

Appendix 1

Notice of Preparation and
Scoping Comments Summary

Notice of Preparation and Scoping Comments Summary

In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was issued by the SMART District on September 21, 2007 (State Clearinghouse number 2002112033). The NOP (see next page) was sent to the State Clearinghouse (SCH) at the Governor's Office of Planning and Research to officially solicit statewide agency participation in determining the scope of the SEIR.

The NOP started the 30-day public scoping period for the Draft SEIR and invited public agencies, organizations and interested groups and individuals to provide comments on the environmental issues associated with the supplemental project components. A public notice was published in the *Press Democrat*, *Marín Independent Journal*, and *Novato Advance*, soliciting comments on the scope of the SEIR. As part of the scoping process, SMART held a public scoping meeting on October 10, 2007 in the City of Novato. The purpose of the meeting was to allow the public and public agencies to provide input into the scope, focus, and content of the supplemental environmental review document.

During the scoping period (ending October 23, 2007), SMART received 56 written comments. In addition, 19 people presented verbal comments at the October 10, 2007 public scoping meeting.

The comment topic areas include a wide range of issues. The majority of comments received pertained to issues surrounding alternative Novato South station planning, future freight operations, compatibility of Light Diesel Multiple Units (DMUs) with increased freight operations, weekend ridership demand, and additional noise, air quality and safety concerns associated with increased passenger and freight service. One petition was submitted, requesting the Novato City Council to locate the Novato South station at the Hamilton transit site identified in the Hamilton Master Plan.

In addition, numerous comments were made that were not related to the components being studied in the SEIR. Several comment letters requested re-analyzing the entire project or analyzing other alternatives that are not the subject of this SEIR.

A summary of all comment themes is provided in Table Ap.1-1. Comments relevant to the SEIR are divided by environmental issue area and several other categories. A column is provided to indicate where in the SEIR the issue is addressed. For comments not relevant or not in the scope of the SEIR, this is noted in the table.

It is important to remember that CEQA does not require analysis of cost, economic or other non-environmental issues and therefore many of the scoping comments were not appropriate topics to address in the SEIR. SMART will address project financing issues in its Expenditure Plan.

NOTICE OF PREPARATION (NOP)

Of a Draft Supplemental Environmental Impact Report Sonoma-Marín Area Rail Transit Project

This notice is to inform agencies and the public that the Sonoma-Marín Area Rail Transit District (SMART) will be the lead agency and will prepare a Supplemental Environmental Impact Report (SEIR) for the project described below. Your participation, as a responsible/trustee agency, is requested in the preparation and review of this document.

Please provide SMART with the applicable permit and environmental review requirements of your agency and the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

The SMART rail project, which proposes passenger rail service and a bicycle/pedestrian pathway along an existing railroad right-of-way extending approximately 70 miles from Cloverdale in Sonoma County to Larkspur in Marin County, was the subject of a Draft and Final EIR. The SMART project Final EIR was certified in July 2006, in compliance with CEQA and CEQA Guidelines. SMART has identified additional project components that were not considered in the certified SMART Final EIR (2006). These project components, location, and the potential environmental effects are described in the attached materials. An Initial Study was not prepared for this NOP.

To ensure that the supplemental EIR for the SMART Project is thorough and adequate, and meets the needs of all agencies reviewing it, specific detailed comments on the scope of issues to be evaluated in the EIR are encouraged. **Please submit your written comments by 5:00 p.m., October 23, 2007 to:**

Nina West
SMART District
4040 Civic Center Drive, Suite 200
San Rafael, CA 94903
Telephone: (415) 492-2857

Comments may be faxed to: 415.492.2854 or emailed to NWest@sonomamarintrain.org.

Comment letters should clearly identify the subject of the comments as the NOP for the SMART Project Supplemental EIR. Please also provide the name of the appropriate contact person at your agency/organization.

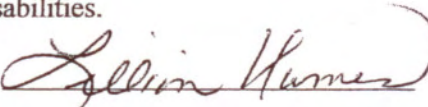
A 30-day scoping process is being initiated with this notice. You are invited to participate in a public scoping meeting scheduled as follows:

Date: October 10, 2007 Time: 6:30 p.m.
Location: Novato School District Building, 1015 7th Street, Novato. (At Grant and 7th Street)

Persons with special needs should leave a message at the SMART District office at 415.492.2857. The hearing location is accessible to people with disabilities.

Date: 9/20/07

Signature:



Title:

General Manager

PROJECT LOCATION

The proposed project corridor extends approximately 70 miles from Cloverdale in Sonoma County, California to Larkspur in Marin County. Sonoma and Marin counties are located on the west coast of California. Sonoma County is the northernmost county of the nine county San Francisco Bay Area region. Sonoma County is bordered by Napa County to the east, Mendocino County to the north, the San Pablo Bay and Marin County to the south, and the Pacific Ocean to the west. In Sonoma County, the incorporated local jurisdictions in the proposed project corridor include Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati and Petaluma. Marin County is located north of San Francisco and is bordered by the San Francisco Bay to the south and east, the Pacific Ocean to the west and Sonoma County to the north. In Marin County, the incorporated local jurisdictions in the project corridor include Novato, San Rafael and Larkspur. The rail corridor, commonly known as the Northwestern Pacific Railroad (NWP), generally parallels Highway 101 running north-south in Sonoma and Marin counties. A map of the proposed project corridor is shown in Figure 1.

PROJECT OVERVIEW

This section summarizes the original proposed project and the new and modified project elements.

Original Proposed Project Studied in SMART 2006 EIR

The SMART project analyzed in the certified 2006 Final EIR included the following components:

- Passenger rail service on weekdays along the 70-mile SMART corridor;
- 14 rail stations – Cloverdale, Healdsburg, Windsor, Jennings Avenue (Santa Rosa), Santa Rosa Railroad Square, Rohnert Park, Cotati, Corona Road (Petaluma), Downtown Petaluma, Novato North, Novato South, Marin Civic Center, Downtown San Rafael and Larkspur;
- Train passing sidings and rail maintenance facility; and
- Bicycle/pedestrian pathway generally within or adjacent to the rail corridor, including 54 miles of a Class I pathway and 17 miles of Class II pathway improvements.
- Analysis of cumulative impacts of passenger and freight rail service.

Supplemental Project Components and Analysis

Project components that have changed or have been added since certification of the Final EIR in July 2006 are identified and described in this section. New environmental analysis in the SEIR will be provided for the following:

- Potential addition of weekend passenger rail service, to supplement proposed weekday service;
- Potential use of Light Diesel Multiple Units (DMUs) to power the train instead of Heavy DMUs;
- Potential alternative locations for the Novato South station in addition to the site analyzed in the SMART 2006 Final EIR;
- Addition of several short segments of bicycle/pedestrian pathway adjacent to the SMART rail line to provide improved pathway connections; and
- Modified cumulative impacts scenario, due to a change in the level of projected freight service in the future on the SMART corridor (compared to the level of freight service that was projected and evaluated in the SMART 2006 Final EIR).

Each of these project elements is summarized below. Detailed descriptions will be included in the Draft SEIR.

Weekend Service. The proposed project analyzed in the SMART Draft and Final EIR included weekday service only. Based on public input, weekend passenger service will be considered for the SMART project. Weekend service may consist of four roundtrips per day, which equals eight passbys at each station. Weekend service may include morning, midday, afternoon and evening trips.

Alternative Train Vehicles - Light DMUs. Diesel multiple units (DMUs) are the proposed vehicles for the SMART passenger rail system. DMUs are rail cars that contain both passenger accommodations and propulsion (diesel engines located below the passenger compartment). Because they are self-propelled, no large locomotive engine is required. As a result, a DMU has less noise and lower emissions when compared to a locomotive-hauled train system. In addition, DMUs are shorter than trains with a locomotive, which is important to accommodate the block lengths in downtown areas such as San Rafael. DMUs are also capable of running in the reverse direction, with dual cab train set configurations, eliminating the need for turn-around tracking.

The DMUs described and analyzed in the SMART Draft and Final EIR are considered “Heavy” DMUs. For this supplemental analysis, SMART is evaluating the use of “Light” DMUs due to their potentially lower level of impacts including lower fuel consumption, lower emissions, and lower noise impacts. While heavy DMUs typically use steel car bodies, light DMUs use lighter materials like aluminum. There may be certain operational requirements, such as the use of time separation and/or Positive Train Control that would allow use of a light DMU. In the prior 2006 Final EIR, SMART only evaluated Heavy DMUs due to the existing FRA ruling limiting joint freight and passenger service. However, recent discussions at the federal level indicate that alternative signaling systems, coupled with Light DMUs may be allowed in the near future. It should be noted that ultimately, the FRA would need to approve use of light DMUs on the SMART corridor.

Novato South Station Alternatives. In place of the proposed Novato South station site, the following alternative locations will be analyzed, in response to public and agency requests: Downtown Novato, Hamilton, and the Ignacio Wye. Additional downtown sites may be identified during the scoping process and analyzed in the SEIR.

- **Downtown Novato Site Alternative** - The Downtown site (about one acre), which is owned by SMART, is located at Mile Post 27.8 in the City of Novato, adjacent to SMART’s historic depot, near Grant Street and Railroad Avenue. Access to the site would be from Grant Street. The station would not alter any current plans for the Whole Foods project.
- **Hamilton Site** - The Hamilton site is located near Mile Post 23.7 in the Hamilton residential community (former Hamilton Air Force base) between Main Gate Road and North Hamilton Parkway. The site was designated as a location for transit use in the 1993 Hamilton Master Plan. It is owned by the City of Novato, although SMART retains rights to develop the property as a transit station until the year 2020. The primary vehicular access to the station would be from North Hamilton Parkway. Pedestrian and bicycle access could be from both North Hamilton Parkway and Main Gate Road.
- **Ignacio Wye Site** - The Ignacio Wye site is located at Mile Post 25.8 near Highway 37, in the triangle of rail tracks formed by the intersection of the north-south rail line that generally parallels Highway 101, and the east west line that generally parallels Highway 37. The site is

composed of several parcels under Caltrans, SMART and private ownership. The station would be accessed from the east side of the SMART rail line from Marsh Drive using an existing private crossing over the tracks that form the north leg of the Wye.

Additional Phase 1 Bicycle/Pedestrian Pathway. Additional bicycle/pedestrian pathway segments may be considered for development in Phase 1 (rather than Phase 2) of the SMART project. The proposed pathway, which would parallel the SMART rail line, is described in detail in the SMART 2006 Draft EIR. Phase 1 of the pathway was analyzed in the SMART 2006 EIR; Phase 2 was not part of the proposed project due to the need for funding and implementation by other jurisdictions (cities or counties) and potential requirements for additional right of way acquisition not otherwise required for the SMART project. SMART will evaluate portions of Phase 2 where conditions have changed and/or segments of Phase 2 can be moved forward expeditiously with the full project.

Revised Cumulative Effects Scenario. On July 10, 2007, the North Coast Railroad Authority (NCRA) issued a Notice of Preparation to prepare an EIR for resumption of freight service, which would take place on the portion of the SMART project corridor between Cloverdale and Highway 37. Although the SMART Draft and Final EIR analyzed cumulative freight operations based on then current information provided by NCRA, new information indicates that there may be more freight traffic than what was analyzed in the SMART EIR. Based on this new information, SMART will analyze a modified cumulative rail operations scenario to ensure that all potential cumulative impacts are addressed.

PROBABLE ENVIRONMENTAL EFFECTS

The purpose of the Supplemental EIR is to fully disclose the environmental consequences of the above-listed new and/or modified project components, within the context of the overall SMART passenger rail project. The supplemental EIR will examine the extent to which the modified project components and cumulative scenario result in changes in the significance and/or severity of temporary, long-term and cumulative environmental impacts, relative to the findings in the SMART 2006 EIR. Potential measures to mitigate any significant impacts will also be identified.

Environmental issues to be analyzed in the Supplemental EIR include:

- Air emissions of the passenger rail operations, given the identified alternative vehicles (light DMUs), alternative station sites and addition of weekend passenger service;
- Air emissions of the revised cumulative rail operations (freight and passenger);
- Biological and cultural resource impacts at new alternative station sites and additional bicycle/pedestrian pathway segments;
- Transportation impacts associated with the new alternative station locations, added weekend service and revised cumulative impact scenario;
- Hydrological, geological and seismic hazard effects at the new alternative station sites;
- Hazardous materials effects at the newly identified alternative station sites;
- Noise & vibration impacts of the light DMU and of rail operations at the new alternative station sites;
- Noise and vibration impacts of the revised cumulative rail operations (freight and passenger);
- Energy use associated with the addition of weekend service and use of light DMUs instead of heavy DMUs, as well as cumulative energy use;

- Consistency of new alternative station sites with adopted land use policies and regulations;
- Changes in safety hazards related to both project and cumulative operations; and
- Visual quality effects at the new alternative station sites.

The SMART 2005 Draft EIR and 2006 Final EIR are available for review at the SMART District office (address listed above) and at the following locations:

Civic Center Library
3501 Civic Center Drive Room #414
San Rafael, CA 94903
(415) 499-6051

Santa Rosa Central Library
211 E Street
Santa Rosa, CA 95404
(707) 545-0831

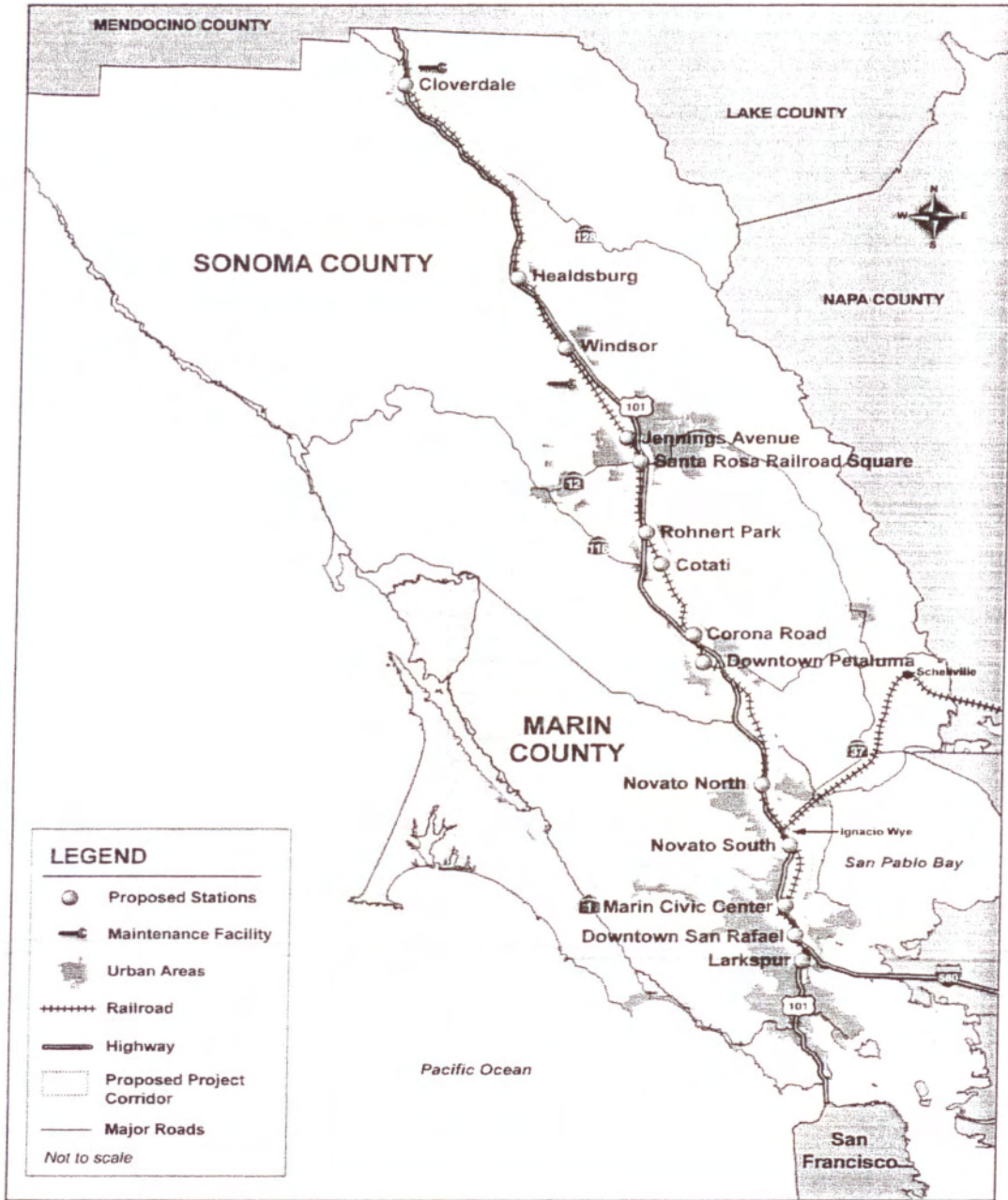


FIGURE 1 PROJECT CORRIDOR LOCATION

Table Ap.1-1. SMART Supplemental EIR Scoping Comments Summary

Environmental Issue / Project Component	Notes / Where Found in SDEIR
PROJECT DESCRIPTION / TRAIN OPERATIONS	
<ul style="list-style-type: none"> • Analyze 16 freight trains per day or 112 per week and possibility of more than 16 freight trains for proposed Humboldt Bay container port. • Address maximum number of freight trains and SMART trains possible in 24-hour period, length of trains, and timing. 	Section B.3
<ul style="list-style-type: none"> • Procedures for freight/passenger interaction in event of schedule conflicts, stalls, accidents. 	2005 DEIR Section 2.9 and SEIR Section C.6.5
<ul style="list-style-type: none"> • Analysis should take into account whether there are different standards for SMART vs. NCRA including : <ul style="list-style-type: none"> ○ NCRA phase 1 and phase 2 operations in relation to the proposed weekday and weekend operations of SMART ○ Extent to which SMART can control operational times of NCRA freight service to reduce cumulative impact of both services (such as only night service for NCRA) ○ Legal authority for such control by SMART, to avoid legal controversy with potential opposing groups ○ Whether SMART dispatch can regulate the time of operation of NCRA to night to minimize environmental impact or must only provide for safe operation during the day. 	Section B.3 and C.6.1
LIGHT DMUS	
<ul style="list-style-type: none"> • Availability and reliability of various Light DMU models, vehicle specifications, interior configuration, selection process, performance capabilities. • Comparison of vehicle life and replacement standards for a Light DMU vs. standard DMU or Biodiesel DMU. 	Section B.2. (Note: Light DMUs have just began operating, so long-term statistics are not available.)
<ul style="list-style-type: none"> • Signal and dispatch requirements, safety issues, time separation, Positive Train Control and other FRA requirements for light DMUs, effects on freight schedule and need for night operations. 	See Section C.6.5
AIR QUALITY	
<ul style="list-style-type: none"> • Fuel economy and emissions comparisons of light DMU, heavy DMU and biodiesel DMU. 	Section C.4.2
<ul style="list-style-type: none"> • Air quality impacts on nearby residents at home on the weekend. 	Section C.3.2
<ul style="list-style-type: none"> • Updated information on auto emissions and fuel efficiency. 	Section C.2.2
Alternative Station Sites <ul style="list-style-type: none"> • Emissions generated by travel to station by shuttle, local bus and autos. • Station proximity to high density population. 	Section C.5

Table Ap.1-1. SMART Supplemental EIR Scoping Comments Summary

Environmental Issue / Project Component	Notes / Where Found in SDEIR
<p>Cumulative Impacts (freight and passenger)</p> <ul style="list-style-type: none"> • Daytime vs. nighttime impacts of diesel fumes on nearby residents. • Air pollution impact of automobile delays at at-grade crossings. • Greenhouse emissions of rail v. truck. • Impacts of freight, passenger, trucks, buses, autos and shuttles, each adjusted for mode split. • Types of locomotives assumed for use by NCRA. State and/or federal regulations addressing upgrades to that equipment. • Freight emissions from loading and unloading operations, idling, switching operations. 	Section C.6.3
BIOLOGICAL RESOURCES	
<p>New Alternative Station Sites</p> <ul style="list-style-type: none"> • Impacts on vegetative habitats (grassland, woodland, wetland, etc.) and tidal habitat. • Special status migratory and resident wildlife species. 	Section C.5
<p>Cumulative impacts (freight and passenger)</p> <ul style="list-style-type: none"> • Impacts on night-dwelling wildlife species e.g. owls, rodents, coyotes, etc. • Impacts on wildlife such as clapper rail and other species that depend on sound for pair bonding or hunting. • Impacts on species that depend on creek habitats. 	Section C.6.6 and 2005 DEIR, Section 3.9
CULTURAL RESOURCES	
<p>New alternative station sites</p>	Section C.5

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Environmental Issue / Project Component	Notes / Where Found in SDEIR
TRANSPORTATION IMPACTS	
New Alternative Station Locations	Section C.5
<ul style="list-style-type: none"> • Shuttle routes. • Compare Atherton (N. Novato) w/Hamilton, & downtown. • Relation to future Marin Transit District Bus Transfer Facilities. • Ridership estimates for each site; impact on ridership projections in FEIR. • Impact of existing Hamilton shuttle. • Northbound commuters. • Connectivity to ferry and other modes. • Parking. • Level of Service, traffic safety impacts at the intersections around stations. • Impacts of connecting buses and shuttles. Number of stoplights to each location could affect number of bus bays needed, or whether community will support site. • Allow flexibility in exactly where the station will be located. • TOD impacts. • Ignacio Wye site safety problems and delays. 	
<ul style="list-style-type: none"> • Construction related impacts on transportation. 	Addressed in 2006 FEIR
Weekend Service	Section C.3.1
<ul style="list-style-type: none"> • Parking • Weekend ridership and types of passengers using weekend service (tourists, commuters). • Effects on weekend ridership of regional bus service. • How many train riders are expected to drive alone to station and park? How many dropped off? How many will use transit? Carpool to stations? Walk? Bike? • Identify whether weekend feeder bus service is planned • Connecting transit service for important off-line weekend transit generators • Weekend shuttle service. • Connectivity to ferry and other modes of transit 	
<ul style="list-style-type: none"> • Analyze passenger total trip (distance/mode to boarding train & distance/mode at destination) • Relationship between NCRA excursions & SMART weekend trips. 	Not within scope of SEIR. NCRA Excursions not proposed

Table Ap.1-1. SMART Supplemental EIR Scoping Comments Summary

Environmental Issue / Project Component	Notes / Where Found in SDEIR
<ul style="list-style-type: none"> • Effects of weekend service on train maintenance schedule. 	Not a significant issue
<ul style="list-style-type: none"> • On-board bicycle storage adequacy /safety. 	See 2006 FEIR
<ul style="list-style-type: none"> • Proposed weekend schedule. 	Section B.2.1
<p>Cumulative Transportation Impacts (freight and passenger)</p> <ul style="list-style-type: none"> • Detailed cumulative impact analysis of increased freight operations. • Crossing times of freight trains. • At-grade crossing impacts. • Traffic congestion caused by the operation of freight trains in Novato and Sonoma County. • Impact of night freight operations. 	Section C.6.2
<ul style="list-style-type: none"> • Evaluate the feasibility of positive train control 	Section C.6.5 (Note that feasibility study is not within scope of SEIR)
<ul style="list-style-type: none"> • Include impacts of freight service for SMART's entire line, extending south to the potential Larkspur station. 	Section C.6.1
<ul style="list-style-type: none"> • Evaluate service limitations/potential on passenger service due to single track line shared with freight, including impacts on freight startup and future freight use increases. 	Section c.6.1 and 2006 FEIR Master Response P
HYDROLOGICAL, GEOLOGICAL AND SEISMIC HAZARDS	
<p>New Alternative Station Sites</p> <ul style="list-style-type: none"> • Flooding and levee safety at Novato Creek crossings; hydraulic and geotechnical analysis to examine risk of levee failure and water quality and wetland impacts on adjacent lands associated with this type of failure. • Will existing drainage patterns be altered by the project, or will the project contribute to watercourse sedimentation? • Maintenance of bridges and drainage structures should be addressed. 	Not within scope of SEIR. The revised project components do not trigger changes in hydrological conditions at creek crossings. See 2006 FEIR regarding maintenance and hydrology impacts.
HAZARDOUS MATERIALS	
<ul style="list-style-type: none"> • Historical uses of alternative station sites. 	See Section C.5
NOISE AND VIBRATION	
<ul style="list-style-type: none"> • Light DMUs versus Heavy DMU impacts 	Section C.4.4

Table Ap.1-1. SMART Supplemental EIR Scoping Comments Summary

Environmental Issue / Project Component	Notes / Where Found in SDEIR
New Alternative Station Locations <ul style="list-style-type: none"> • Impacts on Novato Community Hospital. 	Station sites are not near the hospital
Weekend Use <ul style="list-style-type: none"> • Impacts on activities adjacent to ROW that are unique for weekends • Noise impacts on residents who live near tracks who are at work during the week, but now home on weekends. 	Section C.4.4
Cumulative Noise Impacts (freight and passenger) <ul style="list-style-type: none"> • Nighttime impacts of freight operations • At-grade crossings in which freight horns are likely to have significant impacts. • Quiet zones. • Freight noise vs. truck noise. • Noise associated with freight operations where there is no at-grade crossing • Noise and vibration impacts of freight trains waiting to cross Petaluma River. • Possible squealing of freight train wheels due to track design for light DMUs. • Noise impacts on property values. • Impacts of noise and vibration of daytime freight operation separately from impacts of nighttime freight on nearby residents. • Which residences (by address) are likely to be impacted by train horns? • Noise impacts on TODs. 	Section C.6.4 (Note: See FEIR regarding train horn impacts and quiet zones). 2006 FEIR Master Response T addresses property values.
ENERGY USE	
Weekend Service <ul style="list-style-type: none"> • Energy consumption for all trips, including shuttles, charter bus operations, and auto. 	Section C.3.3
Light DMUs <ul style="list-style-type: none"> • Fuel efficiency of light DMUs 	Section C.4.3
Cumulative Energy Use <ul style="list-style-type: none"> • NCRA equipment assumptions. • Savings from using trains rather than trucks. • Energy consumption from switching operations. 	Section C.6.4
<ul style="list-style-type: none"> • Updated information on auto fuel efficiency 	Section C.2.5

Table Ap.1-1. SMART Supplemental EIR Scoping Comments Summary

Environmental Issue / Project Component	Notes / Where Found in SDEIR
CONSISTENCY WITH ADOPTED LAND USE POLICIES AND REGULATIONS	
New alternative station locations	Section C.5.3
<ul style="list-style-type: none"> • Hamilton station location in relation to Hamilton Master Plan 	
Weekend Service	Section E.2
<ul style="list-style-type: none"> • Weekend service impact on growth. 	
Cumulative impacts (freight and passenger)	Project is consistent.
<ul style="list-style-type: none"> • Consistency with relevant policies of 2005 Marin Countywide Plan Update. 	
<ul style="list-style-type: none"> • Impact on Marin Airport Master Plan (Gross Field) runway extension work. 	Not a significant issue.
SAFETY HAZARDS	
New alternative station locations	Section C.5
<ul style="list-style-type: none"> • Safety at stations • Bicycle, pedestrian, handicapped crossing-safety issues. • Close proximity of stations to parks (Hamilton/Main Gate Road) 	
Weekend Use	Section C.3.5
<ul style="list-style-type: none"> • Increased hazards due to increased pedestrian/bicycle use on weekends. 	
Light DMUs	Section C.4.5 and C.6.5
<ul style="list-style-type: none"> • Safety performance of Light DMUs. • Light DMUs mixing with freight. 	
Cumulative Impacts (freight and passenger)	Section C.6.5
<ul style="list-style-type: none"> • Forecast accident rates, derailments, safety impacts on transportation; address emergency planning and Emergency vehicle response times. 	
VISUAL QUALITY	
<ul style="list-style-type: none"> • Evaluate impacts at new alternative station locations and prepare photosimulations. 	Section C.5

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Environmental Issue / Project Component	Notes / Where Found in SDEIR
PUBLIC FACILITIES	
Weekend Service <ul style="list-style-type: none"> • Impacts of riders on capacity of public facilities, such as restroom use, etc. 	Not a significant issue
RECREATION	
Weekend Service <ul style="list-style-type: none"> • Impacts on weekend events adjacent to ROW. 	Section C.3.4
GROWTH INDUCING IMPACTS	
<ul style="list-style-type: none"> • Growth inducing impacts in Marin and Sonoma County. 	See Section E.2 and 2005 DEIR Section 5.3
PROJECT COSTS	
<ul style="list-style-type: none"> • Provide up-to date assessment of all project costs. • Cost sharing between SMART and NCRA should be evaluated. • Cost comparisons among light DMU, regular DMU and Biodiesel DMU. • Energy costs of aluminum in light DMU • Quiet zone funding, weekend service funding for operations and staffing, energy costs and availability. • Describe total ridership impacts if SMART maintains same cost base as described in FEIR. 	Costs are not within the scope of the SEIR, but will be addressed separately in the Financial Plan.
SELECTION OF THE SOUTH NOVATO STATION	
<ul style="list-style-type: none"> • The Wye site should be dropped from consideration. • Need to expand scope of downtown potential station sites to include essentially all of downtown. We've heard about Olive Ave. being relevant, you ought not to limit it. • Can the SMART Board select a site against the Novato City council's desire? • Exclude Los Robles as a site for consideration. • If no station is located in south Novato, what will be the net ridership impacts? • Will the station location be determined prior to a potential 2008 ballot measure? • Make the stations as "green" as possible. 	Questions about selection process and timing are not within the scope of the SEIR. See Section B.2.3 regarding selection of station sites.

Table Ap.1-1. SMART Supplemental EIR Scoping Comments Summary

Environmental Issue / Project Component	Notes / Where Found in SDEIR
NCRA/SMART OPERATING AGREEMENT	
<ul style="list-style-type: none"> • Request specific information about agency roles and responsibilities in Operating Agreement between SMART and NCRA • Maximum length of freight train to be allowed under the new Operating Agreement. 	The operating agreement is not part of the SEIR analysis
COMMENTS RELATED TO PREVIOUS EIR	
<ul style="list-style-type: none"> • Respond to previous comments and correct deficiencies with this SEIR • Extension to Larkspur and ferry should be a later phase of the project. • Larkspur parking issues; re-examine the need for parking at this location; SMART/GGBHTD agreement for use of Larkspur Landing for weekend parking. • Reverse commute from Marin to Sonoma needs to be studied. • Clearly demonstrate benefits to Marin. • Model long-term growth patterns and impacts of SMART project. • The ridership analysis must be revised; compute SMART's impact on other transit systems. • Remove ferry/rail connection at Port Sonoma. • Traffic Flow: relocate downtown San Rafael Station. • Develop a detailed plan for crossing Anderson Drive. • Expand study of transit system connectivity options. • Shuttle System Operation: Revise routes to better serve Marin residents commuting to Sonoma. • Specify that ballast and sub-ballast for track upgrade and repairs be obtained in ways which minimize negative environmental impacts. • Publish Build-out by Segment. SMART makes such a statement to MTC and this information should be made public. • Safety structure • Effect of railroad maintenance activity on bike path operations. • Availability of biodiesel fuel. 	Not within scope of SEIR. See SEIR Part A regarding purpose and scope of SEIR. Many of these issues were addressed in the 2005 DEIR and 2006 FEIR and do not change with the project revisions analyzed in the SEIR.
<ul style="list-style-type: none"> • Ridership analyses should be updated in view of new freight figures and advances in widening Hwy101 both in San Rafael and north of Novato. • Work with local agencies and the public to resolve knotty issues as station location, adequate parking, noise and traffic flow mitigations. 	Not within scope of SEIR (Note: ridership estimates in 2006 FEIR did incorporate future Highway 101 widening)

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Environmental Issue / Project Component	Notes / Where Found in SDEIR
OTHER ALTERNATIVES TO PROJECT	
• Connect with development of streetcar system for Marin and Sonoma Counties.	Not within scope of SEIR
• Roll train into ferry to S.F., roll trains off boat in S.F. onto Market St. tracks.	Not within scope of SEIR
• Consider weekend service alternatives using bus operations and shuttles.	Part D
• Hamilton—consider combining operations with Marin Airporter which is adjacent to track. • One track is limiting, so use SMART trains as far south as Ignacio, then change to buses (single lane in commute direction), then return buses on the regular road.	Not within scope of SEIR
• Put the track around Novato instead of having it go through.	Not within scope of SEIR
• Use of double-decker units.	Not within scope of SEIR
• Other power sources, including electric, hybrid, cell technology.	Not within scope of SEIR
NCRA FREIGHT OPERATION ISSUES	
<ul style="list-style-type: none"> • Impacts if NCRA is operational, and SMART is not operational - maximum number of freight trains that could operate during weekday and siding configurations. • Issues raised to NCRA for study in their EIR (8/27/07). • Impact on air pollution and global warming from the additional growth induced by freight • Freight portion should include odors from hauling garbage and dust from hauling rock. • Develop costs for dust collecting equipment at railcar loading facilities, and will costs affect potential freight customers. • Impact of freight trains on emissions should consider that future quarry material and containers from Eureka. • Impact of reconnection to Island Mountain Quarry. • Operational plans for the bridge across Petaluma River at Black Point. • Truck traffic resulting from full range of NCRA freight trips. • Growth impacts on Sonoma and Marin counties of rail serving container port in Humboldt Bay. • Energy use comparisons of freight from Humboldt Bay vs. freight from Oakland. • Impact of freight on Transit Oriented Development. 	Not within scope of SEIR. See Section C.6.1 regarding scope of cumulative impact analysis.

Table Ap.1-1. SMART Supplemental EIR Scoping Comments Summary

Environmental Issue / Project Component	Notes / Where Found in SDEIR
BIKE-PEDESTRIAN PATHWAY ISSUES	
<ul style="list-style-type: none"> • Acquisition of land for bicycle connector pathways. • of the bicycle/pedestrian pathway and show how they interact with the previous Phase 1 proposal. • Pathway impacts in tidal flats and marsh areas, such as the Petaluma ancient marsh. • Include 2.7 miles of Phase 2 bike lanes in the SEIR to provide connections that currently do not exist, and map the new segments. • Air quality on new bicycle /pedestrian pathway segments. • Noise impacts on new bicycle/pedestrian pathway segments. • Habitat and wildlife impacts. 	<p>See Section D.1.2. Changes/additions to the pathway are not included in the SEIR analysis.</p>
<ul style="list-style-type: none"> • Maintenance of pathways. 	<p>See 2006 FEIR</p>