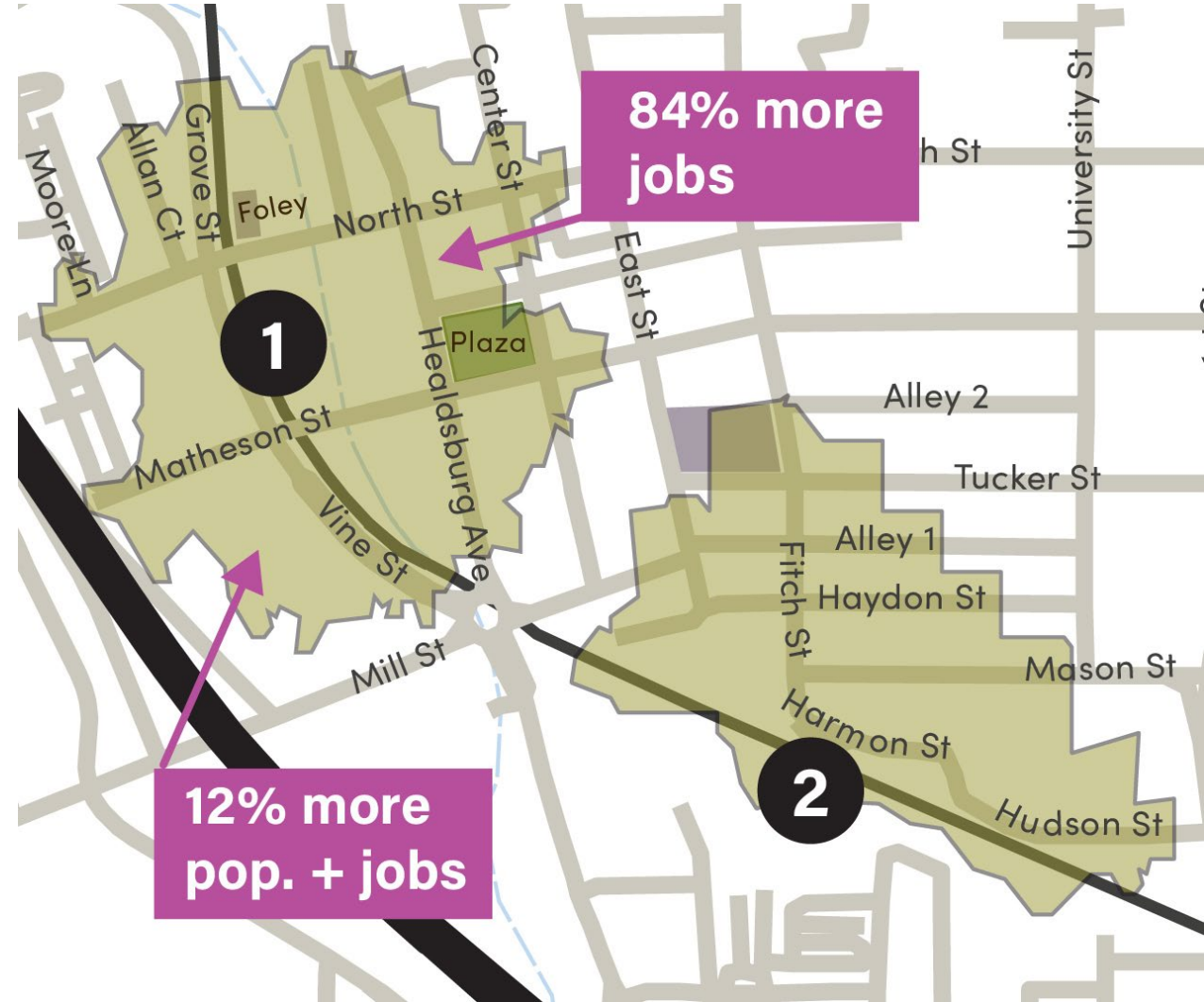
Trip activity and travel demand

- To have the most impact on reducing GHG emissions and parking demand will depend on SMART's ability to serve where travel demand is highest
- Travel demand is made up from shorter, local trips and longer distance intercity or regional trips
- Healdsburg has one of the highest vehicle miles traveled rates per capita in the region
- Today, the Downtown has a higher concentration of travel activity than the Depot/Hudson station area
 - **45% more “non-shared” trips within ½ mile**
 - **12% more intercity trips within ½ mile**
- Downtown provides greater 1st/ last mile connectivity due to the density of pedestrian infrastructure and bus transit access



Combined employment and population density

- Today, the Downtown station area has a higher concentration of combined population and employment than the Depot/Hudson station area
 - 12% more combined population and jobs in ¼ mile walkshed
 - 84% more jobs within ¼ mile walkshed



Why the location matters

- The Healdsburg extension project is a significant federal, state, and regional investment. For the project to reach its full potential and deliver the maximum regional benefit, the station location should be considered

Staff recommendation

- Direct SMART Staff to initiate public engagement on the consideration of the Healdsburg Station location



Next steps

- If directed, staff will initiate the public engagement process to include:
 - Presentation to the Healdsburg City Council (9/21)
 - Create a webpage
 - Create a public survey to run through November 30
 - Organize a community meeting for October
 - Advertise survey and community meeting on website and social media
 - Provide on-going updates to the Board monthly
 - Aim for detailed analysis of the feedback at December Board meeting

Questions?