



– are being designed with no park and ride facilities, helping create more walkable downtowns and allowing bus and feeder services to further enhance congestion mitigation efforts. Commuter-oriented passenger train service will be provided by an estimated 14 round-trip trains per day, operating at 30-minute intervals in the morning and evening peak commuting hours during the week. Bicycles will be allowed on board the trains, and weekend service also is being considered.

The SMART Project expects to use Diesel Multiple Unit (DMU) vehicles along the corridor. (See Figure 2). The DMU is quieter, with lower noise levels and air emissions than conventional locomotive-hauled equipment. These self-contained rail cars include on-board engines and are capable of using alternative fuels such as waste-derived bio-diesel or emerging hybrid-diesel technology. Two-car train sets carry about 200 passengers and fit within a downtown city block to avoid blocking intersections.



Figure 2: FRA-compliant DMU

Key activities related to the project's implementation include the following milestones:

- Certification of the Final Environmental Impact Report 2006
- Supplemental EIR 2008
- SMART Sales Tax Measure approved November 2008
- Project Implementation/Construction 2009-2014
- Estimated Service Start Up 2014

*For more information about SMART's rail and trail project, go to [www.sonomamarintrain.org](http://www.sonomamarintrain.org) or call SMART's information lines in Marin, 415-419-3510, or Sonoma, 707-583-2323.*