

Application of Criteria for a Project of Air Quality Concern
Project Title: Sonoma Marin Area Rail Corridor Project (SON090002)
Project Summary for Air Quality Conformity Task Force Meeting: (December 6, 2012)

Description

- Project consists of a locally funded Phase 1 rail and bicycle-pedestrian pathway
 - o Phase 1 Rail under construction between Downtown San Rafael and Santa Rosa North, with track to and maintenance facility at Airport Boulevard/Sonoma County Airport.
 - o Phase 1 Bicycle-Pedestrian Pathway constructed between Larkspur and Santa Rosa North, in segments.
- Project also consists of Phase 2 segments with (or potentially with) federal funds
 - o Phase 2 rail to the south of Downtown San Rafael includes 1.8 miles of track within existing rail right-of-way and a station at Larkspur (no additional bus services or parking lots at Larkspur)
 - o Phase 2 rail north of Santa Rosa includes track and up to two stations with the affected air district and two stations in the North Coast Air Basin.
 - o Phase 2 bicycle-pedestrian pathway includes several federally funded segments between Marin Civic Center northward, all within public right-of-way
- Entire project corridor is 70-miles from Larkspur to Cloverdale.

Background

- NEPA process for Phase 2 Bicycle-Pedestrian Pathway work underway (CE)
- NEPA process for Phase 2 Rail to Larkspur initiated
- NEPA process not yet commenced for Phase 2 Rail and Bicycle-Pedestrian Pathway northward from Phase 1
- No date set for end of public comment in either process
- Seeking air quality conformity determination on or before December 20, 2012
- No pending federal funds for inclusion in the TIP (all currently known federal funds for this project have been amended into TIP)

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Actual alternative and will reduce future impacts to diesel traffic on Highway 101 by removing passenger trips and allowing for reduced congestion along the corridor

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles represent less than 1% of intersection traffic volume in Marin and Sonoma Counties along this corridor
- Provides first fixed guideway transit alternative to an automobile/diesel bus in the north-south/Highway 101 corridor in Marin and Sonoma Counties.
- No project changes to land use that would affect diesel traffic percentage

(iii) New bus and rail terminals and transfer points?

- One new rail terminal at Larkspur
- No additional parking or local bus services to be provided at Larkspur Station
- One or two new rail stations within Bay Area Air Quality Management District north of Santa Rosa, neither will have additional parking and are served by Sonoma County Transit using 100% CNG fleet

(iv) Expanded bus and rail terminals and transfer points?

- No expanded bus and rail terminals or transfer points as part of this project

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- No state implementation plan for PM_{2.5} (due by December 2012)
- Therefore, not identified in plan as an area of potential violation
- No PM₁₀ or PM_{2.5} violations in San Rafael or Santa Rosa

Project Title: Sonoma-Marín Area Rail Corridor Project

RTIP ID# (required) 22001	
TIP ID# (required) SON090002	
Air Quality Conformity Task Force Consideration Date December 6, 2012	
Project Description (clearly describe project) <p>The full 70-mile Sonoma Marin Area Rail Corridor project received CEQA clearance through the adoption of a Final Environmental Impact Report in 2006 and is located within two air basins: the North Coast Air Basin and the San Francisco Air Basin. The Sonoma Marin Area Rail Corridor project consists of restoration of commuter rail services and construction of a bicycle-pedestrian pathway within a publically owned rail right-of-way in the counties of Marin and Sonoma. Phase 1 of the project is locally funded and is comprised of track rehabilitation, vehicle procurement, station construction, new maintenance facility, systems and partial pathway construction. Phase 1 is currently under construction, with track replacement complete between Santa Rosa and Petaluma and vehicle delivery scheduled for October 2013. In addition, there is a federally funded crossing signals rehabilitation component that received a CE and is nearing completion of construction that is additive to Phase 1. The geographic scope of Phase 1 is from Downtown San Rafael to Santa Rosa North/Guerneville Road, with maintenance facilities, track and services up to Sonoma County's Airport Boulevard.</p> <p>Phase 2 of the project consists of several elements. Phase 2 segments of the bicycle-pedestrian pathway between San Rafael and Santa Rosa are currently undergoing a CE process with Caltrans as the lead agency. The Phase 2 rail extension to Larkspur Station from the Phase 1 Downtown San Rafael Station is commencing with a federal environmental clearance process in October 2012. Phase 2 rail and bicycle-pedestrian pathway extensions north of Sonoma County Airport Boulevard do not currently have an identified federal clearance process, but, like all elements of the SMART project, are within the existing publically owned transportation corridor. In addition, the Phase 2 elements northward from the Sonoma County Airport Boulevard site are largely located within the North Coast Air Basin (milepost 64.25). Given new federal legislative changes with MAP21 that require projects within an existing transportation right-of-way are to follow a Categorical Exclusion process, it is anticipated that all Phase 2 federal environmental clearances required for the Sonoma Marin Area Rail Corridor project moving forward will be through categorical exclusions.</p> <p>SMART will be operating 2-car commuter rail service starting in late 2015 or early 2016. Some elements of the SMART bicycle-pedestrian pathway have been constructed and are open for use (Cal Park Tunnel project between San Rafael and Larkspur [MRN030003] and Foss Creek Parkway in Healdsburg [SON050017]). Other elements are under construction with local agencies as sponsors (Sonoma County Parks [SON110013] and City of Santa Rosa [SON110017]). Approximately 50% of the pathway within the Phase 1 geographic limits will be funded by others or with local funds only.</p>	
Type of Project: Commuter Rail and Non-Motorized Pathway -numerous elements of project exempt: bicycle-pedestrian pathway; railroad crossing safety; systems; rehabilitation of existing track structures. -anticipate future federal environmental reviews will be Categorical Exclusions given adoption of MAP21 guidelines effective October 2012. -all elements of project within existing publically owned transportation corridor right-of-way.	
County Marin and Sonoma	<i>Narrative Location/Route & Postmiles</i> SMART Rail and Pathway – 70-miles between Larkspur (Marin County) and Cloverdale (Sonoma County)
Lead Agency:	

Contact Person Joanne Parker	Phone# 707-794-3062	Fax# 707-794-3037	Email jparker@sonomamarintrain
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Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
xxx Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	xxx PS&E or Construction	Other

Scheduled Date of Federal Action: SMART Phase 1 Rail and Bicycle-Pedestrian Pathway is locally funded, therefore no federal action needed. Phase 2 Bicycle-Pedestrian Pathway federal CE action expected before December 2013. Phase 2 Rail Larkspur Extension federal actions expected by September 2013. All other Phase 2 bicycle-pedestrian pathway and rail federal actions north of Santa Rosa, if needed, are anticipated in 2015-17 time period.

NEPA Delegation – Project Type (check appropriate box)		
Exempt	xx Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption

Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2005	2006	1996	2011
End	2006 CEQA/ 2013 NEPA	2014	1996	2015

Project Purpose and Need (Summary): (please be brief)
Restoration of the 70-mile publically-owned transportation corridor right-of-way for commuter rail services and bicycle-pedestrian transportation uses. Project will provide an alternative to automotive travel along the north-south Highway 101 corridor, currently the only existing transportation connection between the bulk of the population and employment centers in Marin and Sonoma Counties.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)
Along the entire 70-mile corridor, a variety of land uses exist, though the bulk of the track exists in a rural, agricultural setting.

Brief summary of assumptions and methodology used for conducting analysis

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Phase 1 commuter rail services will start in 2015/16, though the construction of the project has been underway since January 2011 (with the Notice to Proceed on the rail vehicles). Phase 1 bicycle-pedestrian pathway openings have and will occur in a segmented fashion – 2010, 2013, 2014, and 2015. Phase 2 commuter rail and bicycle-pedestrian pathway openings (In Nov 2011 estimated a start of 2017).

Overall, the locally funded rail project will connect to existing local and interregional bus intermodal facilities and existing bus services along the corridor and is not anticipated to have an impact to existing bus service operation levels. Rail services will operate in peak periods, with 30-minute headways in each the north and south directions in the core of the system. The Phase 2 rail project from San Rafael to Larkspur will add one rail station, a terminus at Larkspur that will connect to existing ferry services, with no additional bus connectivity proposed. No residential or school land uses exist near the Larkspur SMART Station and no parking facilities will be constructed.

The Phase 2 rail project north from the Phase 1 rail project will have one station within the San Francisco Air Basin (at Windsor) and the local transit operator for those stations (Sonoma County Transit) has a bus fleet that is 100% CNG (in addition to no additional bus services being proposed). The potential future station at the Sonoma County Airport may receive federal funding, but the maintenance facility being built adjacent is being completed as part of Phase 1. No parking or park and ride lots are anticipated at either Windsor or the Airport stations and the Airport Station is in an industrialized/non-residential area served by Sonoma County Transit. The Windsor Station is in the same location as the original Windsor Station along the existing rail corridor and the surrounding land uses have been developed in a transit oriented fashion in anticipation of the start of commuter rail services.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Current RTP Horizon Year is 2035. The service frequencies will remain every 30-minutes in each direction during the peak periods in the Phase 1 project and from Larkspur to Santa Rosa, for a total of 16 weekday trips in each direction. That is the same service frequency as is being implemented in FY2015/16 with the Phase 1 locally funded project. North of the Phase 1 project, there will be 10 weekday trips in each direction to and from Windsor, 7 weekday trips in each direction to and from Healdsburg and 4 weekday trips in each direction to and from Cloverdale. Weekend services will be implemented at lower frequencies.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Train sets are composed of two Tier-4 compliant diesel-multiple unit (DMU) rail cars and, as such, have minimal impact on cross traffic. The levels of emissions from Tier-4 compliant cars are shown attached in comparison to prior car standards. SMART is the first agency in the country to procure Tier-4 compliant DMU cars, cars that are also compliant with Federal Railroad requirements for interaction with freight rail (passing freight rail crash testing requirements). The Phase 1 locally funded rail project has a total of five train sets being manufactured for operations. No additional train sets required to effectively operate the Phase 2 Larkspur Extension. The broader impact of implementation of the Phase 1 and 2 rail project will be to provide a viable public transit alternative along the north-south Highway 101 corridor, encouraging alternatives to driving along the corridor and providing congestion relief to the corridor. Total transit ridership projections vary, but the Phase 1 locally funded project will provide rail services to the core 70% of the ridership in the corridor, connecting the four largest employment and residential centers in Marin and Sonoma Counties.

Comments/Explanation/Details (please be brief)

The federally funded portions of this project consist of the single-station rail extension to Larkspur, segments of the bicycle-pedestrian pathway, and the rail and bicycle-pedestrian pathway extension north, largely out of the Bay Area Air Quality Management District's jurisdiction. None of the rail stations receiving federal funding (Larkspur and possibly Windsor and potentially Sonoma County Airport Boulevard) will have significant diesel traffic impacts nor will they have park and ride facilities. Because of this, this project should not be considered a project of air quality concern nor should it be required to conduct a hot-spot analysis. In fact, this project is anticipated to improve air quality by providing the first fixed guideway transit alternative to Highway 101 in Marin and Sonoma Counties, using a publically owned, pre-existing rail right-of-way.

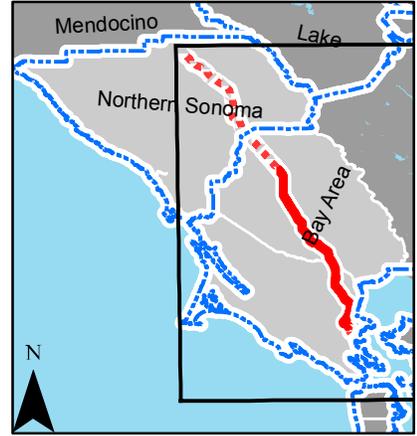
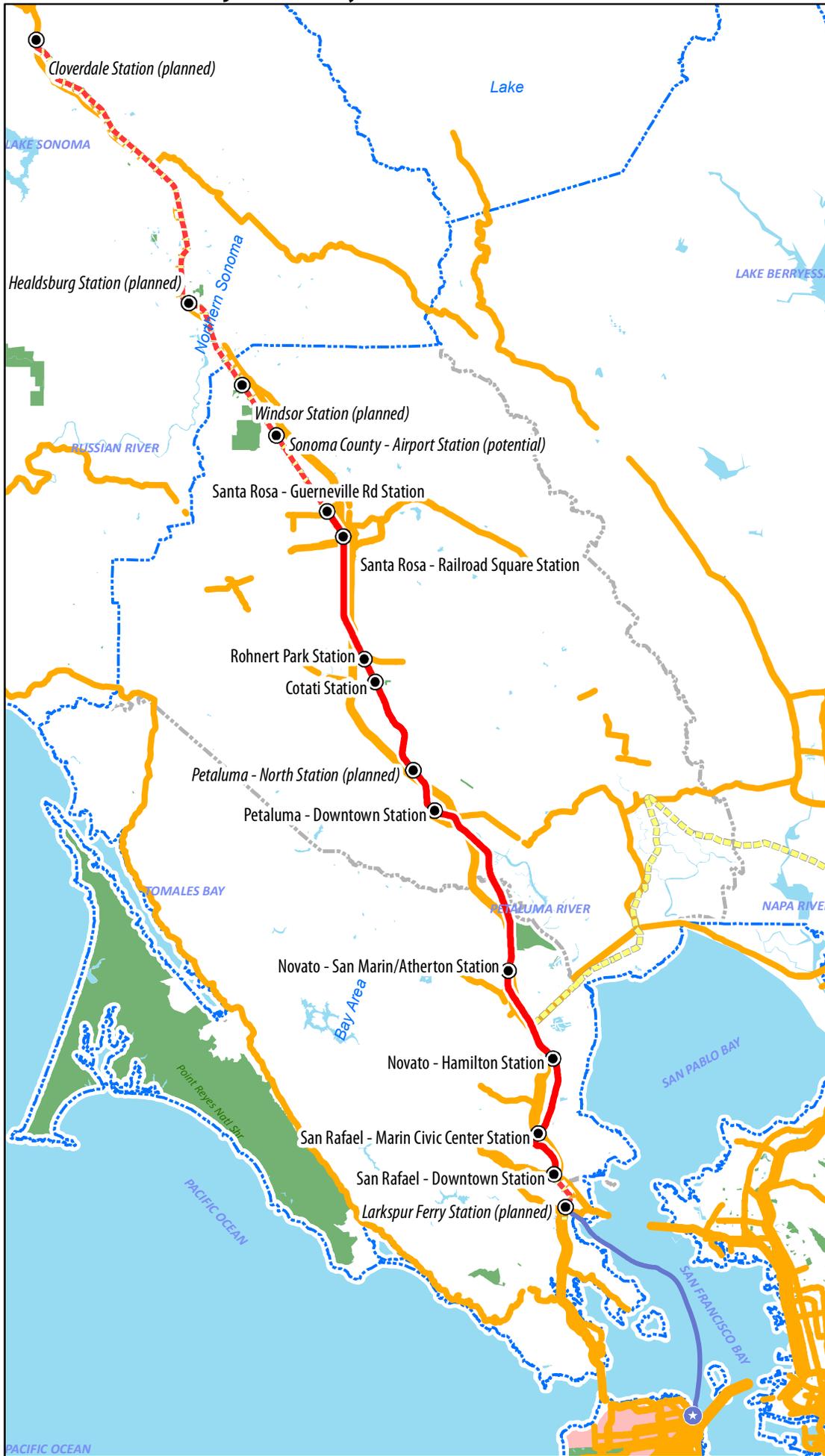


SMART PASSENGER RAIL & MULTIUSE PATH
 Project Length: 70 Miles

- SMART Stations
- SMART Rail Phase 1
- SMART Rail Phase 2
- SMART Owned Railroad Right-of-Way
- Urban Areas



SMART District & Major Roadway Volumes



Legend

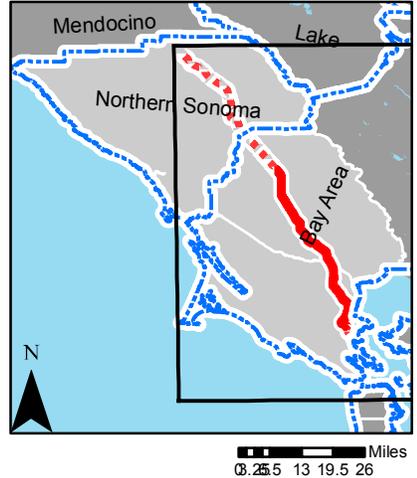
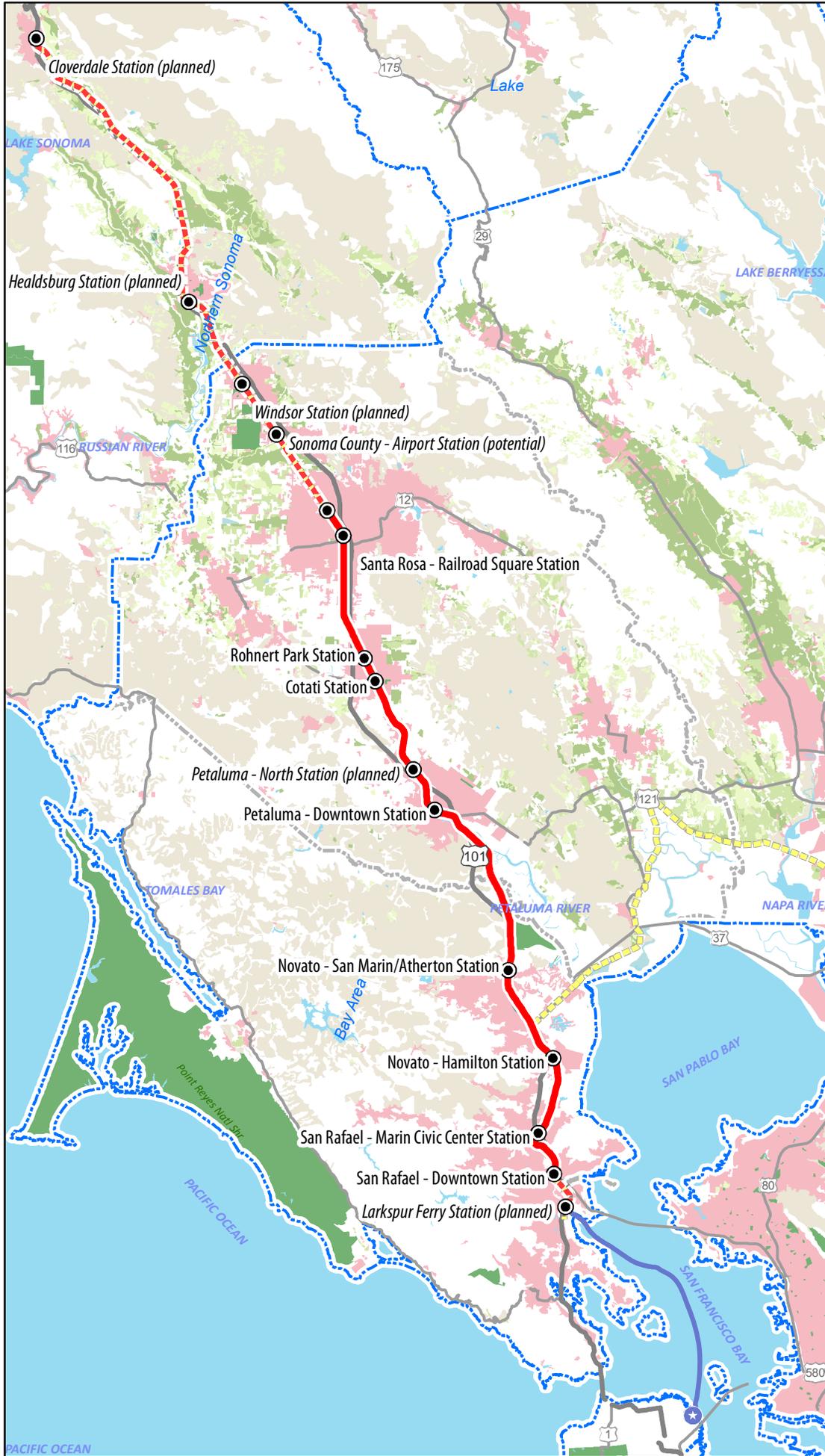
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- 73576 - 110313
- 110314 - 147050
- 147051 - 183788
- 183789 - 220525
- 220526 - 257263
- 257264 - 294000

- San Francisco Ferry Building
- SMART Stations
- Phase 1
- Future Phase
- SMART owned rail
- California Air District Boundaries
- SMART Counties
- Water
- State and National Parks



SMART District & Air Districts



Legend

- ★ San Francisco Ferry Building
- SMART Stations

Phase

- Phase 1
- Future Phase
- SMART owned rail
- California Air District Boundaries
- SMART Counties
- Water
- State and National Parks
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Grazing Land
- Urban and Built-Up Land

DECISION – DMU TECHNOLOGY

Emissions -

- DMUs have lower emissions than locomotives due to federal regulations for different classifications of engines.
- Used/rebuilt locomotive would produce even more emissions due to less stringent EPA regulations on older engines

