CHAPTER 7.0 RESPONSE TO COMMENTS ON THE DRAFT EIS/EIR

7.1 INTRODUCTION

The Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Project was circulated to the public for comment over a 54-day review period that concluded on September 29, 2014. Appendix P of the Final EIS/EIR contains all comments received on the Draft EIS/EIR during the public review period, as well as the responses to these comments. Responses to comments are cross-referenced in a table at the beginning of Appendix P to allow commenters to easily locate the response to their comment. Under the requirements of NEPA as outlined in 40 CFR 1503.4(a) and 23 CFR 771.125, the Final EIS shall include discussion of substantive comments on the Draft EIS and responses thereto, summarize public involvement, and describe the mitigation measures that are to be incorporated into the proposed action. Under CEQA, Section 15088(c) of the CEQA Guidelines describes the evaluation that is required in the response to comments:

> *The written response shall describe the disposition of significant environmental issues raised (i.e., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be a good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.*

In order to comply with Section 15088(c) of CEQA, reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental issues. Generally, the responses to comments provide explanation, clarification, or amplification of information contained in the Draft EIS/EIR. All comments and responses to comments are included in the Final EIS/EIR and will be considered by the SANBAG Board of Directors prior to certification and in any approval of the Project.

In responding to comments, CEQA and NEPA do not require a Lead Agency such as SANBAG and FTA to conduct every test or perform all research, study, or experimentation recommended or requested by commenters. Rather, a Lead Agency need only respond to significant environmental issues and does not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIS/EIR (CEQA Guidelines §15204). Further, disagreement among experts regarding conclusions in the EIR is acceptable, and exhaustive treatment of issues is not required (CEQA Guidelines §15151).

7.2 COMMENTS RECEIVED ON THE DRAFT EIS/EIR

Sixty-seven (68) comments letters were submitted on the Draft EIS/EIR consisting of 431 individual comments. Table 7-1 lists the comments received on the Draft EIS/EIR. Each commenter has been assigned an identification (ID) code, as shown in Table 7-1 (i.e., for United States Environmental Protection Agency, the code is USEPA). In addition, each individual comment made by the commenter has been assigned a tracking number. Therefore, each

individual comment received has a commenter ID and comment tracking number (e.g., USEPA-1, USEPA-2, etc.). Responses are provided for each individual comment received in Appendix P. Appendix P includes each of the comment letters received followed by responses to the comments contained in each letter. In addition, transcripts from the public meetings are also included in its entirety, followed by responses to the public comments received.

Table 7-1. Comments Received on the Draft EIS/EIR

Letter No.	Commenter	Comment Type[1]	Date Received	Response Section and Coded Responses
Federal Agency				
USEPA-1	U.S. Environmental Protection Agency	Letter	9/25/2014	2.2.1 (USEPA-1 to USEPA-4)
USDOI-1	U.S. Department of the Interior	Letter	9/29/2014	2.2.2 (USDOI-1)
State Agency				
CAHSR-1	California High Speed Rail Authority	Letter	9/26/2014	2.3.1 (CAHSR-1)
CDFW-1	California Department of Fish and Wildlife	Letter	9/29/2014	2.3.2 (CDFW-1 to CDFW-8)
OPR-1	Governor's Office of Planning and Research	Letter	9/30/2014	2.3.3 (OPR-1 to OPR-3)
Local Agencies				
LL-1	Jarb Thaipejr, City of Loma Linda	Letter	9/17/2014	2.4.1 (LL-1 to LL-3)
REDLANDS-1	Chris Diggs, City of Redlands	E-mail	9/8/2014	2.4.2 (REDLANDS-1)
REDLANDS-2	Don Young, City of Redlands	Letter	9/29/2014	2.4.3 (REDLANDS-2 to REDLANDS-35)
SBCPW-1	Sundaramoorthy Srirajan, San Bernardino County Department of Public Works	Letter	9/22/2014	2.4.4 (SBCPW-1 to SBCPW-8)
SB-1	Robert Eisenbeisz, City of San Bernardino	E-mail	9/25/2014	2.4.5 (SB-1)
Individuals and Organizations				
AREFFI-1	Patrick Areffi	Comment card	9/9/2014	2.5-1 (AREFFI-1 to AREFFI-5)
BATY-1	Jonathan Baty	E-mail	9/8/2014	2.5-2 (BATY-1 to BATY-9)
BELL-1	D. Bell	Comment card	9/4/2014	2.5-3 (BELL-1)
BELTZ-1	Renate Beltz	E-mail	9/28/2014	2.5-4 (BELTZ-1 to BELTZ-10)
BERRY-1	John Berry	E-mail	9/26/2014	2.5-5 (BERRY-1 to BERRY-4)
BOTTS-1	Robert Botts	E-mail	8/12/2014	2.5-6 (BOTTS-1.1 to BOTTS 1. 4)
BOTTS-2	Robert Botts	Letter	8/25/2014	2.5-7 (BOTTS-2.1 to BOTTS-2.25)
BOTTS-3	Robert Botts	E-mail	9/6/2014	2.5-8 (BOTTS-3.1 to BOTTS 3.3)
BOTTS-4	Robert Botts	E-mail	9/9/2014	2.5-9 (BOTTS-4.1 to BOTTS 4.9)

Table 7-1. Comments Received on the Draft EIS/EIR

Letter No.	Commenter	Comment Type[1]	Date Received	Response Section and Coded Responses
BRITTAIN-1	Gregory Brittain	Letter	9/30/2014	2.5-10 (BRITTAIN-1 to BRITTAIN-20)
BROWER-1	Sandra J. Brower (Higgs, Flectcher & Mack)	Letter	9/25/2014	2.5-11 (BROWER-1.1 to BROWER-23)
BROWER-2	Sandra J. Brower (Higgs, Flectcher & Mack)	E-mail	9/26/2014	2.5-12 (BROWER-2.1 to BROWER-2.2)
CAGL-1	California Gas and Liquor (Mike Polsky)	E-mail	8/5/2014	2.5-13 (CAGL-1 to CAGL-2)
CHANDLER-1	Evelyn Chandler	E-mail	9/30/2014	2.5-14 (CHANDLER-1 to CHANDLER-4)
CORONADO-1	Katherine Coronado	Comment card	9/4/2014	2.5-15 (CORONADO-1)
CROWE-1	Samuel Crowe (Attorney at Law)	Letter	9/30/2014	2.5-16 (CROWE-1)
DILL-1	Monty Dill	Letter	10/1/2014	2.5-17 (DILL-1 to DILL-6)
EGAN-1	John G. Egan	Letter	8/27/2014	2.5-18 (EGAN-1.1 to EGAN-1.10
EGAN-2	John Egan	Oral comment	9/9/2014	2.5-19 (EGAN-2.1 to EGAN 2.5)
EGAN-3	John Egan	E-mail	9/28/2014	2.5-20 (EGAN-3.1 to EGAN 3.6)
FARQUHAR-1	William T. Farquhar	Comment card	9/4/2014	2.5-21 (FARQUHAR-1)
FRAME-1	Monica Frame	Comment card	9/4/2014	2.5-22 (FRAME-1)
FRANKE-1	Elizabeth Franke	Oral comment	9/4/2014	2.5-23 (FRANKE-1)
GLASER-1	Stacy Glaser	E-mail	9/26/2014	2.5-24 (GLASER-1 to GLASER-4)
GRAMES-1	George Grames	E-mail	9/26/2014	2.5-25 (GRAMES-1.1 to GRAMES 1.9)
GRAMES-2	George Grames	Letter	9/29/2014	2.5-26 (GRAMES-2.1 to GRAMES 2.9)
GRENDA-1	Donn Grenda	Comment card	9/4/2014	2.5-27 (GRENDA-1.1 to GRENDA 1.9)
GRENDA-2	Donn Grenda	E-mail	9/4/2014	2.5-28 (GRENDA-2121 to GRENDA 2.12)
GRENDA-3	Donn Grenda	Letter	9/5/2014	2.5-29 (GRENDA-3.1 to GRENDA 3.4)
GRENDA-4	Donn Grenda	E-mail	9/30/2014	2.5-30 (GRENDA-4.1 to GRENDA 4.7)
HAMMOND-1	James Hammond	Comment card	9/4/2014	2.5-31 (HAMMOND-1.1 to HAMMOND 1.3)
HAMMOND-2	James Hammond	E-mail	9/8/2014	2.5-32 (HAMMOND-2.1 to HAMMOND 2.4)

Table 7-1. Comments Received on the Draft EIS/EIR

Letter No.	Commenter	Comment Type[1]	Date Received	Response Section and Coded Responses
HARRIS-1	M. Harris	E-mail	9/9/2014	2.5-33 (HARRIS-1)
HATFIELD-1	Bill Hatfield	E-mail	9/24/2014	2.5-34 (HATFIELD-1 to HATFIELD-9)
IEBA-1	Inland Empire Biking Alliance	Letter	9/28/2014	2.5-35 (IEBA-1 to IEBA-16)
KARSTENSEN-1	Cecil Karstensen	Comment card	9/4/2014	2.5-36 (KARSTENSEN-1)
KOGEL-1	Deanna Kogel	E-mail	9/27/2014	2.5-37 (KOGEL-1.1 to KOGEL 1.3)
KOGEL-2	Frank Kogel	E-mail	9/28/2014	2.5-38 (KOGEL-2.1 to KOGEL 2.4)
LEONARD-1	Larry Leonard	E-mail	9/21/2014	2.5-39 (LEONARD-1 to LEONARD-10)
LOPEZ-1	Rosa Lopez	Oral comment	9/4/2014	2.5-40 (LOPEZ-1)
MADAI-1	Tamara Madai	E-mail	9/29/2014	2.5-41 (MADAI-1 to MADAI-7)
MCCANN-1	Aaron McCann	E-mail	9/21/2014	2.5-42 (MCCANN-1 to MCCANN-4)
MILLS-1	John Mills	Comment card	9/4/2014	2.5-43 (MILLS-1 to MILLS-3)
MOORE-1	Cheryl Moore	Oral comment	9/9/2014	2.5-44 (MOORE-1 to MOORE-3)
NASH-1	John F. Nash	E-mail	9/23/2014	2.5-45 (NASH-1 to NASH-3)
NIELSON-1	Lucy Nielson	Oral comment	9/4/2014	2.5-46 (NIELSON-1 to NIELSON-9)
PARKER-1	Victor M. Parker, Sr.	Comment card	9/4/2014	2.5-47 (PARKER-1)
PETERSON-1	Sandra Peterson	E-mail	8/26/2014	2.5-48 (PETERSON-1 to PETERSON-4)
RALEY-1	Tony Raley	E-mail	9/26/2014	2.5-49 (RALEY-1.1 to RALEY-1.7)
RALEY-2	Tony Raley	Letter	9/26/2014	2.5-50 (RALEY-2.1 to RALEY 2.7)
ROCK-1	James and Julie Rock	E-mail	9/27/2014	2.5-51 (ROCK-1 to ROCK-7)
SPARKS-1	Wayna Sparks	Oral comment	9/9/2014	2.5-52 (SPARKS-1 to SPARKS-6)
SUMPTER-1	Dan Sumpter	E-mail	9/29/2014	2.5-53 (SUMPTER-1 to SUMPTER-6)
VALERIE-1	Valerie	E-mail	9/26/2014	2.5-54 (VALERIE-1 to VALERIE-3)
VERSTEEG-1	Jim VerSteeg	Comment card	9/4/2014	2.5-55 (VERSTEEG-1 to VERSTEEG-2)
WALTERS-1	Andrew M. Walters	Letter	9/25/2014	2.5-56 (WALTERS-1 to WALTERS-21)

Table 7-1. Comments Received on the Draft EIS/EIR

Letter No.	Commenter	Comment Type[1]	Date Received	Response Section and Coded Responses
WONG-1	Sam Wong	E-mail	9/6/2014	2.5-57 (WONG-1.1 to WONG1.5)
WONG-2	Sam Wong	E-mail	9/28/2014	2.5-58 (WONG-2.1 to WONG-2.12)

7.3 SUMMARY OF COMMENTS RECEIVED ON THE DRAFT EIS/EIR

A brief summary of the public comments that were received, organized by key topic areas, is provided below:

- **At-Grade Crossing Closures** – Many comments expressed concerns relating to closures at existing at-grade crossings (emphasis on D Street in San Bernardino and 7th and 9th in Redlands).
- **Ridership** – Several comments had questions regarding the Project's anticipated ridership.
- **Project Cost** – Several commenters were interested in the Project's estimated construction and operational costs. Several comments had questions of whether the cost estimate incorporates any costs of financing the project. Several comments were interested in understanding private funding sources that may become involved.
- **Stations** – Several commenters requested an additional station stop at California Street. Several comments also requested a reduction in the number of stops currently proposed.
- **Train Noise** – Many comments expressed concerns related to train noise and how individuals should interpret the noise analysis, methods used, and thresholds applied. Several comments requested additional information on the proposed quiet zone mitigation.
- **Vibration** – Several comments identified concerns related to construction and operational sources of vibration.
- **Acquisitions/Relocations** – Multiple comments inquired as to whether SANBAG would require a portion or all of their property in order to construct the Project.
- **Public Noticing** – A couple of the comments raised questions relating to project noticing and coordination under the NEPA and Section 106 process
- **Air Quality and Health Risk** – Several comments raised questions relating to the Project's air quality and health effects.
- **Historic Resources** – Several comments identified concerns related to the effects of the Project on the Redlands Santa Fe Depot Historic District

- **Public Safety** - Stakeholders articulated concern over Project operations due to its proximity to schools and the safe interaction between trains and vehicular/pedestrian traffic, particularly at grade crossings. Several commenters also noted concerns related to safety and security at the stations.
- **Traffic and Circulation** – Several comments expressed concerns related to the Project's operation and potential to result in increased congestion and traffic delay. Others comments on concerns about vehicle safety at the at-grade crossings and the potential for spill back. Some comments identified concerns related to intersection turning movements.
- **Visual Impacts** – A few comments raised concerns related to the visual effects of sound barriers and their potential to result in further separation of existing communities.
- **Non-Motorized Transportation** Facilities – Several comments identified concerns related to the integration of bicycle facilities and hazards where intersection widening is proposed.
- **Economic Development** - A few comments referenced the potential for transit to allow for enhanced economic vitality. Others expressed concern for the perceived potential loss of existing businesses along one or more of the proposed at-grade crossing closures. Concerns were also raised regarding changes in property values.

7.4 MASTER RESPONSES

Upon review of the comments received, common topics emerged and a Master Response was developed for these similar questions and comments. The purpose of a Master Response is to address broad issue areas where there was extensive public comment and to address the various comments in a comprehensive manner. Specifically, Master Responses are provided to address the following topics:

- Master Response 1: Train Noise Impact Methodology and Results
- Master Response 2: Mitigation for Train Noise
- Master Response 3: Quiet Zone Mitigation
- Master Response 4: Closures of Existing At-Grade Crossings
- Master Response 5: Projected Ridership
- Master Response 6: Project Cost
- Master Response 7: Vibration Assessment
- Master Response 8: Land Acquisition Requirements
- Master Response 9: Project Noticing
- Master Response 10: Air Quality and Health Effects
- Master Response 11: Effects to the Redlands Santa Fe Depot Historic District
- Master Response 12: Project Safety and Security
- Master Response 13: Traffic Circulation
- Master Response 14: Mill Creek Zanja
- Master Response 15: Property Values

Table 7-2. Master Responses to Comments Received on the Draft EIS/EIR

General Comment	Master Response
Master Response 1: Train Noise Impact Methodology and Results	
Several commenters had questions regarding the methodology applied in the Draft EIS/EIR for considering noise impacts resulting from the Project. Commenters also had questions relating to the interpretation of the noise analysis, the criteria used, and applying the results to their property of interest.	The Draft EIS/EIR evaluates Project-related noise impacts using models that follow methodologies contained in FTA's Transit Noise and Vibration Impact Assessment Manual (FTA Manual 2006) (see pages 3.6-10 through 3.6-13 of the Draft EIS/EIR). The noise impact criteria contained in FTA's Manual (2006) are based on the potential annoyance of project noise on people, and are not based on the potential audibility of a noise source. The noise impact criteria and descriptors depend on land use, designated either Category 1, Category 2, or Category 3. Category 1 includes uses where quiet is an essential element in their intended purpose, such as indoor concert halls, outdoor concert pavilions, or National Historic Landmarks where outdoor interpretation routinely takes place. Category 2 includes residences and buildings where people sleep, while Category 3 includes institutional land uses with primarily daytime and evening use such as schools, places of worship and libraries. The criteria are then used to define the resulting noise impact using a sliding scale in which there is greater potential for impact in areas where existing noise levels are quieter (i.e., rural areas) and less potential for noise impacts where existing noise levels are higher (i.e., suburban and urban areas) (see Figure 2-1 of Appendix H1 of the Draft EIS/EIR). Noise impacts in the Draft EIS/EIR were determined following FTA's noise criteria based on a comparison of existing noise levels to future noise levels with the addition of Project noise sources. Existing noise levels were determined throughout the corridor by taking direct field noise measurements at certain noise-sensitive receptors following FTA's methodology (see Table 3.6-2 of the Draft EIS/EIR). Noise measurements were taken at specific noise-sensitive locations near the alignment in the study area that were considered representative of conditions and were applied to several neighborhoods with similar noise sources (see Figures 3.6-3A and 3.6-3B of the Draft EIS/EIR). Specific measurement locations were then selected based on their physical relationship to existing noise sources, such as major roads. For project noise levels, all the noise sources during a train pass-by are combined to provide the noise model with a single reference noise level for a train pass-by. FTA methods take this single reference noise level and, using the number of trains per hours during daytime and nighttime, use it to compute either the peak hour noise level or the Ldn (Day and Night Level) noise level. The peak hour noise level is used to identify noise levels at places that are used primarily for daytime activities, such as schools and parks. The Ldn is used to identify noise levels at places with sleep-related activities, such as homes, apartments, hospitals, and hotels. The Ldn adds a 10-dBA penalty to the hours between 10 p.m. and 7 a.m. to account for people being more sensitive to noise during these hours. The steps described in the FTA Manual (2006) were used to evaluate the environmental effects of the Project. The FTA Manual (2006) identifies a screening procedure, a general noise assessment, and a detailed noise assessment. Under the noise screening procedure, the project type is identified (e.g.,

General Comment	Master Response
	commuter rail mainline, commuter rail station, light rail transit station, busway). In addition, Project-to-receiver screening distances are given in the manual for each type of project. Adjustments to the generic screening distances are then tailored to the Project using the methodology in Chapter 5, the FTA spreadsheet model and, where horns and warning bells are used (as is the case with the proposed Project), the FRA's horn noise model. Receivers within the indicated screening distance of the Project are identified and, if they exist within the screening distance, then that distance defines the study area for the detailed noise assessment. Receivers of interest were selected using the guidance provided in Chapter 6 and Appendix C of the FTA manual (see Figures 3.6-3A and 3.6-3B in Appendix H1 of the Draft EIS/EIR). The FTA detailed noise assessment method was used to quantify the Ldn noise levels at the identified receiver locations due to train operations on the rail alignment under the existing, with-Project, future-no-Project, and future-with-Project scenarios. For the with Project scenarios, the EIS/EIR considers four operational scenarios including: (1) locomotive with no quiet zones, (2) locomotive with quiet zones, (3) diesel multiple unit (DMU) without quiet zones, and (4) DMU with quiet zones. A DMU is a multiple-unit train powered by on-board engines and requires no separate locomotives as the engines are incorporated into one or more of the carriages. The modeling accounted for the number of trains anticipated to pass along the railroad corridor during daytime and nighttime hours (22 and 3 trains, respectively), the typical train speed along the railroad corridor (20 to 35 miles per hour), the typical future train consist (i.e., one engine and two cars), and the use of locomotive horns at crossings. A reference sound exposure level (SEL) value of 92 dBA was applied for the locomotive driven trainset. For the DMU vehicle option, a reference SEL value of 85 dBA was applied in the noise calculations. Additionally, wayside signal bells at crossings were accounted for as part of the detailed noise analysis (see page 5-1 of Appendix H1 of the Draft EIS/EIR). Figures 3.6-5A and 3.6-5B (Revised) of the Draft EIS/EIR illustrate the differences in noise impacts from the diesel locomotive and DMU for each of the modeled receivers in Appendix H1 and H2. Tables 3.6-6 and 3.6-7 of the Draft EIS/EIR summarize the pre- and post-post noise levels for receivers moderately and severely impacted by noise from the locomotive and DMU vehicle options. Table 6-1 of Appendix H1 of the Draft EIS/EIR provides the results of the rail noise modeling for all receiver locations under the locomotive vehicle option in the absence of mitigation (see Figures 6-1A through 6-1J of Appendix H1 of the Draft EIS/EIR). Table 1 in Appendix H2 provides the results of the rail noise modeling for all receiver locations under the DMU vehicle option in the absence of mitigation. As provided, the resulting noise levels under the DMU would be comparable to those of the locomotive as illustrated in Figures 6-1A through 6-1J of Appendix H1 of the Draft EIS/EIR in the absence of mitigation. Based on the identification of both moderate and severe noise impacts from train operations, SANBAG is proposing several mitigation measures to minimize operational-related, which are discussed under Master Response 2.

General Comment	Master Response
Master Response 2: Mitigation For Train Noise	
Several commenters expressed concerns relating to the types of noise mitigation available to reduce train-related sources of noise and methods being proposed by SANBAG.	Operational sources of noise associated with the Project-related train movements would include pass-bys, horns, warning signals, and wheel squeal at tight curves. The mitigation for train-related noise is multifaceted and the measures, in certain instances, have corresponding indirect effects that also require consideration. As provided in the Draft EIS/EIR (see pages ES-8 and 3.6-33), the Project would result in a permanent increase in ambient noise levels as a result of these noise sources associated with the proposed passenger train operations. Consistent with the FTA Manual (2006) as described in Master Response 1, mitigation measures proposed as part of the Project are focused towards mitigating moderate and severe noise impacts to Category 2 and 3 land uses that border the railroad corridor. SANBAG is proposing Mitigation Measure NV-3 (Quiet Zones) as the primary mitigation measure to mitigate the loudest source of noise (i.e., train horns) from the Project (See Master Response 3). Other noise mitigation measures proposed in the Draft EIS/EIR to address operational noise in addition to quiet zones include sound barriers (Mitigation Measure NV-4), rail lubricators at tight curves (Mitigation Measure NV-5), and building insulation (NV-7). Sound barriers in the form of solid walls were considered for the four operational scenarios discussed in Master Response 1. For the locomotive vehicle option, the sound barriers shown in Figure 8-2 and summarized in Table 8-2 of Appendix H1 of the Draft EIS/EIR would be required to mitigate moderate or severe impacts in the absence of quiet zones. In total, up to 23,910 linear feet of sound barrier would be required. With the implementation of quiet zones, the length of sound barrier required to mitigate for moderate and severe noise impacts is 10,740 linear feet and as shown in Draft EIS/EIR Appendix H1, Figure 8-3 and summarized in Table 8-3. The sound barriers required under each scenario are illustrated in Figures 2-1A and 2-1B and listed below: • Locomotive (no Quiet Zones): Sound barriers 1NQZ, 2NQZ, 3NQZ, 4NQZ, 5NQZ, 6NQZ, 7NQZ, 8NQZ, 9NQZ, 10NQZ, 11NQZ, 12NQZ, 13NQZ, 14NQZ, 15NQZ, 16NQZ, 17NQZ, 17A-NQZ, 17B-NQZ, 17C-NQZ, 18NQZ, 19NQZ, 20NQZ, 21NQZ, 22NQZ, and 23NQZ (see Table 8-2 and Figures 8-2A through 8-2H in Appendix H1 of the Draft EIS/EIR). • Locomotive (with Quiet Zones): Sound barriers 1WQZ, 2WQZ, 3WQZ, 4WQZ, 5WQZ, 6WQZ, 7WQZ, 8WQZ, 9WQZ, 10WQZ (see Table 8-3 and Figures 8-3A through 8-3F in Appendix H1 of the Draft EIS/EIR in Appendix H1 of the Draft EIS/EIR). With the integration of a DMU vehicle option and in the absence of quiet zones, the same sound barriers required for the locomotive vehicle option would be required to mitigate for moderate and severe noise impacts resulting from the DMU (see Table 2 and Figures 1A through 1H in Appendix H2 of the Draft EIS/EIR). However, as shown in Figures 2-1A and 2-1B, with the application of quiet zones the DMU vehicle option would eliminate all severe noise impacts and lessen the number and length of sound barriers to 5,900 linear feet. The barriers identified below would be required to mitigate the remaining moderate noise impacts:

General Comment	Master Response
	• DMU (with Quiet Zones): Sound barriers 1WQZ, 2WQZ (reduced), 3WQZ (reduced), 4WQZ (reduced), 5WQZ (reduced), 8WQZ, 9WQZ, 10WQZ (see Table 4 and Figures 2A through 2F in Appendix H2 of the Draft EIS/EIR). Although sound barriers would further reduce operational noise impacts, the direct and indirect impacts of their placement may outweigh their noise reduction benefits, which depending on the operational scenario (i.e., locomotives versus DMU), may be relatively minor and unnoticeable. For example, as provided in Table 4 of Appendix H2 of the Draft EIS/EIR, under the DMU vehicle option with quiet zone scenario, the exceedance of the threshold for moderate noise impacts at multiple receiver locations (e.g., Receivers 8, 13, 18, 61, and 68) would be 2 dBA or less. Given that the human ear is generally unable to detect a change of 3 dBA or less, the minor noise reduction offered by a sound barrier may not outweigh their other indirect impacts. Such indirect impacts may include, but are not limited to, the obstruction of views, concerns related to graffiti, further division of neighborhoods, and new land requirements as discussed in Sections 3.2 (pages 3.2-23 to 3.2-24 and 3.2-26 to) and 3.4 (pages 3.4-16 to 3.4-17) of the Draft EIS/EIR. In this context, sound barriers may not be constructed at or more locations given other extenuating circumstances as provided below: • Sound Barriers 2WQZ, 3WQZ, 4WQZ, 9WQZ, and 10WQZ: Each barrier is proposed to address an exceedance of the moderate noise impact threshold by 3 dBA or less. Given that this exceedance would barely perceptible to adjacent sensitive uses, with the selection of a DMU combined with the implementation of quiet zones, these barriers would not be constructed. • Sound Barrier 1WQZ: This barrier is proposed for Receiver #3, which is represented by three noise-sensitive sites. Based on the limited number of sites, building insulation is proposed for this receiver as opposed to a sound barrier (see MM NV-7). • Sound Barrier 5WQZ: This barrier is proposed for Receiver #22, which is represented by one noise-sensitive site. Based on the limited number of sites, building insulation is proposed for this receiver as opposed to a sound barrier (see MM NV-7). • Sound Barrier 8WQZ: This barrier is proposed for Receiver #41, which is represented by six noise-sensitive sites. Based on the limited number of sites, building insulation is proposed for this receiver as opposed to a sound barrier (see MM NV-7). To address rail squeal at tight curves, SANBAG proposed to implement two mechanisms: (1) optimization of the rail curvature during final design and construction, and (2) the application of rail lubricators at curves along the alignment. These measures are identified in Mitigation Measure NV-5 of the Draft EIS/EIR (see page 3.6-32). The mitigation requires the implementation of the two mechanisms above in order to achieve an acceptable level of squeal. Although there is no quantitative reduction in noise levels for curvature optimization or rail lubricators beyond their effect in reducing (or avoiding) rail

General Comment	Master Response
	squeal (see Table 6-12 of Appendix H1), rail squeal is a component of project-related train noise, which is evaluated according to noise impact criteria in the FTA Manual (2006 – see Master Response 1). In the Draft EIS/EIR (pages ES-8, 3.6-34, and 5-16), SANBAG acknowledges that the Project would result in a permanent increase in operational noise along the Project alignment. Notwithstanding this circumstance, SANBAG is committed to operating the Project in a manner that minimizes noise disruptions to adjacent uses to the maximum extent practicable. The selection of the DMU combined with the implementation of quiet zones are expected to be effective in achieving this goal. Additionally, through the implementation of the MOU (February 4, 2015), noise mitigation would be extended to all uses along the corridor as opposed to site-specific as in the case of sound barriers. Site-specific measures will be implemented where they would function effectively pending the approval of the affected properties. Additionally, once operational, SANBAG will respond to noise complaints and work will local owners to address their site-specific concerns on a case-by-case basis.
Master Response 3: Quiet Zone Mitigation	
Multiple commenters requested additional information and definition on quiet zones. Several commenters requested their implementation of quiet zones at locations not proposed in Mitigation Measure NV-3 including, but not limited to D Street in San Bernardino and Texas Street, Eureka Street, and Orange Street in Redlands.	To minimize Project-related train noise for all uses adjacent to SANBAG's right-of-way (ROW), including sensitive land uses (e.g., Category 2 and 3 uses), SANBAG proposes the implementation of quiet zones (see Draft EIS/EIR page 2-31) through the implementation of Mitigation Measure NV-3). Quiet zones are a means to reduce locomotive horn noise at at-grade crossings, which are also required under the Train Horn Rule (49 CFR Part 222), which requires locomotive engineers to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings. In a quiet zone, railroads have been directed to cease the routine sounding their horns when approaching public highway-rail grade crossings; although, train horns may still be used in emergency situations. Mitigation Measure NV-3 would require SANBAG to design the applicable at-grade crossing(s) for the application of quiet zones to reduce moderate noise impacts at 14 receivers representing 49 Category 2 lands uses and severe noise impacts at four receivers representing 11 Category 2 land uses for a locomotive driven trainset. Noise levels following the implementation of quiet zones for a DMU, would reduce moderate noise impacts at an additional 10 receivers representing 24 Category 2 land uses (73 total) and eliminate the remaining four severe noise impacts representing 14 Category 2 land uses (25 total) (see Figures 3.6-5A and 3.6-5B). As provided in the Draft EIS/EIR, the combined implementation of quiet zones and selection of a DMU vehicle provides the greatest practicable noise reduction compared to the other scenarios discussed in Master Response 2. The implementation of Mitigation Measure NV-3 would ultimately require the Cities of San Bernardino and the City of Redlands to adopt quiet zones at each of the designated locations. Following construction of the supplemental safety measures (SSMs), each jurisdiction would be required to complete the Quiet Zone Creation Process in accordance with the regulations, policies and procedures established by the Federal Railroad Administrations (FRA) in their Train Horn Final Rule as amended on August 17, 2006 (49 CFR Part 222). Therefore, the full implementation of the measures is in part the

General Comment	Master Response
	responsibility of the Cities of Redlands and San Bernardino. To facilitate completion of the Quiet Zone Creation Process, SANBAG has entered into a MOU dated February 4, 2015, with the Cities of Redlands and San Bernardino. To facilitate the implementation of a quiet zone and a corresponding absence in the routine sounding of the train horn, SANBAG is required to mitigate for the additional safety risks at the at-grade crossings. At a minimum, each public highway–rail crossing within a quiet zone must be equipped with active warning devices: flashing lights, gates, constant warning time devices (except in rare circumstances) and power out indicators. Additionally, in order for SANBAG and the Cities to create a quiet zone, one of the following conditions must be met: 1. The Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT) with or without additional safety measures such as SSMs or Alternative Safety Measures (ASMs). The QZRI is the average risk for all public highway-rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation's public highway-rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded. 2. The QZRI is less than or equal to the Risk Index with Horns (RIWH) with additional safety measures such as SSMs or ASMs. The RIWH is the average risk for all public highway-rail crossings in the proposed quiet zone when locomotive horns are routinely sounded. 3. Install SSMs at every public highway-rail crossing. SSMs are pre-approved risk reduction engineering treatments installed at certain public highway-rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures. As currently proposed in the MOU dated February 4, 2015, SANBAG would implement a quiet zone for the entire railroad corridor covering all at-grade crossings within each jurisdiction. In contrast, Mitigation Measure NV-3 would only require the implementation of quiet zones for at-grade crossings adjacent to Category 2 and 3 land uses (see Master Response 1). For this reason, the MOU is expected to achieve greater noise reduction benefits across the entire community as compared to the implementation of Mitigation Measure NV-3. SANBAG remains in the process of determining which of the above conditions it will pursue for implementing quiet zones for the Project consistent with the MOU. This decision will be influenced by the costs of the specific SSMs at each crossing and the number of crossings requiring SSMs, which will require additional engineering during the Project's final design. Once these details are developed, SANBAG will perform another diagnostic meeting with FRA, CPUC, and each city to facilitate their eventual implementation.

General Comment	Master Response
Master Response 4: Closures of Existing At-Grade Crossings	
Several commenters expressed opposition to the one or more of the proposed roadway closures at D Street in San Bernardino and 7th and 9th Streets in Redlands. Commenters indicated that the proposed closures would result in disruptions to their current business operations, such as re-routing truck deliveries and test drives.	SANBAG's right-of-way (ROW) traverses 30 existing roadway crossings. Two of these existing roadway crossings consist of grade separations at Interstate 10 (I-10). In addition, two roadway crossings (located at Bryn Mawr Avenue and New York Street) were officially closed before the consideration of the Project. Each at-grade crossing improved (or closed) as part of the Project would also include corresponding improvements to adjoining roadway segments, where required, to maintain safety for both motorized and non-motorized forms of transportation in accordance with California Public Utility Commission (CPUC) General Orders (see page 2-24 of the Draft EIS/EIR).. The public roadway closures proposed as part of the Project and analyzed in the Draft EIS/EIR include D Street, Stuart Avenue, 7th Street (pedestrian crossing), and 9th Street. Additionally, Hilda Street (adjacent to Arrowhead Road) is proposed for closure, Dorothy Street (east of Sierra Way) would be modified to become a one-way right turn out only roadway, and an existing licensed, private at-grade crossing that provides access to the Caliber Collisions business near New York Street would be closed. These modifications to the existing roadway network are proposed first and foremost to maintain safety for vehicles, pedestrians, and bicyclists during passenger train operations. The alternatives to full closure of these at-grade crossings along with SANBAG's basis for selecting or not selecting each is provided as follows • Full Grade-Separation: Given the limited width of the City's public right-of-way at these crossings (i.e., 30 feet or less), a grade-separated crossing at these locations would be infeasible in the absence of significant property acquisition. The scale of the improvements required for a grade-separation would extend well beyond the Project's construction footprint and could potentially require full takes of adjacent private property. For these reason, no grade-separations were proposed. • Partial Closures: A partial closure of the crossing is the next safest option to full closure whereby the crossing is closed to automobile traffic, but maintains pedestrian access. This type of crossing is proposed at 7th Street in Redlands to minimize the increase in pedestrian travel from north to south across SANBAG's right-of-way. . • Maintain At-Grade Crossing with SSMs: In lieu of a full closure, it is possible that SANBAG could implement additional SSMs at the proposed crossings to maintain a safe crossing environment. However, this requires additional risk calculations that would be performed in conjunction with the Project's final design in coordination with the respective cities. Based on the results of the traffic analysis provided in Appendix E of the Draft EIS/EIR and summarized in Section 3.3, the redistribution of traffic as a result of the proposed roadway closures would not change the current level of service at the adjacent roadway intersections. The modeling results are presented in

General Comment	Master Response
	Tables 3-1, 3-2, 4-2, 4-4, 5-2 and 5-4 in Appendix E of the Draft EIS/EIR. Although the closures would require changes in local business operations, including truck delivery routes, the results of the analysis indicate that the existing roadway network would continue to function similar to existing conditions (see Master Response 13). SANBAG has been and continues to be in frequent coordination with the California Public Utilities Commission (CPUC) as part of the Project's environmental review. Early in the process, in order to address public safety as part of the Project's conceptual engineering, SANBAG held field diagnostic meetings with the CPUC and both cities in December 2012. CPUC has provided SANBAG with multiple correspondence recommending the closure of the proposed at-grade crossings with safety as the principle consideration. Based on these considerations, the Draft EIS/EIR considered the full closures at each crossing (except at 7th Street) as the worst-case scenario. These crossings and closures will be subject to refinements during final design and coordination with the affected jurisdiction. As currently proposed, in addition to maximizing crossing safety, the closure of these at-grade crossings would also assist SANBAG and the cities in achieving the necessary risk index to facilitate quiet zones along the railroad corridor (see Master Response 3). If during the Project's final design SANBAG determines that one or more of the crossing can be maintained with SSMs (as opposed to full or partial closure) while still maintaining a satisfactory risk index, it may be possible to maintain the crossing. This would also include consideration of the safety of non-motorized transportation facilities for pedestrians and bicyclists. Prior to implementation, each closure with the exception of the private crossing between Alabama Street and New York Street would require approval from the CPUC, the Surface Transportation Board (STB), and the respective cities in which they are located. In conjunction with these final approvals for each crossing, a final decision will be made on whether to implement a full or partial closure or additional SSMs at each crossing proposed for closure.
Master Response 5: Projected Ridership	
Several commenters requested information on the Project's estimated ridership.	Ridership projections for existing conditions (2012), opening day (2018), and future conditions (2038) were calculated for the Project through the application of the San Bernardino Valley Focus Model (SBVFM). The SBVFM is a focused model derived from the Southern California Association of Governments (SCAG) regional model as documented in SCAG's 2003 Model Validation and Summary – Regional Transportation Model (January 2008). The model was used to produce travel forecasts and user benefits for future year conditions to assess future year transit ridership sensitivity along the Redlands Corridor (see Appendix C of the Draft EIS/EIR). The analysis provided in the Draft EIS/EIR considers ridership estimates that fall on the lower end of the range of potential ridership, so as not to overstate (or estimate) the Project's reductions in vehicle miles traveled (VMT). This has important implications for both the analysis of traffic and air quality and greenhouse gases. As indicated in Draft EIS/EIR Chapter 2 (Section 2.4.2.1 – Description of Passenger

General Comment	Master Response
	Rail Operations), ridership in the opening year is conservatively estimated at 820 daily riders and 1,330 daily riders in 2038. However, there is a strong possibility in future years that ridership demand will increase beyond these estimates, especially if any intensification in land use occurs along the railroad corridor in the future. As provided in Chapter 4, once the Project infrastructure is in place, up to 2,620 daily ridership trips could occur in future years (see page 4-16 and Table 4-2 of Appendix C in the Draft EIS/EIR), which in turn would result in further decreases in VMT from those originally considered in Sections 3.3 (Transportation) and 3.5 (Air Quality) of the Draft EIS/EIR. Additionally, if there is an increase in the number of stations or an increase in the service frequency, ridership could increase upwards of 6,100 (Table 4-2 in Appendix C of the Draft EIS/EIR), thereby incrementally adding to the Project's daily ridership and associated direct and indirect benefits as identified in Sections 3.2 (page 3.2-34) and 3.3 (page 3.3-32) of the Draft EIS/EIR.
Master Response 6: Project Cost	
Several comments requested information on the Project's construction and operational costs. Several comments also requested information on the anticipated sources of funding for the project as well as the cost of riding the passenger rail service.	As stated in Section 2.6 of the Draft EIS/EIR (page 2-60), the Project's estimated cost for construction is $202 million. The construction cost estimate is based on a pay-as-you go scenario and does not factor in potential interest payments from a scenario involving a construction loan. SANBAG developed the Project's construction cost in 2012 (see Appendix N of the Draft EIS/EIR). As a result and given the lapse in time since the development of the Project's initial cost, SANBAG expects some refinement in the cost estimate during final design and escalation of increases in the costs of some raw materials and the potential use of construction loans. Once operational, the cost to operate the service is estimated at $7.9 million annually (see pages 2-60 through 2-62 of the EIS/EIR). Additional details and breakdown of these costs is provided in Appendix N of the Draft EIS/EIR. The Project would be funded by a variety of federal, state, and local funds, including private funding sources for the New York Street and University of Redlands Stations. Funding from private entities remains undetermined and subject to future negotiations with the adjacent property owner(s). Federal funds being applied to the project are estimated at approximately $72 million. These funding sources are listed below: • Federal Transit Administration: State of Good Repair Rail; • Federal Transit Administration: Urbanized Area Formula Grant; • Federal Congestion Mitigation and Air Quality; • State Transit Assistance Fund – Population; • Measure I Senior & Disabled Transit Service: (8% of Valley subarea revenue); • Measure I Metrolink/Rail Service – For Rail Projects (8% of Valley subarea revenue); • Public Transportation, Modernization, Improvement, and Service Enhancement Account Program; and, • Prop 1B Security – Transit System Safety, Security, and Disaster Response Account.

General Comment	Master Response
	Passenger train operations over the long term would be funded through a combination of Measure I Metrolink/Rail Service and fare revenues; however, a fare structure has yet to be developed. It is important to note that if the Project is not implemented, SANBAG estimates the capital cost for the No Build Alternative at $30 million. These funds would be required to fund needed track and bridge upgrades to facilitate continued freight service consistent with SANBAG's purchase agreement with the Burlington Northern Santa Fe (BNSF) Railway.
Master Response 7: Vibration Assessment	
Several commenters expressed concerns related to Project-related vibration and vibration-related damage to structures, including those in close proximity to the rail alignment. Comments also expressed questions regarding the method of vibration assessment used in the EIS/EIR.	The FTA noise and vibration impact assessment methods identify categories of vibration-sensitive land uses (e.g., Land Use Category 1, 2 and 3) in FTA's Noise and Vibration Assessment Manual (2006). The vibration impact assessment is primarily intended to identify the potential for transit-based vibration that may interfere with: vibration-sensitive activities in buildings (Land Use Category 1), human annoyance where overnight sleep occurs (Land Use Category 2), and institutional and lands primarily used during daytime (Land Use Category 3). In assessing Project-related sources of vibration, the Noise and Vibration Technical Memorandum (TM) prepared in support of the EIS/EIR follows FTA's methods. According to the FTA (2006), when conducting a general assessment of vibration impacts, the type of vibration source (i.e., diesel locomotive or DMU) and the vibration propagation pathway characteristics are the most important criteria to consider. In terms of propagation pathway characteristics, the geologic substrate (i.e., bedrock verses alluvium) is a key component in the evaluation. Since vibration problems occur almost exclusively inside buildings, "the vibration levels inside a building are dependent on the vibration energy that reaches the building foundation, the coupling of the building foundation to the soil, and the propagation of the vibration through the building (FTA 2006)." The structural composition of the building in question affects vibration levels at the receiver. The general guideline is that the heavier a building is, the lower the response will be to the incident vibration energy (FTA 2006). As provided in FTA's Guidance, structural damage from vibration is rare and generally tied to unique circumstances, such as older historic structures and site geology, such as the presence of shallow bedrock or stiff clay soils (FTA 2006). As provided in Section 3.10 of the Draft EIS/EIR, the geologic conditions underlying the railroad corridor are comprised of alluvium of a relatively young in origin. Therefore, these types of shallow bedrock or stiff clay soil conditions that could propagate vibration are unlikely. Based on these geologic conditions, the vibration analysis assumes that ground-borne energy propagates normally through the soil (as opposed to efficient propagation). The Draft EIS/EIR Appendix H1 and H2 for the vibration calculations completed for the Project. Based on these existing conditions and circumstances, once operational and as provided in Table 6-5 of Appendix H1, the predicted vibration level from rail pass-bys at the Redlands Depot (and other contributing properties within the Redlands Santa Fe Depot Historic District) would be approximately 74 VdB; substantially lower than the corresponding damage criteria of 90 VdB. Analysis results indicate that the proposed Project has potential to cause severe vibration impacts (as defined by FTA) at multiple receiver locations during train pass-by events (see page 3.6-30 and

General Comment	Master Response
	Appendices H1 and H1 of the Draft EIS/EIR for additional detail). These are annoyance-based impacts, not structural damage impacts. To minimize these vibration annoyance impacts from train operations, SANBAG is proposing the placement of ballast matts or similar technologies per Mitigation Measure NV-5 in the Draft EIS/EIR. Further site-specific studies would be conducted during the final design process to determine the precise placement of these mitigation features along the ROW (see Mitigation Measure NV-5). Construction vibration impacts are considered separately (see pages 3.6-30 to 3.6-31 of the Draft EIS/EIR). Construction activities can also produce varying degrees of ground vibration depending on the equipment and methods employed and the soil conditions within the area. The analysis provided in Effect 3.6-2 of the Draft EIS/EIR, applies construction vibration levels associated with a vibratory roller (0.210 PPV at 25 feet). This type of equipment would be used in conjunction with construction activities in downtown Redlands, which includes historic structures (and the subject property). Based on criteria presented in FTA's Noise and Vibration Manual (2006) fragile buildings and extremely fragile buildings are potentially subject to damage when vibration exceeds 0.20 PPV (approximately 100 VdB at 25 feet) and 0.12 PPV (approximately 95 VdB at 25 feet), respectively. Analysis results indicate that the calculated vibration levels have potential to exceed the thresholds if construction activities occur within a distance of 25 feet from several fragile structures within the Redlands Santa Fe Depot Historical District. Therefore, Mitigation Measure CUL-1 is proposed to reduce vibration impacts. However, for most typical buildings along the railroad alignment such as residences or commercial buildings (1960s or newer), vibration levels would not have the potential for damage from vibration.
Master Response 8: Land Acquisition Requirements	
Multiple commenters expressed interest in knowing whether SANBAG required acquisition of their property to facilitate construction of the Project.	The Project primarily occurs within existing SANBAG right-of-way (ROW). In limited circumstances, the Project requires acquisition of new ROW along certain constrained sections of the existing railroad ROW, potentially at the layover site (west of California Street), and in areas near the proposed rail stations (see page 2-43 of the Draft EIS/EIR). The physical improvements associated with the Project may require up to 58 partial property acquisitions, up to 4 full property acquisitions, up to 31 roadway easements (roadway, temporary construction, sidewalk, utility, and alley vacations), and potentially two (2) business relocations. Both private and public properties could be affected by the Project. It is anticipated that the majority of properties affected would be subject to temporary construction easements (TCEs) (up to 60 properties), which may be established for appropriate lengths of time within the approximately 36-month construction period. Mitigation Measure LU-1 is proposed to mitigate this effect through compliance with Federal and State Relocation laws and minimizing the Project's land requirements through final design refinements. As identified in Draft EIS/EIR Section 3.2, Mitigation Measure LU-1 (page 3.2-39), SANBAG shall provide just compensation consistent with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act and California Relocation Act for properties to be acquired.

General Comment	Master Response
	Appendix D2 of the Final EIS/EIR provides a list of the property acquisitions and TCEs based on preliminary engineering for the Project. Appendix D2 was modified for the Final EIS/EIR to include the property addresses in addition to the property assessor parcel numbers as provided in the Draft EIS/EIR. The list of property acquisitions and TCEs is subject to revision pending the completion of final design refinements and implementation of Mitigation Measure LU-1 which may reduce the amount of property required for the Project.
Master Response 9: Project Noticing	
Several commenters stated that the public were not given sufficient notice of the Project by SANBAG.	The Project has been part of SANBAG's vision to expand public transit in San Bernardino County since the approval of Measure I in 1989 (and reauthorized in 2006) followed by the purchase of the right-of-way (ROW) from AT&SF (Santa Fe) Railroad in 1993. At each stage of the Project's development, SANBAG has solicited input from the public and public agencies starting with the Measure I 2010-2040 Strategic Plan (2009) and Long Range Transit Plan, Interim Project Report (2009). As detailed below and identified in Final EIS/R Chapter 6 (Section 6.6 – Public Information Meetings and Community Outreach), a total of nine public meetings have been held for the project; six of which were conducted during the formal NEPA/CEQA process. Since 2010, SANBAG has completed the following outreach activities to solicit feedback on the Project and provided the opportunity for public comment: Redlands Corridor Alternatives Analysis: • Public Meeting - City of Redlands - ESRI Café: September 13, 2010 Redlands Passenger Rail: • Public Meeting - City of Redlands - ESRI Café: May 11, 2011 • Public Meeting - City of San Bernardino – Santa Fe Depot: May 12, 2011 CEQA Notice of Preparation (NOP) Mailing/Advertisement and Scoping Meetings: • NOP filed with County Clerk and State Clearinghouse (SCH) on April 10 (Comment Period April 10, 2012 to May 12, 2012) • Newspaper publications on April 10, 2012: (1) San Bernardino Sun, (2) Inland Empire Community Newspapers and (3) Redlands Daily Facts • NOP Scoping Meeting - City of Redlands - ESRI Café: April 24, 2012 • NOP Scoping Meeting - City of San Bernardino - San Bernardino Hilton: May 2, 2012 NEPA Notice of Intent (NOI) Mailing/Advertisement and Scoping Meetings: • NOI filed in Federal Register on July 31, 2012 (NOI Comment Period: July 31, 2012 to October 11, 2012)

General Comment	Master Response
	• Newspaper publications on July 31, 2012: (1) San Bernardino Sun, (2) Inland Empire Community Newspapers and (3) Redlands Daily Facts • NOI Scoping Meeting - City of San Bernardino - Hilton: September 25, 2012 • NOI Scoping Meeting - City of Redlands - ESRI Café: September 27, 2012 CEQA/NEPA Draft EIS/EIR: • Draft EIS/EIR made available to California state agencies by the State Clearinghouse beginning August 6, 2014 through September 29, 2014. • Formal notice was published in the Federal Register on August 15, 2014 through September 29, 2014. • The Draft EIS/EIR was noticed and posted on SANBAG's website for public review on August 6, 2014. • Newspaper publications on August 6, 2014 and August 29, 2014: (1) San Bernardino Sun, (2) Inland Empire Community Newspapers, and (3) Redlands Daily Facts • Draft EIS/EIR Public Meeting - City of Redlands - ESRI Café: September 4, 2014 • Draft EIS/EIR Public Meeting - City of San Bernardino - Hotel: September 9, 2014 At the various public meetings identified above, SANBAG has requested feedback (verbal and written) on the range of alternatives being considered and the evaluation of potential environmental effects. To facilitate this feedback, comment cards, a court reporter, and Spanish bilingual staff have been available at all of the public meetings. In addition, SANBAG established a project-specific email address: RPRP_Public_Comments@sanbag.ca.gov to accept public input and comment on the Draft EIS/EIR. To maximize meeting attendance during the Draft EIS/EIR, email blasts and newspaper advertisements were sent out following the initial noticing. These materials are included in Appendix A5 of the Final EIS/EIR. Direct mailings were sent out to all properties adjoining SANBAG's ROW and listed in Appendix A3. With the comments received, SANBAG has considered the range of topics raised and prepared a Final EIS/EIR that includes responses to comments on the Draft EIS/EIR and mitigation monitoring and reporting program (MMRP) that will be used by SANBAG to verify compliance with mitigation measures adopted.
Master Response 10: Air Quality and Health Effects	
Several Commenters raised concern about air quality and health impacts (for example, respiratory diseases) due to fugitive dust emissions caused by moving and idling passenger trains.	Since diesel-related exhaust, specifically diesel particulate matter (DPM), is considered a toxic air contaminant (TAC) by the Air Resources Board (ARB), a health risk assessment (HRA) was conducted to assess the risk associated with the Build Alternatives and Design Options. An HRA consists of three parts: (1) a TAC emissions inventory, which is described in Section 4.2 of the Draft EIS/EIR, (2) air dispersion modeling to evaluate off-site concentrations of TAC emissions, and (3) assessment of risks

General Comment	Master Response
	associated with predicted concentrations. The HRA was conducted using the guidelines provided by the California Office of Environmental Health Hazard Assessment (OEHHA) for the Air Toxics Hot Spots Program and the HRA guidelines developed by the California Air Pollution Control Officers Association (CAPCOA) and South Coast Air Quality Management District (SCAQMD). The Project involves both a new local transit service along a dedicated right-of-way and extension of diesel regional passenger rail service. The Project is considered to be a "regionally significant project" under 40 CFR 93.101; however, it would not result in an adverse number of diesel vehicles that would congregate at a single location. In addition, dispersion modeling conducted for the vehicle technologies (diesel locomotive or DMU) under consideration for the Project indicates that rail emissions associated with the Build Alternatives and Design Options would not exceed the thresholds for PM2.5 or PM10. This finding is largely based on the Project's incorporation of Tier IV engine technology and the minimal; duration that trains would be idling at any one location. Consequently, the Project is not considered a project of air quality concern (POAQC) for PM10/PM2.5 and the CAA and 40 CFR 93.116 requirements are met without a hot-spot analysis. SCAG's Transportation Conformity Working Group's (TCWG) interagency consultation (IAC) provided concurrence with this determination on October 2, 2014 following the TCWG Committee Meeting on August 26, 2014 (see Draft EIS/EIR Appendices G1 and G2). Therefore, the health risks associated with long-term operations of the Project would not result in an increased cancer risk to the nearby sensitive receptors (see Table 3.5-12 of the Draft EIS/EIR). Additionally, as evaluated under Effect 3.5-1 above, the Project is not expected to result in violations of the state or federal 1- or 8-hour CO standards. Based on these results, no adverse effect would result under NEPA and the impact would less than significant under CEQA. Tables 3.5-9 and 3.9-10 of the Draft EIS/EIR summarize the incremental daily operational emissions for the opening year 2018 and future conditions (2038) compared to No Project conditions. As shown, the Project would result in an increase in emissions over the No Project scenario in 2018, except PM10, which would show minor decreases under the "Without Express Service" scenarios. The DMU vehicle option would result in lower daily operational emissions when compared to the MP36 and F59 locomotives. Based on the result of the air quality analysis contained in Appendix G1 and G2 of the Draft EIS/EIR, Project-related increases in emissions of criteria air pollutants for all the vehicle technologies under consideration would be below SCAQMD's thresholds of significance.
Master Response 11: Effects to the Redlands Santa Fe Depot Historic District	
Several comments expressed concerns related to the Project's construction and operational affects to the Redlands Santa Fe Depot Historic District.	Implementation of the Project would require construction through the NRHP-listed Redlands Santa Fe Depot Historic District. Once operational, passenger train service would involve trains passing through the district on a daily basis. This historic district was originally evaluated and listed in the National Register of Historic Places (NRHP) in 1991 (1S status code; Draft EIS/EIR Appendix M). It currently consists of 23 contributing properties of which eight are located within the Project's area of potential

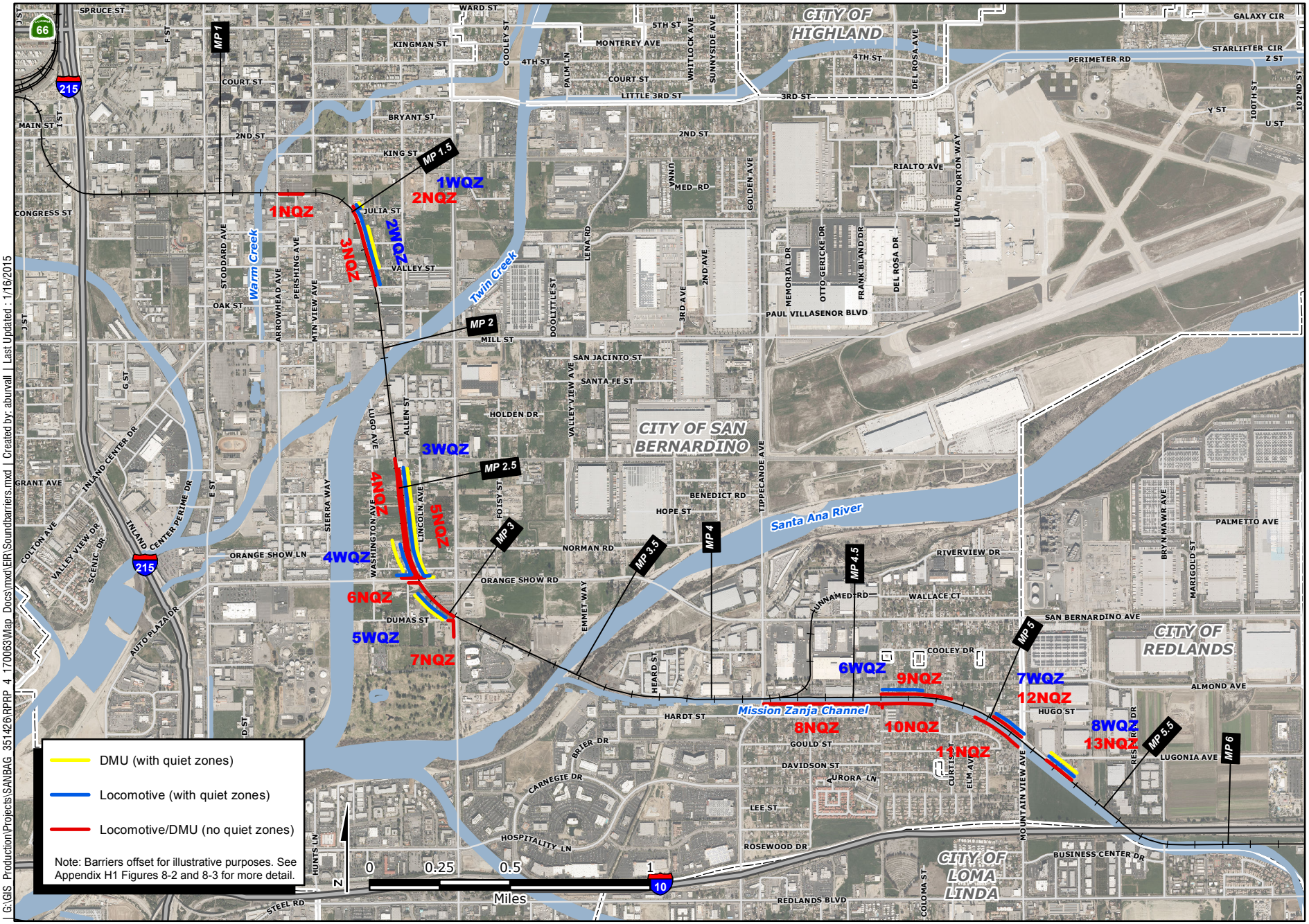
General Comment	Master Response
	effect (APE) and listed below. Dating from 1888 through 1946, the buildings visually document the district's economic and social history (see Appendix M, pages 4-01 through 4-2). The analysis provided in the Section 3.12 Draft EIS/EIR for the historic district summarizes the assessment of effects as provided on pages 5-3 through 5-14 of Appendix M. This includes consideration of potential affects to the Downtown Redlands Station (351 Orange Street), which is a NRHP-listed contributor to the district. As stated in the methodology in Section 5 of Appendix M, an adverse effect is found when an "project" may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The Build Alternatives and Design Options would result in no direct physical destruction or damage to the historic district or to any of its contributors. Construction in the historic district would be limited to sidewalk improvements to the north and east of the Redlands Depot and track improvements within SANBAG's right-of-way. These improvements would be consistent with the district's existing character and the Depot would continue to exhibit its essential Classical Revival architectural features thereby maintaining its status as a contributor to the district. Indirect effects related to construction-related vibration impacts at historic structures adjacent to SANBAG's ROW would be minimized through the implementation of Mitigation Measure CUL-1. SHPO concurred with this finding on August 16, 2014. Please also refer to Master Response 7 for additional discussion of construction-related vibration impacts at historic structures.
Master Response 12: Project Safety and Security	
Multiple commenter's expressed concerns related to Project safety and security. Several commenters had concerns with pedestrian and automobile safety at the at-grade roadway crossings, including those commonly used by students. Security at the proposed stations was also raised as a concern.	One of SANBAG's stated objective for the Project is to implement safety improvements that will benefit both existing freight and proposed passenger operations per Federal Railroad Administration (FRA) safety guidelines and SANBAG's purchase agreement with the Burlington Northern Santa Fe (BNSF) Railway (see Draft EIS/EIR Chapter 1, page 1-6). As part of the Project, existing at-grade crossings would be designed to include raised medians, widened sidewalks, traffic striping, flashing lights, pedestrian gate arms, and swing gates where appropriate, or where requested by the California Public Utilities Commission (CPUC) (see Mitigation Measure TR-3, Approval from CPUC fro Grade Crossings and Safety Measures). New warning devices would include passive railroad crossing signs, a simple bell, flashing light signals, and flashing light signals with gates. Where appropriate, SANBAG would reuse the existing modern signal equipment and warning devices to the greatest extent feasible. These collective improvements would maximize safety for at-grade crossings for both vehicles and non-motorized forms of transportation. During construction, compliance with Mitigation Measure TR-1 (Prepare Traffic Management Plan) would minimize Project-related safety hazards. Pedestrians and bicycle movements would be permitted to cross the tracks only when trains are not present and at designated crossings. Similar to existing conditions, unauthorized crossings at undesignated locations would be prohibited and considered trespassing. To minimize unauthorized

General Comment	Master Response
	crossings and in compliance with CPUC requirements to minimize risks to pedestrians and cyclists, fencing and signage would be erected to notify pedestrians and bicyclists of potential train hazards and to discourage trespassing. SANBAG will conduct additional outreach with San Bernardino Unified and Redlands Unified School Districts to verify that sufficient safety measures are included at crossings heavily used by students. At each proposed station, the facility layout would be designed to provide a safe and secure transit system with limited amenities (i.e., bike racks). Safety control features proposed as part of the Project include security lighting, in-station pedestrian crossings at select stations with railroad/pedestrian crossing equipment, and small shade canopy areas. In addition, SANBAG would include security-related design features such as emergency telephones, public address systems, and video surveillance systems. The specific improvements for each station location would be further defined during the Project's final design and in compliance with Mitigation Measure SS-1 (Develop Safety and Security Management Plan).
Master Response 13: Traffic Circulation	
Several commenters expressed concerns related to the Project's affect on existing roadway congestion.	SANBAG performed a comprehensive traffic impact analysis in support of the EIS/EIR (see Appendix E) to assess the Project's impact to the local roadway network and current levels of service (LOS). The traffic analysis models peak hour turning movements in the morning and evening for 39 intersections under existing (No Project) and with Project conditions for 2012 (base year), 2018 (opening day), and 2038 (future conditions). In analyzing the Project's affects to the local roadway network, it is important to understand that the Project is would not be a high trip-generating use. According to the Ridership Study (Appendix C of the Draft EIS/EIR), only three (3) percent of the commuters would utilize vehicles to access the stations, with the highest percentage people commuting by vehicles going to the Downtown Redlands Station. In this context, the Project would not result in a substantial increase in the amount of trips generated due to the low percentage of vehicle use by projected riders, but rather a redistribution of existing vehicle trips that a travel a shorter distance (i.e., fewer vehicle miles traveled - VMT). Table 4-1in Appendix G1 of the Draft EIS/EIR provides the VMT with and without the Project in 2018 and 2038. The conclusions of the traffic analysis generally support this general overview. As provided in Appendix E and summarized in Section 3.3 of the Draft EIS/EIR, the results of the traffic analysis with the implementation of the Project are as follows: • Year 2012 (Existing with Project) Intersection LOS and Vehicle to Capacity Ration (V/C). Of the 39 intersections modeled, one intersection, California Street and I-10 East Ramps would operate at a LOS of F in the AM and PM peak hours with the Project. In addition, California Street and Redlands Boulevard would operate at below the V/C standard. The remaining modeled intersections would either not be impacted or would experience an overall improvement from the 2011 (No Project) existing conditions.

General Comment	Master Response
	• Year 2018 (With Project) Intersection LOS and V/C. Once operational, of the 39 intersections analyzed, two intersections (Orange Street and Pearl Avenue and 6th Street and Pearl Avenue), would not operate at satisfactory LOS in the PM peak hour (LOS D or E). Additionally, the V/C for two intersections (California Street and I-10 West Ramps and California Street and I-10 East Ramps) would exceed V/C thresholds (1.08 V/C and 1.10 V/C, respectively). The remaining modeled intersections would either not be impacted or would experience an overall improvement from the 2011 (No Project) existing conditions. • Forecast Year 2038 (With Project) Intersection LOS and V/C. In 2038, train operations are assumed to be similar to those proposed in 2018. Table 3.3-12 presents the Year 2038 scenario for traffic intersection impacts resulting under 2038 conditions with the Project, a total of four intersections in the AM peak hour and 14 intersections in the PM peak hour intersections would operate at an unsatisfactory LOS. A total of 11 intersections would have an unsatisfactory V/C in the PM peak hour and two intersections in the AM peak hour under 2038 conditions with the Project; however, in most instances, the Project-related changes are marginal (i.e., difference of 0.01 change). Overall the Project would have minimal disruptions to existing traffic patterns and intersection operating conditions. However, there are a few intersections that would be impacted. These impacts were identified as significant under CEQA and adverse under NEPA in the Draft EIS/EIR and Mitigation Measure TR-2 (Existing LOS and V/C Year 2018 and 2038 Impact Roadway Improvements) is proposed to minimize Project-related deterioration in LOS. Additionally, Mitigation Measure TR-3 (Approval from CPUC for Grade Crossings and Safety Measures) and Mitigation Measure TR-4 (Recommended Pre-Signals for Queuing) are proposed to minimize traffic hazards at existing at-grade crossings. With the application of the proposed mitigation, the Project would result in no adverse effect to existing travel patterns under NEPA and impacts under CEQA would be less than significant.
Master Response 14: Mill Creek Zanja Eligibility	
Commenters expressed concerns and disagreement regarding the eligibility determination made for the segment of the Mill Creek Zanja identified within the Project's Area of Potential Effect (APE). Multiple commenters requested clarification on the methodologies and considerations used to determine the ineligible determination for the segment of the Mill Creek Zanja located within the Project area.	As identified in Draft EIS/EIR Appendix M, the Mill Creek "Zanja," east of Division Street, is listed on the National Register of Historic Places (NRHP). Portions of Mill Creek to the west of Division Street were determined to lack integrity and, thus, was determined ineligible for the NRHP. Specifically, the portion of the Mill Creek Zanja within the Project's APE was interpreted as not part of the Mill Creek Zanja segment nominated in the NRHP 1976 Nomination Form for the resource. Granted, this form offers contradictory descriptions of the extent of the Zanja segment nominated for NRHP listing as identified as follows (see pages 3-3 to 3-16 of Appendix M of the Draft EIS/EIR). Item 2 - Location, the form describes the west boundary as "just west of Division Street at Sylvan Blvd." In consideration of other information in the form the quoted statement was interpreted to mean that the nominated segment ends in the vicinity of Division Street.

General Comment	Master Response
	Item 10 – Geographical Data, states that "six miles downstream from [west of] the intake, just west of Sylvan Park in Redlands, it [the water-conveyance course] goes into the business area of Redlands, and this is the end of the proposed district." While this statement could be read as indicating that the nominated Zanja segment ends at the business area, where the feature is undergrounded, in light of other information in the form, the quoted statement was interpreted to mean that the nominated segment ends in the vicinity of Division Street. Item 10 – Geographical Data, the form also states that the "End" of the nominated segment is in the "SW quarter of Sec. 26 T3W R1S, San Bernardino Base and Meridian," which could be interpreted as in the vicinity of Division Street or as far west as Church Street, but not west of Church Street, where the course extends another 1,000 feet west before it is undergrounded beneath the business area. Item 10 – Geographical Data (page 4), the nomination describes the west end of the nominated segment as "University Ave. to Division St. University of Redlands." Here the form states that the nominated segment is 5.5 miles long rather than 6 miles long. Nomination Form, includes a photo looking west from Division Street toward I-10 that states: "this portion to I-10 could be included, but is not beautiful." A map included in the nomination form package and labeled "6 miles of Mill Creek Zanja shown in Red" offers a visual representation of the nominated segment. This map locates the western boundary of segment at Division Street. Although the identified Zanja segment continues to convey water, it now functions as a flood-control channel west of Division Street. The water-conveyance course west of Division Street was evaluated based on current conditions, and setting. Setting and feeling are important aspects of integrity for linear resources—historically significant trails, for example, have been divided into eligible and ineligible segments as a result of altered setting and feeling. Since the segment between Division Street and I-10 was photographed for the 1976 Nomination Form, that segment was widened and its upper banks appear to have been graded. The resource retains integrity of location, but its widening, grading, modern pipe outfalls, rip-rap, and other features diminish its integrity of design, workmanship, setting, and feeling. The setting and feeling of the Mill Creek Zanja, west of Division Street, have been diminished for this segment to when it was photographed for the 1976 Nomination. De-listing of the resource or any portion of it is not the intent of the Zanja evaluation completed as part of the cultural resources study for the Project. Rather, the portion of the resource within the Project APE was evaluated in light of its contradictorily defined western boundary in the 1976 Nomination Form. With the contradictory boundary information provided by the 1976 Nomination Form in mind, the portion of the Zanja west of Division Street was evaluated in good faith as part of the cultural resources study (Appendix M of the Draft EIS/EIR), and found not eligible for NRHP or CRHR listing. The State Historic Preservation Officer (SHPO) concurred with this eligibility determination in its letter provided on August 14, 2014 (see Section 3.12.1, Final EIS/EIR and Appendix M).

General Comment	Master Response
Master Response 15: Property Values	
Commenters expressed concerns about property values in the area with implementation of the Project. Multiple commenters requested clarification on if property values in their area would be affected by the Project.	No studies were found that definitively answered the specific question of rail impacts on real estate property values. However, several studies did evaluate the broader impacts of rail projects on growth and development trends and regional economies. The evidence from different studies on the effect of rail transit is mixed and the conclusion is that the introduction of rail transit alone is not sufficient for social-economic impacts to take place. Such impacts depend on other prevailing conditions, especially a buoyant local economy that can take advantage of new opportunities offered by improved accessibility, supported by local planning policies. Station accessibility, commute-time savings, and commute costs may all contribute to the complex of factors that can influence (or not influence) real estate values in the vicinity of rail transit projects. In summary, there is no agreement on the extent to which the rail transit infrastructure leads to wider socioeconomic impacts. The evidence is mixed and there seems to be disagreement on whether overall impacts, if they exist, are positive or negative. The independent studies show that the potential exists for the values of residential and commercial properties to appreciate as a result of rail transit projects. Property value increases can result from both the new access to a train transportation system and the associated intensification of development that can occur around station locations. However, given the potential for nuisance impacts (such as noise and visual impacts) resulting from trains passing in close proximity, it is possible that some properties could experience a decrease in value. This potential for a decrease in property value may be particularly true for residences and businesses in locations considerably removed from train stations but exposed to some nuisance impacts of the project. This balance between the amount of project benefit enjoyed compared to the nuisance factor endured would be unique for each property and would be only one of the many factors influencing the ultimate market value of any particular property. SANBAG is not aware of any evidence that suggests the Project would result in an adverse effect to local property values. CEQA Guidelines Section 15145 states that “if, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation; the agency should note its conclusion and terminate discussion of the impact.” However, as provided on page 4-37 of the Draft EIS/EIR, once constructed, the Project in conjunction with other reasonably foreseeable projects is likely to entail desirable economic benefits, which may included, but is not limited to, increases in property values.



Sound Barrier Locations for Each Project Operational Scenario - Western Study Area

Figure 7-1 A

FTA/SANBAG | Redlands Passenger Rail Project | EIS/EIR

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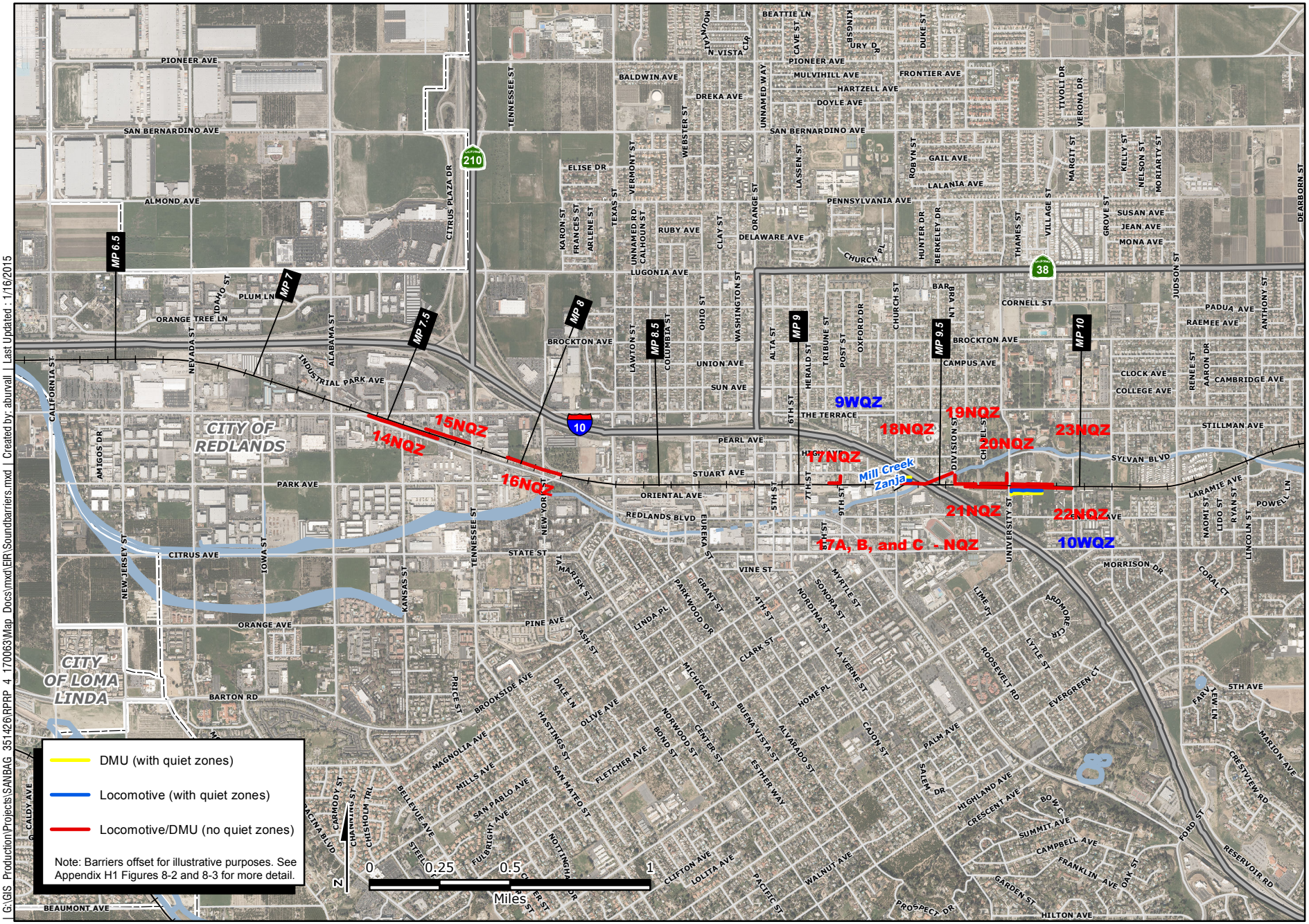

Sound Barrier Locations for Each Project Operational Scenario - Eastern Study Area

Figure 7-1 B

FTA/SANBAG | Redlands Passenger Rail Project | EIS/EIR

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7.5 CHANGES AND UPDATES TO THE DRAFT EIS/EIR

Since the release of the Draft EIS/EIR, minor updates to the description of alternatives considered, the evaluation of environmental effects, and mitigation measures presented in the Draft EIS/EIR have been made as a part of SANBAG's ongoing coordination with agencies with jurisdiction over the Project. The changes described here do not change the conclusions presented in the Draft EIS/EIR. These changes are intended to clarify and update the description of the Build Alternatives and Design Options considered, and to ensure that the Project is carried out in a manner consistent with the laws and policies governing the project area and the resources in it.

Where changes to the text of the Draft EIS/EIR have been made, the modifications are shown in the response. Text additions are shown in double-underline and text deletions are shown in ~~strikethrough~~. Text changes are referenced by the page number, paragraph on that page, and the major heading under which the text falls. If a figure was revised, the figure number was changed to include "Revised" (i.e., Revised Figure 3.6-1), and a description of the revision is included in this appendix.

Revisions and updates to the EIS/EIR also included the modification of appendices. The modifications are described in this appendix, and the title of the appendix was modified to include "Revised" (i.e., Revised Appendix B, Air Quality).

Each section below identifies the minor changes and edits to each chapter of the draft EIS/EIR are by chapter below. If no changes or edits are proposed, this fact is noted.

7.5.1 Signature Page: Combined Final EIS/Record of Decision

After consideration of the comments received on the Draft EIS/EIR, FTA decided to issue a single document that combines the Final EIS and Record of Decision (ROD) pursuant to the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, 126 Stat. 405, Section 1319[b]). The ROD is included in the Final EIS/EIR as Appendix R. In addition, the following addition is made to the EIS/EIR to include a citation to Public Law 112-141 which allows FTA to file a combined Final EIS and ROD.

> National Environmental Policy Act of 1969, §102 (42 United States Code [USC] §4332); Federal Transit Law (49 USC §5301[e], §5323[b], and §5324[b]); Public Law 112-141, 126 Statute 405, Section 1319(b); 49 USC §303 (formerly Department of Transportation Act of 1966 §4[f]); National Historic Preservation Act of 1966, §106 (16 USC §470f); Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Floodplain Management); Executive Order 12898 (Environmental Justice); California Environmental Quality Act, Public Resources Code 21000 et seq.; and the State of California's California Environmental Quality Act Guidelines, California Administrative Code, 15000 et seq.

7.5.2 Cover, Title Page, Signature Page, and Abstract

"Draft Environmental Impact Statement/Environmental Impact Report" is replaced with "Final Environmental Impact Statement and Record of Decision/Environmental Impact Report."

7.5.3 Executive Summary

The Introduction on page ES-1 is revised as follows:

> This document is a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and Record of Decision (ROD) intended to comply with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). This EIS/EIR was prepared by the Federal Transit Administration (FTA), Region 9, as Federal lead agency under NEPA and the San Bernardino Associated Governments (SANBAG), as lead agency under CEQA. This EIS/EIR was prepared as a "project" EIS/EIR to evaluate the environmental impacts or effects associated with implementing the Redlands Passenger Rail Project (RPRP or Project).
>
> On August 6, 2014, SANBAG released the Draft EIS/EIR for public review and comment. The comment period closed on September 29, 2014. The Draft EIS/EIR evaluated the potential environmental effects of the Project and considered three alternatives, three design options, and three vehicle technology options. Two public meetings were at held on September 4 and 9, 2014 to receive public input on the Draft EIS/EIR. Written comments were received from federal, state, regional and local agencies, as well as from organizations and individuals; comments were also received during the public meetings. SANBAG and FTA considered the comments received on the Draft EIS/EIR.
>
> The Final EIS/EIR consists of the entire Draft EIS (Volumes I through IX), the comments, responses to comments, and revisions to the Draft EIS/EIR (Volume X), the Mitigation Monitoring and Reporting Program (MMRP), and Record of Decision (ROD) (Volume XI).

The following text was added to page ES-7 to reflect SANBAG's selection of a Locally Preferred Alternative. This resulted in a shifting of the numbering for the subsequent sections from ES-6 to ES-12 to ES-7 through ES-13.

> ## ES.6 LOCALLY PREFERRED ALTERNATIVE
>
> SANBAG has considered comments received on the Draft EIS/EIR and, where appropriate, updates made to the description of the Preferred Project Alternative, its anticipated impacts, and proposed mitigation measures. The Preferred Project Alternative, as described in the Final EIS/EIR with the integration of Design Options 2 (Use of Existing Layover Facilities) and 3 (Waterman Avenue Station), is SANBAG's Locally Preferred Alternative (LPA) that will be carried forward for approval in conjunction with the certification of the Final EIR by SANBAG and issuance of the Final EIS and Record of Decision (ROD) by FTA. Based on a combination of public comment and SANBAG's consideration of environmental effects as provided in the Final EIS/EIR, SANBAG has selected the Diesel Multiple Unit (DMU) as the locally preferred vehicle option for the LPA. Additionally, SANBAG has selected to implement quiet zones as the preferred noise mitigation for the LPA per the Memorandum of Understanding (MOU) it has executed with the cities of Redlands and San Bernardino on February 4, 2015.

Page ES-8 was revised to include updates from FTA and SANBAG's consultations with USFWS and SHPO under Section 7 of the ESA and Section 106 of the NHPA, respectively.

- ***Biological Resources.*** The Project would include construction activities within the vicinity of the Santa Ana River. The Santa Ana River includes suitable habitat for federally listed species, including least Bell's vireo, and is identified as critical habitat for federally listed species including the San Bernardino kangaroo rat and Santa Ana

sucker. SANBAG and FTA are currently in consultation with the U. S. Fish and Wildlife Service (USFWS) and attempting to avoid or minimize potential adverse effects to listed species. USFWS provided its biological opinion for the Project on in February 2015.

- ***Cultural Resources*.** Multiple cultural resources are located within the Area of Potential Effect (APE) for the Project. These resources include, but are not limited to, the Redlands Santa Fe Depot, Second Baptist Church, and Redlands Chinatown. SANBAG and FTA are currently in consultation with the California State Historic Preservation Officer (SHPO) and attempting to avoid or minimize potential adverse effects to local cultural and historic resources. SHPO provided its concurrence with the eligibility determinations and findings of effect provided in Section 3.12 on August 14, 2014.

Page ES-8 was revised to reflect SANBAG's execution of an MOU with the cities of Redlands and San Bernardino.

> ....measures, this EIS/EIR acknowledges that SANBAG may not have complete control over their implementation (i.e., quiet zones) and/or the measures trigger other indirect environmental effects (i.e., sound barriers). Based on these circumstances, this EIS/EIR identifies a full range of noise mitigating measures for the Project. As described under ES-6, SANBAG has proposed the implementation of corridor-wide quiet zones per the executed MOU (February 4, 2015) and Mitigation Measure NV-3 combined with the selection of the DMU vehicle option as part of the LPA.

Page ES-8, third bullet was revised to reflect noise impacts determinations in Sections 3.6.4 and 5.6 of the Draft EIS/EIR.

- Noise (Permanent increase in ambient noise from passing trains and construction).

Page ES-9, fourth paragraph is revised to reflect a reduction if the footprint for the Preferred Project Alternative.

> Of the Build Alternatives and Design Options considered, Alternative 3, Reduced Project Footprint, would minimize adverse effects to biological resources, including those in the vicinity of ~~of the Santa Ana River and~~ the Mission Zanja Flood Control channel.

Table ES-1 is modified to reflect SHPO's concurrence with the findings of effect for the proposed undertaking. The following test is added to page ES-14.

> On August 14, 2014, SHPO concurred that the Project would have no adverse effect the Redlands Santa Fe Historic District and contributing properties, including the Redlands Santa Fe Depot, Second Baptist Church, Victoria Elementary School and Redland Lawn Bowling Club. to the following historic properties.

Section ES.12 (now ES.13) was revised to reflect SANBAG's release of the Final EIR and FTA's release of a combined Final EIS/ROD.

> This Final EIS/EIR is being distributed to interested agencies, stakeholder organizations, and individuals who commented on the Draft EIS/EIR. This distribution ensures that interested parties have an opportunity to express their views regarding the environmental effects of the Project, and to ensure that information pertinent to permits, authorizations, and approvals is provided to decision makers for the lead agencies and CEQA responsible and trustee agencies. This document is available for review by the public during normal business hours at SANBAG's Office during normal business hours. The document will also be available on SANBAG's website at: http://sanbag.ca.gov/projects/redlands-transit.html.
>
> ~~Written comments should be sent to the following address:~~

~~Mitchell A. Alderman~~
~~Director of Transit & Rail Programs~~
~~San Bernardino Associated Governments~~
~~1170 W. 3rd St., 2nd Floor~~
~~San Bernardino, CA 924104~~

~~If comments are provided via e-mail, please include the project title in the subject line, attach comments in MS Word format, and include the commenter's U.S. Postal Service mailing address. Email comments should be directed to: RPRP_Public_Comments@sanbag.ca.gov.~~

Two public meetings were held during the Draft EIS/EIR public review period~~A joint public meeting on the draft EIS/EIR will be conducted by SANBAG and FTA on~~:

1. September 4, 2014, 5:00-7:00 PM, at the ESRI Café, 380 New York Street, Redlands, CA 92373; and
2. September 9, 2014, 5:00-7:00 PM, at the Hotel, 285 East Hospitality Lane, San Bernardino, CA 92408

SANBAG and FTA have reviewed and assembled all of the comments received on the Draft EIS/EIR, including those received at the public meetings, and prepared responses to address significant environmental issues raised in the comments. These responses are included in Appendix P and summarized in Chapter 7 of the EIS/EIR.

Following completion and publication of the Final EIR, the SANBAG Board of Directors will hold a public hearing to consider certification of the EIR and to decide whether or not to approve the LPA, at which time the public and interested agencies and organizations may comment on the Project. SANBAG's Board of Directors will consider certification of the Final EIR, including the findings of effect, and adoption of the Project's mitigation monitoring and reporting program (MMRP) at its regularly scheduled meeting at 10:00 AM, Wednesday, March 4, 2015. A notice of determination (NOD) will then be filed. If the Board approves the LPA (or another alternative), it will adopt written findings of fact for each significant environmental impact identified in the EIR; a statement of overriding considerations, if needed; and a MMRP. The proposed MMRP is includes as Appendix Q.

After consideration of the comments received on the Draft EIS/EIR, FTA decided to issue a single document that combines the Final EIS and ROD pursuant to the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, 126 Stat. 405, Section 1319[b]). NEPA regulations require that the federal agency prepare a concise public record of its decision (40 Code of Federal Regulations [CFR] Section 1505.2). The ROD notifies the public of the agency's selection of an alternative to be carried forward for more detailed engineering and design, and the rationale for that decision. The ROD is included in the Final EIS/EIR as Appendix R.

Table ES-2 is revised to reflect minor changes and edits to the mitigation measures proposed in Chapter 3 (see below).

7.5.4 Chapter 1.0 - Purpose and Need

The last paragraph on page 1-1 is revised to reflect the inclusion of Chapter 7, Responses to Comments on the Draft EIS/EIR, in the Final EIS/EIR.

This EIS/EIR is comprised of ten chapters with supporting appendices. The purpose and need of the Project is outlined in this chapter (Chapter 1). The alternatives and design

options considered in the environmental analysis along with those rejected from further environmental analysis are discussed in Chapter 2, *Alternatives Considered*. Chapter 3 provides an environmental analysis of the environmental issue areas. Chapter 4 provides a discussion of the cumulative effects that could result from the Project in conjunction with other reasonably foreseeable projects. Chapter 5 provides a discussion of the other statutory considerations pursuant to CEQA and NEPA. Chapter 6 outlines the public and agency outreach efforts by SANBAG and FTA, Chapter 7 provides a summary of the comments received on along with the minor changes and edits to the Draft EIS/EIR, and Chapters ~~7~~8 through 12~~1~~ include the references, list of preparers, acronyms and abbreviations, and an index.

The paragraph below is added to page 1-3 to clarify the organization of the Final EIS/EIR appendices.

Appendices A through O provide public outreach and notification materials and technical data, studies, and reports used in support of the environmental analysis. Appendix P contains a complete list of letters received on the Draft EIS/EIR and responses to individual comments. Appendix Q contains the SANBAG's proposed Mitigation Monitoring and Report Program (MMRP). Appendix R contains FTA's Record of Decision (ROD) document that was filed in the Federal Register on February 20, 2015.

7.5.5 Chapter 2 - Alternatives Considered

The third paragraph on page 2-1 is revised to reflect the current stage of the Project's development.

~~The Moving Ahead for Progress in the 21st Century (MAP-21) Act became effective in October 2012, and eliminated the AA as a standalone requirement in the project approval process. With MAP-21, agencies now may rely on the review of alternatives during the metropolitan planning organization (e.g., Southern California Association of Governments [SCAG]) planning and NEPA environmental review processes. Based on this direction,~~SANBAG is proposing the Redlands Passenger Rail Project (RPRP or Project) as the means to implement a new mode of transit service to serve key markets in the Redlands Corridor while still accommodating freight service in the corridor and is considering several alternatives and design options for the Project in this EIS/EIR. SANBAG and FTA released the draft environmental impact statement and environmental impact report (EIS/EIR) for public review and comment on August 6, 2014. The public and agency review and comment period closed on September 29, 2014. This final EIS/EIR has been prepared to respond to comments received on the Draft EIS/EIR for the Project per the requirements of NEPA (40 CFR 1503(a) and CEQA (CEQA Guidelines, Section 15008(c).

Figure 2-1D (Revised) is revised to reflect the modification of the construction footprint to exclude bank improvements from the western-most section of the Mission Zanja Flood Control Channel in order to reduce adverse impacts to suitable habitat for listed species, including LBV.

The second to last sentence in the last paragraph on page 2-19 is revised to remove reference to a 10 percent nominal increase.

~~In assuming a nominal ten percent increase, r~~Ridership projections in future conditions (2038) would ~~to~~ increase to 1,330 daily trips (see Appendix C). Projections beyond these initial estimates based on future cumulative projects are discussed in Chapter 4, Cumulative Effects. These ridership projections assume no changes in existing bus routes.

Additional text was added to the second paragraph on page 2-31 to include discussion of the MOU executed between SANBAG and the cities of Redlands and San Bernardino:

> SANBAG has entered into a Memorandum of Understanding (MOU) dated February 4, 2015, with the cities of San Bernardino and Redlands that outlines each entities roles and responsibilities to facilitate the implementation of "corridor-wide" quiet zones.

This page 2-43 is revised to reflect an additional easement for the project:

> The physical improvements associated with the Project may require up to 58 partial property acquisitions, up to 4 full property acquisitions, up to ~~31~~32 roadway easements (roadway, temporary construction, sidewalk, utility, and alley vacations), and potentially two (2) business relocations.

The acreage subject to construction-related ground disturbance in the first paragraph on page 2-45 is revised to reflect the reduction of the Project's construction footprint, just east of the Santa Ana River.

> Construction of the Project may begin in 2015 and take up to 36 months to complete. Construction would proceed generally from the west of E Street to the SAR and similarly from the SAR east to the University of Redlands. In total, the anticipated construction disturbance area is estimated at 13~~7.3~~4.9 acres. Of this total construction area, up to 10 acres could be subject to disturbance during the course of construction on any given day.

Figure 2-6B (Revised) is revised to reflect the modification of the construction footprint to exclude bank improvements from the western-most section of the Mission Zanja Flood Control Channel.

The acreage under Design Option 1 construction footprint for the Project facilities and alternate train layover facility was updated.

> Under Design Option 1, the construction footprint for the Project facilities and alternate train layover facility would be approximately 14~~3.3~~ 0.9acres.

The acreage under Design Option 2 construction footprint for the Project facilities and alternate train layover facility was updated.

> Design Option 2 the construction footprint would be reduced to approximately 12~~7.1~~9.5 acres.

The acreage under Design Option 3 construction footprint for the Project facilities and alternate train layover facility was updated.

> Design Option 3 the construction footprint would be reduced to approximately 13~~9~~6.6 acres.

Figure 2-10 (Revised) is revised to reflect Omnitrans' revised operational budget expenditures based on its adopted 2015 - 2020 Short Range Transit Plan.

7.5.6 Chapter 3 - Environmental Analysis, Consequences, and Mitigation

Section 3.1, Introduction to the Joint NEPA/CEQA Analysis

No changes or edits are proposed.

Section 3.2 Land Use, Planning, and Communities

Page 3.2-33, first paragraph is revised to restate the anticipated construction-related impacts to traffic in terms of temporary closure in terms of weeks and not months.

> Temporary sidewalk and street closure locations have not yet been defined at the current stage of design and, therefore, it is possible that some locations may be subject to prolonged closures that could range from a few days to several ~~months~~ weeks.

Table 3.2-9 is revised to include discussion of potential easement requirements on adjacent parcels.

Table 3.2-9. Summary of Acquisitions and Relocations by Alternative and Design Options

	Alternative 1 (No Build)	Alternative 2 (Preferred Project)	Alternative 3 (Reduced Project Footprint)	Design Option 1 (Train Layover Facility - Waterman Avenue)	Design Option 2 (Existing Layover Facilities)	Design Option 3 (Waterman Avenue Rail Station)
TCEs*	0	60	60	60	60	60
Easements (Roadway)	0	~~31~~32	~~31~~32	~~31~~32	~~31~~32	~~31~~32

Page 3.2-37, second paragraph is revised to include discussion of potential easement requirements on adjacent parcels.

> None of the potential full property acquisitions would require a relocation of an existing business or residence. However, the Build Alternatives and Design Option 1 would result in the displacement of numerous structures or facilities during the construction phase to accommodate TCEs or the Project's ROW requirements. Additionally, easements may be necessary from adjacent landowners to facilitate access following the closure of one or more at-grade crossings. Under NEPA, these effects are considered adverse. Under CEQA, this impact is considered significant. Mitigation Measure LU-1 (Minimize Project Land Requirements and Comply with Federal and State Relocation Laws**)** is proposed to mitigate this construction-related effect.

Page 3.2-39 is modified to include reference to Mitigation Measure NV-7.

Section 3.3 Transportation

Mitigation Measures TR-1 is revised on page 3.3-33 in response to comments provided by the City of Redlands.

TR-1 **Prepare and Implement a Traffic Management Plan.** SANBAG shall prepare a Traffic Management Plan prior to the start of construction, and the provisions of the Traffic Management Plan shall be implemented prior to, and during construction, as appropriate, to address traffic considerations of pedestrian and bicycle access and safety, and vehicular flow. The objective of the Traffic Management Plan will be to reduce construction related effects to traffic, non-motorized forms of transportation (i.e., bicycle and pedestrians), and existing public transit (i.e., buses) and will include the following:

- Construction detour plans and designated construction truck access routes for each phase of construction;
- Maintain maximum travel lane capacity to the greatest extent possible during construction periods and provide advanced notice to drivers or roadway changes or closures;
- Signage indicating the construction limits, access routes, and entrances to individual business sites and community facilities that may be affected by construction activities. In addition, the construction contractor would supply "open for business" signs to encourage normal business activity during construction;
- Pre-planning, outreach, and signage indicating pedestrian and bicycle routes detours;
- Coordination with public transit service providers, as necessary;
- Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours to the greatest extent possible (weekdays 7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. – High traffic intersections (greater than 10,000 ADT) – 6:30 a.m. to 8:30 a.m. and 4:30 p.m. to 6:30 p.m.);
- Early notification to emergency service providers and area drivers of any road closures or detours and the time frames of the closures or detours. This information will be posted in a local newspaper, via SANBAG's web site and will be updated on a monthly basis;
- Coordination with the cities of San Bernardino, Loma Linda, and Redlands for community events in the area to accommodate crowds and road closures;
- Pavement damage resulting from project construction will be repaired prior to the completion of construction; and
- SANBAG shall maximize opportunities for coordinated construction and installation of improvements that occurs outside the SANBAG ROW with the cities of San Bernardino, Loma Linda, and Redlands to the greatest extent practicable~~l~~.

Mitigation Measures TR-2 is revised on page 3.3-35 in response to comments provided by the IEBA to include consideration for existing pedestrian and bicycle facilities.

TR-2 **Existing LOS and V/C Year 2018 and 2038 Impact Roadway Improvements.** As part of the Project construction, SANBAG shall coordinate with the appropriate agency in which the intersection improvement is located (cities of San Bernardino, Loma Linda, Redlands, or Caltrans) to pay SANBAG's "fair share" of the identified roadway improvements prior to the start of operations of the Project in 2018:

- ***California Street and I-10 Eastbound Off-Ramp*** – SANBAG shall coordinate with Caltrans to fund its fair share of construction for a ramp improvement to include a right-turn pocket. The existing right-turn lane will become a shared right-turn lane to accommodate the high number of

right turns. The improvements will include replacing existing pedestrian and bicycle facilities, where present.

SANBAG shall provide its fair share for the funding of the following improvements prior to the year 2038:

- ***California Street and I-10 West On-Ramp*** – SANBAG shall coordinate with Caltrans to fund its fair share to the construction of a dual southbound right and a dual northbound left turn pocket. The improvements will include replacing existing pedestrian and bicycle facilities, where present.
- ***Alabama Street and Industrial Avenue*** – SANBAG shall coordinate with the City of Redlands to stripe an exclusive westbound right turn lane with 50-feet of storage to accommodate a high number of right turns. The improvements will include replacing existing pedestrian and bicycle facilities, where present.

Mitigation Measures TR-4 is revised on page 3.3-35 in response to comments provided by the City of Redlands.

TR-4 **Recommended Pre-Signals for Queuing.** Prior to the start of operations, pre-signals shall be implemented at the following grade crossing locations and shall be operational prior to the start of 2018:

- Eastbound I-10 Ramps and California Street crossing;
- Industrial Park Avenue and Alabama Street crossing; and
- Redlands Boulevard and Tennessee Street crossing.

Prior to 2038 and if warranted based on future intersection operations (as determined through reevaluation in 5-year increments by SANBAG following procedures in the Los Angeles Metropolitan Transportation Authority (MTA) Grade Crossing Policy for Light Rail Transit), pre-signals will be implemented at the following grade crossing locations:

- Waterman Avenue and Orange Show Road Crossing (Northbound Approach);
- Orange Show Road and Waterman Avenue Crossing (Eastbound Approach;
- Redlands Boulevard and California Street Crossing; and
- Redlands Boulevard and Alabama Street Crossing.

Section 3.4 Visual Quality and Aesthetics

Mitigation Measure VQA-1 is revised in response to a comment from the City of Redlands.

VQA-1 **Screening of Construction Staging Areas.** For construction staging areas within 500 feet of a residence, park, or educational facility, the contractor will be required to shield the staging area to the extent feasible and coordinate with the local jurisdiction regarding the type and method of screening, which may include but is not limited to, the use of fence slats, netting, or mesh or tarps. SANBAG shall limit construction to daylight hours to the extent possible. If nighttime

lighting or construction is necessary, the SANBAG shall ensure that unshielded lights, reflectors, or spotlights are not located and directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, SANBAG shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts.

VQA-3 **Tree Replacement.** Prior to construction, SANBAG shall have a registered arborist conduct a tree survey to identify native and ornamental trees requiring removal outside SANBAG's ROW. The arborist will identify measures to avoid and minimize indirect impacts on trees, where feasible, and develop a plan for the replacement of trees that cannot be avoided. The plan will include planting and irrigation design details and a weaning schedule for the establishment period. Trees with a diameter at breast height of 12 inches or greater will be replaced at a minimum ratios of 1:1 and consistent with City of Redlands and San Bernardino standards.

The last sentence on page 3.4-34 is revised to clarify the magnitude and extent of sound barriers required in the absence of quiet zones.

With the implementation of Mitigation Measure NV-4, SANBAG may construct sound barriers at one or more loc**a**tions within Landscape Units 1, 2, 3, 4, and 5. Sound barriers although effective in their reduction of noise levels, also create new long, linear physical obstructions in the landscape that could be considered disruptive visually to one or more individuals by eliminating existing middle or background views of moderate value. Figures 8-2A through 8-2H in Appendix H1 identify the locations of each sound barrier, which total approximately 23,910 linear feet (or 4.5 miles) in the absence of quiet zones (see Mitigation Measure NV-3). Even with the inclusion of surface treatments, the magnitude of these physical features would visually dominate the railroad corridor, ~~where constructed~~ in the absence of quiet zones, thereby resulting in an adverse effect under NEPA. Under CEQA, the proposed mitigation would not be sufficient in reducing the indirect impact of sound barriers in the absence of quiet zones and the residual impacts on the visual character of Landscape Units 2 and 5 is considered significant and unmitigable.

With the implementation of quiet zones as proposed in Mitigation Measure NV-3 in combination with other noise mitigation measures, including but not limited to sound barriers, and the vehicle type selected (e.g. DMU verse locomotive) the length of sound barriers would be substantially less. For example, under the locative vehicle option, the length of sound barrier would be reduced to 10,740 linear feet (or 2.2 miles) with the sound walls being more evenly distributed throughout the corridor (e.g. less than 1,000 feet). Under the DMU vehicle option, the length of sound barrier would be further reduced to 5,900 linear feet (or 1.1 mile). In this context and with the implementation of a quiet zone, the magnitude of the sound barriers would be substantially less, such that Mitigation Measure VQA-4 would be effective in minimizing the adverse effects of sound barriers under NEPA. Under CEQA, the visual impact would be reduced to a less than significant level.

Section 3.5 Air Quality and Climate Change

The first paragraph on page 3.5-5 and Table 3.5-2 are modified to reflect USEPA's recent change in the SCAB's attainment stats for PM_{10}.

The SCAQMD has divided the SCAB into air monitoring areas and maintains a network of air quality monitoring stations located throughout the SCAB. The Study Area is located in

the Central San Bernardino Valley Monitoring Area (Source Receptor Area [SRA] 34) (see Appendix G1). With respect to NAAQS, the Study Area is located in an area designated "extreme nonattainment" for ozone~~, "serious nonattainment" for PM_{10},~~ "nonattainment" for $PM_{2.5}$, "~~serious~~ maintenance" for CO and PM_{10}, and "attainment" for NO_2, SO_2, and Pb (see Table 3.5-2). Based on this attainment status, the air pollutants of greatest concern in San Bernardino County are O_3 and PM_{10} and a conformity determination is required for the Project. In general, the worst air quality conditions occurs in the southwestern portion of San Bernardino County, including the Study Area, due to presence of the San Bernardino, San Jacinto, and San Gabriel Mountains, which restrict air movement further east.

Table 3.5-2. Federal and State Attainment Status for the San Bernardino County Portion of the South Coast Air Basin

Pollutants	Federal Classification	State Classification
~~O_3 (1-hour standard)~~	~~--~~	~~Nonattainment~~
O_3 (8-hour standard)	Extreme Nonattainment	--
PM_{10}	~~Serious Nona~~ Attainment/Maintenance	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Serious Maintenance	Attainment
NO_2	Unclassified/Attainment	~~Nona~~Attainment
SO_2	Attainment	Attainment
Pb	Unclassified/Attainment*	Attainment*

Source: Appendix G1

The second paragraph on page 3.5-11 is revised to reflect USEPA's recent change in the SCAB's attainment stats for PM_{10}.

However, because the Project would be located in an area classified as a nonattainment or maintenance area for both the PM_{10} and $PM_{2.5}$ standards, a determination must be made as to whether it would result in a PM hot spot.

Page 3.5-15, Section 3.5, Effect 3.5-1, fourth paragraph is revised as follows to reflect FHWA's approval of SCAG's FTIP (2013).

Under federal and state mandates, SCAG is tasked with developing a FTIP and RTP every 4 years. The Project, which extends from the San Bernardino Transit Center and E Street ~~Metrolink~~ Station to the University of Redlands ~~approximately Wabash/Colton Avenue~~ is listed as project number 20131901~~20061012~~ within SCAG's 2013~~1~~ FTIP and ~~draft 2013 FTIP~~ RTP ID 4TR0101 in SCAG's 2012 RTP/SCS (Appendix G1). The 2013~~1~~ FTIP (Amendment #19) was adopted by SCAG on June 16, 2014~~September 2, 2010~~ and was found to conform by FHWA on July 17, 2014~~December 14, 2010~~. ~~SCAG's draft 2013 FTIP wad adopted by SCAG on September 19, 2012.~~ The 2012-2035 RTP was adopted by SCAG on April 4, 2012 and found to conform by FHWA on June 4, 2012. The Federal Highway Administration and FTA determined that the 2012-2035 RTP/SCS through Amendment No. 1 and the 2013 FTIP through Amendment No. 13-04 (adopted on June 6, 2013) conformed to the SIP on July 15, 2013.

Page 3.5-16, Section 3.5, Effect 3.5-1, second and third paragraphs are revised as follows to reflect the composition of Omnitrans bus fleet and the SCAG Transportation Conformity

Working Group's (TCWG) determination that the Project is not a Project of Air Quality Concern (POAQC):

> The Project involves both a new local transit service along a dedicated roadway and extension of diesel regional passenger rail service. The Project is considered to be a "regionally significant project"[1] under 40 CFR 93.101; however, it would not result in an adverse number of diesel vehicles that would congregate at a single location~~. In addition, d~~ Dispersion modeling conducted for the vehicle technologies under consideration for the Project indicates that rail emissions associated with the Build Alternatives and Design Options would not exceed the $PM_{2.5}$ nor would the PM_{10} NAAQS, see Table 3.5-5 below. Interconnecting bus transit is powered by compressed natural gas (CNG) and, therefore, would not represent a significant source of PM_{10} or $PM_{2.5}$ emissions that could incrementally add to the emissions estimates presented in Table 3.5-5.
>
> Consequently, the Project is not considered a POAQC for PM_{10}/$PM_{2.5}$ and the CAA and 40 CFR 93.116 requirements were met without a hot-spot analysis. Confirmation of this determination ~~will~~ was~~be~~ made during SCAG's Transportation Conformity Working Group's (TCWG) interagency consultation (IAC) with the appropriate local, state, and federal agencies on October 3, 2014. ~~and the final analysis will be identified in the final environmental document.~~ There would be no adverse effect under NEPA. A less than significant impact would occur under CEQA.

Section 3.6 Noise and Vibration

The description of the existing noise environment is modified on page 3.3-6 to identify areas east of 7th Street along Stuart Avenue is Redlands.

> ***MP 8.5 to 10.*** This portion of the Study Area is comprised mainly of commercial land uses zoned Commercial (C) per the Downtown Redlands Specific plan; however, several residences exist along Stuart Avenue, from east of Eureka Street to Church Street, zoned Medium Density Residential (MDR). A historic church also exists in this area, just west of 9th Street and north of the railroad. Residences also exist to the south of the railroad corridor, along Central Avenue between 9th Street and the I-10, and are zoned MDR per the Redlands Zoning map. Scattered residences are also located north of the railroad along Stuart Avenue, east of 7th Street. East of the I-10, residences of varying densities are located to the north and south of the railroad corridor. Additionally, Sylvan Park and the University of Redlands are located north of the railroad corridor and zoned as Open Space and Public Institutional (PI) per the Redlands Zoning map.

Page 3.6-17, first paragraph, is revised to reflect the representation of six noise sensitive receptors for Receiver #54

> Table 3.6-6 presents an estimation of existing noise conditions and Project noise impacts using a locomotive driven trainset with and without the implementation of quiet zones based on the methodology presented in Section 3.6.3.2. A complete list of all modeled receivers is presented in Appendix H1. As presented in Table 3.6-6, moderate impacts from rail noise would occur at a total of 21 receivers representing 115 Category 2 land uses, and three Category 3 land uses, including a church, a public park, and the University of Redlands.

[1] Regionally significant projects are those projects that serve regional transportation needs. Regionally significant projects can include projects that provide access to areas outside region, such as a highway, major activity centers in region, such as a sports complex, major planned developments, such as a new retail mall, and transportation terminals, such as a train depot.

Severe impacts from rail noise would occur at a total of 22 receivers representing 86~~3~~ Category 2 land uses. Noise levels with the addition of the Project using a locomotive vehicle type are illustrated in Figures 3.6-4A through 3.6-4B.

Page 3.6-17, second paragraph, was revised to reflect the representation of six noise sensitive receptors for Receiver #54.

As shown in Table 3.6-7, under the DMU vehicle option, moderate impacts from rail noise would occur at a total of 19 receivers representing 104 Category 2 land uses, and three Category 3 land uses. Similar to the locomotive driven trainset severe impacts from rail noise would occur at a total of 22 receivers representing 86~~3~~ Category 2 land uses. Noise levels for the Project using a DMU vehicle type are illustrated in Figures 3.6-4A through 3.6-4B.

Page 3.6-17, third paragraph, was revised to introduce the new noise mitigation measures.

Under CEQA, this impact is significant. Mitigation Measures NV-3 (Establish Quiet Zones), NV-4 (Construct Sound Barriers), NV-5 (Wayside Rail Lubrication), and NV-7 (Provide Building Noise Insulation to Severe- and Moderate-Impact Residences) are proposed to minimize operational noise associated with the movement of passenger trains along the rail corridor.

Table 3.6-6 is revised to reflect the representation of six noise sensitive receptors for Receiver #54.

Table 3.6-6. Existing and Projected Noise Levels (Locomotives)

Receiver #	Receiver Location Description	Land Use Category	Jurisdiction General Plan Land Use and Zoning	Number of Noise-Sensitive Sites Represented	Existing Noise Exposure (dBA Ldn)	Closest Distance to Project (Feet)	Project Noise Exposure (dBA Ldn)	FTA Level of Noise Impact without Quiet Zone	Project Noise Exposure (dBA Ldn) With Quiet Zone Implementation	FTA Level of Noise Impact t[2] With Quite zone Implementation
MP 8.5 to MP 10: Texas Street to east of North University Street (Project End)										
54	50' to 100' n of alignment, w of 9th St	Residential/2	Downtown Redlands Specific Plan (DRSP) Commercial/ Industrial	~~3~~6	67	75	68	**Severe Impact**	62	No Impact

Table 3.6-7 is revised to reflect the representation of six noise sensitive receptors for Receiver #54.

Table 3.6-7. Existing and Projected Noise Levels (DMU Option)

Receiver #	Receiver Location Description	Land Use Category	Jurisdiction General Plan Land Use and Zoning	Number of Noise-Sensitive Sites Represented	Existing Noise Exposure (dBA Ldn)	Closest Distance to Project (Feet)	Project Noise Exposure (dBA Ldn)	FTA Level of Noise Impact without Quiet Zone	Project Noise Exposure (dBA Ldn) With Quiet Zone Implementation	FTA Level of Noise Impact t[3] With Quite zone Implementation
MP 8.5 to MP 10: Texas Street to east of North University Street (Project End)										
54	50' to 100' n of alignment, w of 9th St	Residential/2	Downtown Redlands Specific Plan (DRSP) Commercial/ Industrial	~~3~~6	67	75	68	**Severe Impact**	59	No Impact

[2] Represents FTA Impact criteria.

Page 3.6-32, Mitigation Measure NV-7 is added to provide SANBAG an additional option for mitigating noise impacts at locations where sound barriers might be ineffective or impractical.

NV-7 Provide Building Noise Insulation to Severe- and Moderate-Impact Residences. For the ten residential structures represented by Receivers 3, 22, and 41, SANBAG will offer to install sound insulation. Treatments may include sealing and relocating vents, caulking and sealing gaps in the building façade and installing new doors and windows that are specially designed to meet acoustical transmission-loss requirements. Acoustical performance ratings are published in terms of Sound Transmission Class (STC) for these special windows. A minimum STC rating of 39 will be used on any window exposed to the noise source.

Page 3.6-34, second paragraph, is revised to reflect the representation of six noise sensitive receptors for Receiver #54.

The Build Alternatives and Design Options would result in a permanent increase in ambient noise levels as a result of passenger train operations. Implementation of Mitigation Measure NV-3 would require SANBAG to design 13 grade crossings for quiet zones as a means to reduce locomotive horn noise at crossings. Designing the at-grade crossing for the application of quiet zones would reduce moderate impacts at 14 receivers representing 49 Category 2 land uses and severe impacts at four receivers representing 14~~1~~ Category 2 land uses for a locomotive driven trainset. Noise levels following the implementation of quiet zones for a DMU vehicle option would reduce moderate impacts at an additional 10 receivers representing 27~~4~~ Category 2 land uses and severe impacts at an additional four receivers representing 11 Category 2 land uses. Noise levels with Project operations and following the implementation of quiet zones is illustrated in Figures 3.6-5A through 3.6-5B. As a result, Mitigation Measure NV-3 would be capable of achieving desired reductions in operational noise but would ultimately require the approval of the City of San Bernardino and the City of Redlands to adopt the quiet zones at each of these locations. Hence, the implementation of the measures is partly beyond SANBAG's jurisdiction and, thus, full implementation cannot be assumed for the purposes of this analysis. For this reason, SANBAG has entered into a Memorandum of Understanding (MOU), dated February 4, 2014, with the cities of San Bernardino and Redlands to memorialize each agency's roles and responsibilities towards the implementation of quiet zones.

In addition to Mitigation Measure NV-3, Mitigation Measure NV-4 proposes the construction of sound barriers to further minimize operational noise effects. With the implementation of quite zones, the installation of up to 10,740 linear feet of sound ~~noise~~ barriers for receivers 3, 4, 8, 9, 13, 14, 15, 17, 18, 19, 22, 23, 24, 31, 39, 41, 61, and 68 (representing 60 Category 2 land uses) would further reduce operational noise effects. The locations of the noise barriers are illustrated in Figures 8-2A through 8-2J of Appendix H1 and Figures 1A through 1F of Appendix H2 for sound barrier locations without implementation of quiet zones for the locomotive driven trainset and DMU, respectively. Figures 8-3A through 8-3J of Appendix H1 and Figures 1A through 1F of Appendix H2 illustrate the location of sound barriers with implementation of quiet zones for the locomotive driven trainset and DMU, respectively. Under a DMU with quiet zone scenario, the total length would be reduced to 5,900 linear feet.

Figures 3.6-5A and 3.6-5B are revised to correctly reflect the impact determinations provided in Appendix H2 for the DMU vehicle option.

Page 3.6-36 second paragraph, the total linear feet of sound barrier was included for the DMU vehicle option.

> Further, in the event that quiet zones are not implemented, noise impacts would be greater, thus requiring the construction of sound barriers in more locations. The number of sound barriers would increase from 10 sound barriers to 23, thereby more than doubling the Project's potential financial expenditure for sound barriers. In total, up to 23,910 linear feet of sound barrier would be required for a locomotive or DMU in the absence of quiet zones.

Section 3.7 Biological and Wetland Resources

Page 3.7-1 includes the addition of the Mitigation Monitoring Plan as Appendix I5 and the U.S. Fish and Wildlife Service Biological Opinion (Appendix I6).

> The information and findings contained in this section are based on a Biological Resources Technical Report (BTR; Appendix I1), Wetland Delineation and Preliminary Jurisdictional Determination (Appendix I2), Biological Assessment (BA; Appendix I3), correspondence with the U. S. Fish ~~and~~ Wildlife Service (USFWS; Appendix I4), Mitigation Monitoring Plan (Appendix I5), and the USFWS Biological Opinion (Appendix I6).

Table 3.7-1 is revised as follows to reflect the issuance of USFWS's biological opinion (BO) for the Project:

> The Federal Endangered Species Act (ESA) defines and lists species as "endangered" or "threatened" and provides regulatory protection for the listed species. Listed species were detected during focused species surveys within the Study Area and, therefore, consultation with U. S. Fish and Wildlife Service (USFWS) under Section 7 will be required for the Project. FTA initiated formal Section 7 consultation with the USFWS on January 21, 2014. The USFWS concurred with FTA's effects determinations and issued a Biological Opinion (BO) in February 2015 Refer to Appendix I6 for additional information.

Table 3.7-2 is revised to include a small area of Riversidean alluvial fan sage scrub (RAFSS) habitat, which was previously mapped SCWRF and disturbed vegetation mapping units.

Table 3.7-2. Existing Vegetation Communities within the Project Study Area

Vegetation Communities	Study Area Acreage
Disturbed Habitat	24.50~~54~~
Disturbed Wetland	0.02
Eucalyptus Woodland	2.78
Flat-top Buckwheat Scrub (disturbed)	0.91
Mulefat Scrub	0.04
Non-Jurisdictional Ditch	1.31
Non-Native Grassland	61.90
Non-Vegetated Channel	29.22
Oak Woodland	9.62
Orchards and Vineyards	5.28
Southern Cottonwood Willow Riparian Forest	8.21~~7~~
Southern Willow Scrub	0.64
Tamarisk Scrub	0.47
Riversidean alluvial fan sage scrub	0.10
Urban/Developed	388.88
Total	**533.88**

Source: Appendix I1

Figure 3.7-1 (Revised) is revised to reflect a modification to the construction footprint to exclude bank improvements from the western-most section of the Mission Zanja Flood Control Channel in order to reduce adverse impacts to suitable habitat for listed species, including LBV.

Page 3.7-8 is revised to incorporate discussion of the Final Phase 1 Report: Upper Santa Ana River Habitat Conservation Plan (HCP), March 2014:

> The Project does not occur within an approved Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. The nearest adopted HCP area, which is located east and north of the Study Area in the cities of Highland and Redlands, is part of the Upper Santa Ana River Wash Land Management and Habitat Conservation Plan.
>
> USFWS in cooperation with the San Bernardino Valley Municipal Water District (and other stakeholders) are proposing the implementation of a mitigation and conservation strategy for the Upper Santa Ana River HCP. To date, most of the focus on mitigation and conservation related to this HCP has been on the Santa Ana sucker (ICF 2014). Possible Santa Ana sucker restoration sites and translocation sites have been identified and will be further evaluated to be included as a part of the mitigation and conservation strategy. None of these contemplated restoration sites occur with the Project Study Area.

Page 3.7-16, first and fourth paragraphs, and page 3.7-21, third paragraph, are revised to reflect the inclusion of Mitigation Measure BIO-7.

> Mitigation Measures BIO-1, BIO-4, and BIO-7 are proposed to mitigate this effect.

Pages 3.7-16 and 3.7-17 are revised to reflect the modification of the construction footprint to exclude bank improvements from the western-most section of the Mission Zanja Flood Control Channel.

Alternative 2 – Preferred Project and Design Options

Direct Effects from Temporary Construction

Implementation of the Preferred Project and Design Options would result in direct impacts to waters of the U.S. as result of the placement of fill materials or excavation within jurisdictional waters of the U.S. and state, including wetlands, within the railroad corridor. Based on preliminary engineering, total effects to waters of the U.S., including wetlands, are estimated at ~~6.~~07~~80~~ acres. Of this total, permanent effects to USACE jurisdiction for the Preferred Project and the Design Options total up to ~~0.31~~0.30 acres with the remaining ~~6.49~~5.71 acres subject to temporary effects of which 0.02 acres consists of disturbed wetlands. A majority of these effects occur at the SAR, Twin ~~Warm~~ Creek ~~(Historic)~~, and along the Mission Zanja Channel (Appendix I1). Direct effects to USACE jurisdictional areas are considered adverse under NEPA. Under CEQA, this is considered a significant impact. Mitigation Measure BIO-6 (Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions to Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State) is proposed to mitigate effects to USACE jurisdictional areas.

Additionally, construction of the Preferred Project and the Design Options would result in effects to a total of ~~16.39~~14.7 acres of CDFW jurisdiction with temporary effects occurring to up to ~~15.47~~13.05 acres, of which includes ~~12.33~~12.18 acres of non-vegetated channel. Permanent effects to CDFW jurisdiction would occur on the remaining ~~0.92~~1.65 acres of which include 0.50~~6~~ acres of non-vegetated channel. Based on these combined construction-related impacts, the Project has the potential to result in adverse effects to

state-protected wetlands through direct fill or excavation, and hydrological interruption. Direct effects to CDFW jurisdictional areas are considered a significant impact under CEQA. Mitigation Measure BIO-6 is proposed to mitigate this effect.

Pages 3.7-18 is revised to reflect the modification of the construction footprint to exclude bank improvements from the western-most section of the Mission Zanja Flood Control Channel.

Impacts to USACE and CDFW jurisdictional areas under the Reduced Project Footprint Alternative would occur similar to the Preferred Project and Design Options; however, the jurisdictional areas subject to direct impacts would be reduced as a function of the alternative's intent (i.e., reduce the Project's physical footprint). Based on preliminary engineering, total effects to waters of the U.S., including wetlands are estimated at 5.~~1~~09 acres. Of this total, permanent effects to USACE jurisdiction for the Reduced Project Footprint total up to 0.30~~21~~ acres with the remaining 4.~~89~~79 acres subject to temporary effects.

Under the Reduced Project Footprint, up to ~~12.01~~13.1 total acres of CDFW jurisdiction would be impacted with permanent effects totally up to ~~0.79~~1.65 acres, which includes 0.~~43~~52 acres of non-vegetated channeled. Temporary effects would occur within the remaining 11.45~~1~~ acres, which includes 10.32 acres of non-vegetated channel.

The Reduced Project Footprint Alternative 3 reduces temporary ~~and permanent~~ effects to USACE jurisdictional areas by ~~1.39~~0.92 ~~and 0.10~~ acres~~, respectively~~, compared to the Preferred Project and the Design Options. Compared to Preferred Project, this alternative reduces temporary effects to CDFW jurisdictional areas by ~~4.26~~1.26 acres. Although this alternative reduces the acreage of jurisdictional areas affected, direct effects to jurisdictional areas would still occur and permanent impacts would be the similar. Effects to USACE and CDFW jurisdictional areas are considered adverse under NEPA. This is considered a significant impact under CEQA. Mitigation Measure BIO-6 is proposed to mitigate this effect.

Page 3.7-20, third paragraph is revised to include the RAFSS habitat acreage and changes and the addition of mitigation measure BIO-7.

The construction of the Project under Alternative 2 and the Design Options would result in temporary and permanent effects to the following 12 vegetation communities: disturbed habitat (DH), disturbed wetland (DW), eucalyptus woodland (EW), Flat-top buckwheat scrub (FBS), (non-jurisdictional ditch (NJD), non-native grassland (NNG), non-vegetated channel (NVC), oak woodland (OW), orchards and vineyards (OV), southern cottonwood willow riparian forest (SCWRF), southern willow scrub (SWS), Riversidean alluvial fan sage scrub (RAFSS), and urban/developed (UD). With the exception of SCWRF, RAFSS, and SWS, the remainder of the vegetation communities are not identified as sensitive natural communities by CDFW and effects (temporary and permanent) would not be considered adverse. Of the 8.91 acres of sensitive vegetation communities within the Study Area, approximately ~~3.35~~1.53 acres of SCWRF (Temporary: ~~2.83~~ 0.62 acres, Permanent: 0.~~52~~0.96 acres), 0.05 acre of RAFSS (Temporary: 0.05 acre), and 0.12 acre of SWS (Temporary: 0.10 acres, Permanent: 0.02 acres) would be affected by the physical footprint for the Preferred Project and the Design Options. The physical disturbance to sensitive vegetation communities is considered an adverse effect under NEPA. Under CEQA, this is considered a significant impact. Mitigation Measures BIO-4 and BIO-7 ~~is~~ are proposed to mitigate effects to sensitive communities.

Page 3.7-22, third paragraph is revised to include the RAFSS habitat acreage and updates from project-related permitting.

> Compared to Preferred Project and Design Options, Alternative 3 provides no reduction in the acreage of impact to sensitive vegetation communities. ~~Approximately 1.24 acres of SCWRF would be directly affected compared to 3.35 acres under the Preferred Project and Design Options, which is a reduction of 2.11 acres. Approximately 0.12 acres of SWS and 0.1 acre of RAFSS would be affected under both the Preferred Project and the Reduced Project Footprint. Based on these considerations, although the effects are slightly reduced under this alternative, effects related to sensitive vegetation communities would still occur.~~ Similar to the Preferred Project, the direct effect to sensitive vegetation communities is considered an adverse effect under NEPA. Under CEQA, this is considered a significant impact. Mitigation Measures BIO-4 and BIO-7 are proposed to mitigate this effect.

Mitigation Measure BIO-3 is revised per comments received from CFDW.

> **BIO-3** **MBTA Covered Species.** Prior to habitat removal during the avian breeding season (February 15-August 31), a qualified biologist shall conduct a pre-construction nest survey (in suitable areas) no more than 3 days prior to ground disturbing activities for migratory birds~~prior to construction~~. Pre-construction surveys will be performed year-round between MP 3.3 and 4.0 with the . timing and implementation be done in coordination with the CDFW and USFWS. Should an active nest of any MBTA covered species occur within or adjacent to the project impact area, a 100-foot buffer (300 feet for raptors) shall be established around the nest and no construction shall occur within this area until a qualified biologist determines the nest is no longer active or the young have fledged.

Mitigation Measure BIO-4 Section 3 is updated to include RAFSS habitat.

> Prior to construction, SANBAG shall delineate the construction area (including staging and laydown areas) between Mile Posts 3.3 and 4.0 and erect exclusionary construction fencing along the perimeter of the identified construction area to protect adjacent sensitive habitats (SWS, SCWRF, RAFSS, and Santa Ana wooly star).

Mitigation Measure BIO-6 to include the RAFSS habitat to the CDFW Riparian mitigation ratios.

- CDFW Riparian
  - Permanent: 3:1 (SWS, RAFSS, and SCWRF)

Mitigation Measure BIO-7 is added to incorporate Conservation Measure 2 from the Biological Assessment (see Appendix I3) and in response to CFDW's comment regarding consideration of RAFSS.

> **BIO-7** **Reseeding for Wooly Star.** Seeds from the closest known occurrences of woolly-star plants found both upstream and downstream of Bridge 3.4 shall be collected in the fall prior to construction of the SAR crossing. If construction activities require the loss of the single wooly-star at the SAR crossing, the collected seeds will be broadcast in the temporary impact areas, near the impacted woolly-star plant, after construction activities are complete and soils have been restored to pre-Project contours.

a. Seed collection and broadcast methodologies will be proposed by a qualified seed collector approved by the Service prior to seed collection in a Santa Ana Woolly-Star Management Plan.

b. Seed harvest shall be from a minimum of three plants per collection location, limited to no more than 50 percent of the available seeds from any one woolly-star plant.

c. Seeds shall be held at the appropriate temperature and humidity for the shortest length of time necessary prior to planting.

d. Planting of seeds shall be coordinated to occur prior to the first rains of the season, typically during early fall.

e. If the woolly-star plant known in the Project area is avoided, collected seeds will be hand broadcast near the parental plants where they were collected.

If SANBAG confirms that removal of an individual is required during final design, SANBAG will purchase ILF or mitigation credits from a qualified mitigation program to address the Project's temporal affect on woolly-star during the up to three-year construction period. Credits will be purchased to cover affects to the on-site individual and off-site parental plants.

Section 3.8 Floodplains, Hydrology, and Water Quality

The first sentence in the last paragraph on page 3.8-34 is revised to reflect a reduction in the acreage of the Project's construction limits.

During construction, the total disturbed area affected by the Build Alternatives and Design Options would be up to 141.6~~3~~ acres over the course of 36 months.

The first sentence in the last paragraph on page 3.8-36 is revised to reflect a reduction in the acreage of the Project's construction limits.

Implementation of the Build Alternatives and Design Options would include substantial construction activity over an area of up to 137.6~~40~~ acres (depending on alternative and design option) and would include ballast removal, track and bridge installation, drainage improvements, grading, and revegetation..

Section 3.9 Geology, Soils, and Seismicity

Mitigation Measure GEO-1 is revised as follows:

GEO-1 **Prepare Final Geotechnical Report for the Project and Implement Recommended Measures.** A Final Geotechnical Report shall be prepared to verify conditions identified in the Preliminary Geotechnical Evaluation prepared for the Project and to support the refinement of the Project's final design. Facility design for all Project components along the alignment shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer to be retained by SANBAG. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:

Section 3.10 Hazardous Waste and Materials

No changes or edits are proposed.

Section 3.11 Energy

No changes or edits are proposed.

Section 3.12 Cultural and Historic Resources

The first paragraph on page 3.12-1 is revised as follows to reflect SHPO's concurrence letter received on August 14, 2014:

> This section provides a description of the existing cultural and historical resources within the defined Area of Potential Effect (APE) and describes applicable Federal, State, and local regulations. Potential adverse effects to cultural and historical resource as a result of the Build Alternatives and Design Options are considered in this section and, if necessary, mitigation is proposed in instances where adverse effects are identified. The findings and conclusions presented in this section are based on the Cultural Resources Technical Memorandum (ICF 2014d), which is provided as Appendix M. On August 14, 2014, the State Historic Preservation Officer (SHPO) concurred with both the eligibility determination and the effects analysis as presented in this section (see Appendix M).~~Concurrence of resource eligibility and effects determinations are pending conclusion of ongoing SHPO consultation.~~

Table 3.12-1, under the State Office of Preservation, the date was changed.

> The Office of Historic Preservation implements the policies of the NHPA on a statewide level. The SHPO is an appointed official who implements historic preservation programs within the state's jurisdictions. FTA initiated consultation with SHPO per the requirements of Section 106 for the Project on August 12, 2012 and delegated section 106 coordination to SANBAG. Appendix M contains the correspondence between SHPO, FTA, and SANBAG through ~~July~~ November 2014.

Page 3.12-10 and Table 3.12-4 the date of the SHPO concurrence of eligibility determination was added. The architectural properties eligible for listing on the national register status was updated to reflect.

> 3S. ~~Deemed potentially e~~ligible for the NRHP based on the current survey
>
> On August 14, 2014, the SHPO concurred with eligibility determinations provided in Table 3.12-4.

Table 3.12-4 is revised to reflect SHPO's concurrence with the architectural properties identified as eligible for listing on the National Register. Footnote 1 is modified as follows:

> [1] ~~Eligibility determinations pending SHPO concurrence~~SHPO concurred with eligibility determinations on August 14, 2014.

Table 3.12-5 is revised to reflect SHPO's concurrence with the eligibility determination provided for archaeological resources in the Project APE. Footnote 2 is modified as follows:

Site	Description	Status [1]
CA-SBR-7168	Gage Canal	6Y. Not eligible for CRHR or NRHP based on previous evaluation by others (1995)
CA-SBR-8092H	Mill Creek Zanja	6Z. Portion of the resource within the ROW found not eligible for CRHR or NRHP based on a lack of integrity and setting as a result of the current survey and evaluation [2]
P-36-11856H	Elephant Orchards Packing House Site	6Y. Not eligible for CRHR or NRHP based on previous evaluation by others (2005)
CA-SBR-5314H	Redlands Chinatown	N/A. Site not detected in the APE; therefore, eligibility criteria could not be applied. Portions of the site outside SANBAG's ROW are assumed to be eligible for the CRHR or NRHP.[2]
CA-SBR-5313H	Redway House	N/A. Site not detected in the APE; therefore, eligibility criteria could not be applied. Portion of the site outside SANBAG's ROW are assumed to be eligible for CRHR or NRHP. [2]

[2] SHPO concurred with eligibility determinations on August 14, 2014.~~Eligibility determinations pending SHPO concurrence.~~

The first paragraph on page 3.12-15 is revised as follows to reflect SHPO's concurrence letter received on August 14, 2014:

> The following section is based on resource eligibility recommendations and effects analysis presented in the technical memorandum prepared for the Project (Appendix M). SHPO ~~C~~concurred~~nce of~~ with the resource eligibility and effects determinations ~~are pending conclusion of ongoing SHPO consultation~~ on August 14, 2014.

Section 3.13 Parklands, Community Services, and Other Public Facilities

Mitigation Measure PCS-1 is revised per the request of the San Bernardino County.

PCS-1 **Coordinate Trail Planning with Local Jurisdictions.** SANBAG will implement the following activities to minimize Project-related conflicts with proposed trails:

- Santa Ana River Trail - SANBAG shall coordinate final design and construction of Bridge 3.4 with the San Bernardino County Department of Public Works, Transportation Design Division, and Parks and Recreation Department to integrate the trail as contemplated in the SANBAG's Non-Motorized Transportation Plan (2011) (NMTP), so as to maintain it's planned future continuity along the Santa Ana River. If the trail is constructed and operational in advance of the bridge structure, SANBAG will maintain trail access during the course of construction, to the extent feasible. In instances, where trail closures are required the construction contractor will be required to minimize the duration of the closure and support the County with any noticing, outreach, or implementation of temporary detours.
- Orange Blossom Trail - SANBAG shall update the NMTP (2011) as part of it's next cycle update, to include the realignment of the trail segment of the Orange Blossom Trail that is currently shown as being located within the railroad right-of-way, so as to not conflict with the proposed project.

SANBAG will coordinate with the City of Redlands and the County Flood Control District to determine available rights-of-way for the placement of the trail and, if necessary, realign the trail to take advantage of connections via existing roadway and other public right-of-ways.

Section 3.14 Economic and Fiscal Impacts

No changes or edits are proposed.

Section 3.15 Safety and Security

Mitigation Measure SS-1 is revised per the request of the City of Redlands.

SS-1 Develop Safety and Security Management Plan. Prior to construction, SANBAG shall coordinate and consult with local safety and crime prevention authorities to develop a Safety and Security Management Plan (SSMP) for the track alignment, bridges, parking facilities, and station areas. The SSMP shall include a station surveillance element to be developed in coordination with the local jurisdiction and private properties owners, as applicable. If a non-FRA compliant DMU vehicle type is selected for the Project, the SSMP shall include a plan element that includes appropriate levels of safety as may be necessary to facilitate a shared-use operation.

Section 3.16 Section 4(F) Resources

Footnote 3 in Tables 3.16-1 and 3.16-2 is revised as follows:

[3] Only if sound barriers are constructed per Mitigation Measures NV-4. With the adoption of the MOU for the implementation of quiet zones, sound barriers in the vicinity of the Section 4(f) resource would not be constructed under the Preferred Project Alternative.

Page 3.16-10 through 11, the last sentence was updated to state the following.

Prior to preparation and release of this EIS/EIR, a formal response concerning the contents of the notification letter and potential Section 4(f) use of Meadowbrook Park and Meadowbrook Fields was not received by SANBAG. ~~Coordination with the City of San Bernardino remains ongoing in parallel with the environmental review process.~~

The last sentence in the second paragraph on page 3.16-14 and the last sentence in the next to last paragraph on the same page are revised as follows to reflect SANBAG's coordination with the Redlands Unified School District.

SANBAG submitted a response letter following the release of the Draft EIS/EIR on September 24, 2014 indicating that SANBAG and the City of Redlands would be entering into a MOU to facilitate the implementation of quiet zones. The MOU was adopted on February 4, 2014. ~~Coordination with RUSD remains ongoing in parallel with the environmental review process.~~

Figure 3.16-3 is revised to reflect a change in the construction footprint along the Mission Zanja Flood Control Channel.

The last sentence in the third paragraph on page 3.16-18 is revised as follows to reflect SANBAG's coordination with the San Bernardino County Parks and Recreation Department.

SANBAG submitted an additional letter following the release of the Draft EIS/EIR on September 24, 2014. The County provided a concurrence letter on November 6, 2014. ~~On November 6, 2014, the County submitted a reply indicating their concurrence with the use determinations provided in the response letter and Draft EIS/EIR. Coordination with the San Bernardino County Parks and Recreation Department remains ongoing in parallel with the environmental review process~~.

The last sentence in the fifth paragraph on page 3.16-21 is revised as follows to reflect SANBAG's coordination with RUSD.

SANBAG submitted a response letter following the release of the Draft EIS/EIR on September 24, 2014 indicating that SANBAG and the City of Redlands would be entering into a MOU to facilitate the implementation of quiet zones. The MOU was adopted on February 4, 2014. ~~Coordination with RUSD remains ongoing in parallel with the environmental review process.~~

The last sentence in the fourth paragraph on page 3.16-25 is revised as follows to reflect SANBAG's coordination with the City of Redlands.

SANBAG submitted a response letter following the release of the Draft EIS/EIR on September 24, 2014 indicating that SANBAG and the City of Redlands would be entering into a MOU to facilitate the implementation of quiet zones. The MOU was adopted on February 4, 2014. ~~Coordination with the City of Redlands remains ongoing in parallel with the environmental review process.~~

The last paragraph on page 3.16-25 is revised as follows to reflect SANBAG's coordination with the City of Redlands.

With the implementation of mitigation measures, the impacts would be de minimis. The City of Redlands concurred with this determination in February 2015 (see Appendix O).

The last paragraph on page 3.16-25 is revised to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

Section 3.12, Historic and Cultural Resources, identifies the cultural and historic properties within the Project APE. This section identifies the historic resources that occur within APE that qualify for protection under Section 4(f)~~, pending concurrence from SHPO~~, and have a potential to result in a Section 4(f) use (see Table 3.16-2). Based on those historic resources identified in Table 3.16-2, this section evaluates the potential for the Build Alternatives and Design Options to result in a direct use, temporary occupancy, or constructive use under Section 4(f).

The last sentence in the fourth paragraph on page 3.16-28 is revised as follows to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

SHPO concurred with this determination with the implementation of Mitigation Measure CUL-1 on August 14, 2014 (see Appendix M). ~~This finding is subject to the completion of consultation with SHPO in accordance with Section 106 of the NHPA (see Section 3.12).~~

The last sentence in the seventh paragraph on page 3.16-29 is revised as follows to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

SHPO concurred with this determination with the implementation of Mitigation Measure CUL-1 on August 14, 2014 (see Appendix M). ~~This finding is subject to the completion of consultation with SHPO in accordance with Section 106 of the NHPA (see Section 3.12).~~

The last sentence in the first paragraph on page 3.16-31 is revised as follows to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

SHPO concurred with this determination with the implementation of Mitigation Measure NV-3 on August 14, 2014 (see Appendix M). However, if quiet zones are not implemented, ~~T~~ this finding remains ~~is~~ subject to further ~~the completion of~~ consultation with SHPO ~~in accordance with Section 106 of the NHPA (see Section 3.12).~~

The last sentence in the second paragraph on page 3.16-33 is revised as follows to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

SHPO concurred with this determination with the implementation of Mitigation Measure NV-3 on August 14, 2014 (see Appendix M). However, if quiet zones are not implemented~~,~~ ~~T~~ this finding remains subject to ~~written concurrence from~~ further consultation with SHPO.

The last sentence in the fifth paragraph on page 3.16-34 is revised as follows to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

SHPO concurred with this determination with the implementation of Mitigation Measure NV-3 on August 14, 2014 (see Appendix M). However, if quiet zones are not implemented, ~~T~~this finding ~~is~~ remains subject to further ~~to the completion of~~ consultation with SHPO ~~in accordance with Section 106 of the NHPA (see Section 3.12).~~

Pages 3.16-33 and 3.16-34, Redlands Lawn bowling, first and fourth paragraphs in this section are revised to reference the correct figure in Section 3.12:

The Redlands Lawn Bowling Club is located at the southeast end of Sylvan Park in Redlands. It consists of a large grass green for lawn bowling and three structures set at the north end of the lawn as described in Section 3.12. Grass lawn, mature trees, and mature shrubs surround the perimeter of the bowling green (see Figure 3.12-75). Section 3.12 provides additional description on this historic property.

Temporary Occupancy. Similar to the discussion for Sylvan Park, improvements along the southern border of the Lawn Bowl Alley would be required to facilitate construction of the Built Alternatives (see Figure 3.12-75).

The last sentence in the third paragraph on page 3.16-35 is revised as follows to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

~~SANBAG and FTA currently remain in consultation with SHPO per the requirements of Section 106 of the NHPA and FTA's procedures for implementing NEPA.~~ On August 14, 2014, SHPO concurred that the Project would have no adverse effect to historic properties. SHPO also concurred that the segment of the Mill Creek Zanja within the APE is not eligible to the NRHP due to lack of integrity and setting. SHPO concurred with the NRHP-eligibility determinations for the Redlands Lawn Bowling Alley, the Second Baptist Church, and Victoria Elementary School. SHPO concurred with the Project's findings of effect as presented in Section 3.12.

The last sentence in the third paragraph on page 3.16-35 is revised as follows to reflect SHPO's concurrence with the findings of effect under Section 106 as presented in Section 3.12.

Additionally, SANBAG ~~is currently in~~and FTA consult~~ed~~~~ation~~ with SHPO for cultural and historic properties that would be subject to potential use.

Section 3.17 Environmental Justice

Page 3.17-19 and 3.17-26 are revised to reflect the inclusion of Mitigation Measure NV-7.

As part of the mitigation measures proposed in Section 3.6, Noise and Vibration, Mitigation Measures NV-3, NV-4 (Construct Sound Barriers), NV-5 (Wayside Rail Lubrication), NV-6 (Use Ballast Mats, Resiliently Supported Ties, or Measures of Comparable Effectiveness on Portions of the Rail near Sensitive Receivers), and NV-7 (Provide Building Noise Insulation to Severe- and Moderate-Impact Residences.

Page 3.17-26 is revised to reflect the completion of additional public meetings during the public comment review period for the Draft EIS/EIR.

In conjunction with the release of the draft EIS/EIR for public review, SANBAG ~~will hold~~held public meetings concurrent with the ~~45-day~~ public review period. The public meetings ~~will~~ were ~~be~~ held on:

1. September 4, 2014, 5:00–7:00 PM, at the ESRI Café, 380 New York Street, Redlands, CA 92373; and
2. September 9, 2014, 5:00–7:00 PM, at the Hotel, 285 East Hospitality Lane, San Bernardino, CA 92408

In addition to receiving written comments on the draft EIS/EIR, SANBAG ~~and FTA will be~~ had a court reporter in attendance to transcribe ~~encouraging~~ verbal comments during the public meeting. ~~on the content and findings of the draft EIS/EIR~~. Spanish and American sign language (ASL) translators were also in attendance. Responses to the comments provided are contained in Appendix P of the Final EIS/EIR.

7.5.7 Chapter 4 - Cumulative Effects

The fourth paragraph on page 4-13 is revised to include the new noise mitigation measure.

These adverse effects would be cumulatively considerable under NEPA. Under CEQA, these impacts are considered cumulatively significant. Mitigation Measures NV-3 (Establish Quiet Zones), NV-4 (Construct Sound Barriers), NV-5 (Wayside Rail Lubrication), ~~and~~ NV-6 (Use Ballast Mats, Resiliently Supported Ties, or Measures of Comparable Effectiveness on Portions of the Rail near Sensitive Receivers), and NV-7 (Provide Building Noise Insulation to Sever- and Moderate-Impact Residences are proposed to minimize adverse effects to land use compatibility.

The first sentence in the third paragraph on page 4-20 is revised as follows to reflect USEPA's re-designation of the SCAB as "maintenance" for PM-10.

The SCAB is currently in extreme nonattainment for O_3, ~~serious nonattainment~~ maintenance for particulate matter less than 10 microns (PM_{10}), nonattainment for particulate matter less than 2.5 microns ($PM_{2.5}$), serious maintenance for CO under NAAQS, and nonattainment for O_3, $PM_{10,}$ $PM_{2.5}$, and NO_2 under CAAQS.

The second sentence in the third paragraph on page 4-20 is revised as follows to reflect USEPA's re-designation of the SCAB as "maintenance" for PM-10.

> The Project is listed in a conforming RTP and FTIP and is, therefore, consistent with the AQMP and SIP. The SCAB is currently classified as extreme nonattainment for ozone, ~~serious nonattainment~~ maintenance for PM_{10}, nonattainment for $PM_{2.5}$, serious maintenance for CO under NAAQS, and nonattainment for ozone, PM_{10}, $PM_{2.5}$, and NO_2 under CAAQS.

The second to last sentence in the fourth paragraph on page 4-25 is revised to reference Mitigation Measure BIO-7.

> However, through the implementation of Mitigation Measures BIO-1 (Pre-Construction Survey - Conduct Preconstruction Survey for Special Status Plants and Wildlife and, if Found, Implement Avoidance and Compensation Measures), BIO-2 (LBV), ~~and~~ BIO-4 (Protection of Sensitive Plants and Habitats, and BIO-7 (Re-seeding for Wooly Star), no net loss of these resources would occur. Following the application of the prescribed mitigation, cumulative impacts would not be adverse under NEPA and less than significant under CEQA.

The last paragraph on page 4-25 is revised to include the Riversidean alluvial fan sage scrub (RAFSS) as a sensitive habitat and the revisions to mitigation measure BIO-7.

> Implementation of the Project would result in effects to sensitive vegetation communities such as Southern Willow Scrub (SWS), Riversidean alluvial fan sage scrub (RAFSS), and Southern Cottonwood Willow Riparian Forest (SCWRF) as a result of bridge replacements, track improvements, and bank reinforcement within the Mission Zanja Channel. Implementation of other cumulative projects, such as the SAR Trial, I-10 HOV, and SBCFCD's Long-Term Maintenance Program, are anticipated to result in similar effects to sensitive vegetation communities (e.g., SWS, RAFSS, and SCWRF). Absent mitigation, a loss to valuable habitat and associated sensitive vegetation communities from Project construction and other cumulative projects would be considered an adverse effect under NEPA. Under CEQA, this impact would be cumulatively significant. However, through the implementation of Mitigation Measures BIO-1 (Pre-Construction Survey - Conduct Preconstruction Survey for Special Status Plants and Wildlife and, if Found, Implement Avoidance and Compensation Measures), BIO-2 (LBV), ~~and~~ BIO-4 (Protection of Sensitive Plants and Habitats, and BIO-7 (Reseeding for Wooly Star), no net loss of these resources would occur.

The last and third to the last sentences in the first paragraph on page 4-26 is revised as follows to reference Mitigation Measure BIO-7.

> Implementation of the Project would result in a direct effect to one federally endangered Santa Ana River woolly star individual located immediately south of the existing Bridge 3.4 located in the SAR. The plant is a single individual that is not part of a larger population in the Study Area, and is located approximately 0.7 miles downstream from the closest, locally established population. Although the direct effect to the individual Santa Ana River woolly star may be unavoidable, it would not be considered a cumulative adverse effect to the species' population as a whole with the application of Mitigation Measures BIO-1, ~~and~~ BIO-4, and BIO-7. Given that other projects considered in the cumulative analysis would be required to mitigate for direct and indirect impacts to the Santa Ana River woolly star population, the cumulative effect of the Project would not be adverse under NEPA. Under CEQA, this significant impact would not be cumulatively considerable with implementation of Mitigation Measures BIO-1, ~~and~~ BIO-4, and BIO-7.

The first sentence of the second paragraph on page 4-26 is revised to include RAFSS as a sensitive habitat for zoological communities.

> Implementation of the Project would result in direct effects to SWS, RAFSS, and SCWRF, which are habitats that support the federally endangered LBV and other sensitive avian species such as yellow warbler and those protected under the MBTA.

The second sentence of the last paragraph on page 4-26 is revised based on updates during the initial permitting process.

> Total permanent impacts to USACE jurisdictional areas are estimated at up to 0.~~39~~41 acres (Preferred Project) and ~~0.92~~1.34 acres for CDFW jurisdiction.

7.5.8 Chapter 5 - Other Statutory Considerations

The second to last sentence of the first paragraph on page 5-18 is revised based on updates during the initial permitting process.

> This reduction would reduce temporary and permanent impacts to USACE and CDFG jurisdictional areas by ~~1.55~~0.29 and ~~0.29~~1.20 acres respectively.

7.5.9 Chapter 6 - Public Outreach and Coordination

The last sentence in the first paragraphs on page 6-5 is revised as follows to reflect ongoing consultation with SHPO and its concurrence with the eligibility determinations and findings of effect.

> On April 24, 2013, SHPO concurred with the revised APE and on June 4, 2013, SHPO approved the testing plan for archaeological resources within Redlands Chinatown. On August 14, 2014, SHPO concurred that the Project would have no adverse effect to the following historic properties:
>
> ~~SANBAG is currently in consultation with SHPO for the following historic and archaeological properties:~~
>
> - Redlands Santa Fe Historic District and contributing properties, including the Redlands Santa Fe Depot;
> - Second Baptist Church;
> - Victoria ~~elementary~~ Elementary School; and
> - Redlands Lawn Bowling Club.
> - ~~Mill Creek Zanja; and~~
> - ~~Redlands Chinatown.~~

The following paragraph is added to page 6-6 to reflected SHPO's concurrence letter, dated August 14, 2014.

> The Gage Canal and Elephants Orchards Packing House have been previously determined not to be eligible for the NRHP. On August 14, 2014, SHPO concurred that the segment of the Mill Creek Zanja within the APE is not eligible to the NRHP due to lack of integrity and setting. SHPO also concurred that portions of the Redway House and Redlands Chinatown within the Project APE were not eligible for the NRHP.

SANBAG provided a preliminary draft of the Cultural Resources TM to SHPO for review and comment on August 20, 2013. SHPO provided comments on the preliminary draft Cultural Resources TM on October 9, 2013. On July 28, 2014, SANBAG provided a response letter and updated Cultural Resources TM to SHPO. The Cultural Resources TM (Revised) provided in Appendix M of this EIS/EIR was subsequently updated in response to SHPO's concurrence letter on August 14, 2014 and reflects minor updates ~~in response to~~requested ~~by SHPO's comments~~.

The third paragraph on page 6-7 is revised remove the Orange Blossom Trail and San Bernardino Gold Club as 4(f) resources.

In accordance with 23 CFR – Part 774, FTA and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012, letters were mailed to provide notice that improvements associated with the Project would occur in close proximity to resources owned and/or managed by the following entities:

- City of Redlands: East Valley Corridor Multi-Purpose Trail, Jennie Davis Park, Orange Blossom Trail, and Sylvan Park
- City of San Bernardino: Meadowbrook Fields and Meadowbrook Park
- ~~Redlands Conservancy: Orange Blossom Trail~~
- Redlands Unified School District: Victoria Elementary School (Victoria Park), Franklin Elementary School, and Orangewood High School
- San Bernardino County Parks and Recreation Department: Santa Ana River Trail
- ~~San Bernardino Golf Club: San Bernardino Public Golf Course~~

The last sentence of the fourth paragraph on page 6-6 is revised to identify additional 4(f) correspondence that occurred during the public review period for the draft EIS/EIR.

Coordination letters were also sent out on September 24, 2014 during the Draft EIS/EIR public review period. The San Bernardino County Parks and Recreation Department provided a concurrence letter on November 6, 2014. A copy of the Section 4(f) notification letters are provided in Appendix O.

An additional statement was added to the fifth paragraph on page 6-7 to reflect consultation with USFWS under Section 7 of the ESA.

On May 13, 2014, USFWS requested and was granted a 60-day extension until July 21, 2014. An additional request for a subsequent 30-day extension to August 21, 2014 was filed on July 23, 2014.

Due to overlapping Federal and State listings for both LBV and Wooly star, coordination on the mitigation for these species was conducted with the California Department of Fish and Wildlife (CDFW) in December 2014 and January 2015. USFWS issued the final BO in February 2015, which is included as Appendix I6.

On Page 6-7 additional information was updated to show the community outreach meetings that were conducted.

During the initial planning phase of the Project, including the initial Alternatives Analysis (AA) phase and the subsequent Strategic Plan phases, public involvement activities were

primarily focused on public meetings to engage the public at key milestones. During the AA phase of the project, one ~~two~~ public meeting was ~~were~~ held on September 13, 2010 at the City of Redlands - ESRI Café, to present alternative transit modes (commuter rail, light rail, diesel multiple units and bus rapid transit) being considered for the Project, and transit-oriented land use development scenarios. A second round of informational meetings was conducted on May 11, 2011 at the City of Redlands - ESRI Café and May 12, 2011 at the Santa Fe Depot in San Bernardino.

Pages 6-9 and 6-10 were revised to incorporate Section 6.6.5 Notice of Availability as follows:

6.6.5 Notice of Availability

The Notice of Availability (NOA) of the Draft EIS/EIR was published in the Federal Register on August 15, 2014. In addition, on August 6, 2014, the NOA for the Project's Draft EIS/EIR was filed with the San Bernardino County Clerk's Office, State Clearinghouse, and sent to the mailing list (i.e., government agencies, interested parties, and property owners and mailing addresses for all parcels adjacent to the nine-mile stretch of the Project). The NOA was noticed via an email blast, SANBAG's Home Page, and in the San Bernardino Sun and the Redlands Daily Facts. Copies of the Draft EIS/EIR, including the NOA, were also mailed to each of the Participating and Cooperating Agencies in the NEPA process (which also included Responsible Agencies as defined by CEQA). The public review period for the Draft EIS/EIR concluded on September 29, 2014.

A copy of the Draft EIS/EIR was available for public review at the following locations:

- SANBAG – 1170 West 3rd Street, 2nd Floor, San Bernardino, CA
- City of San Bernardino – 300 North D Street, 3rd Floor, San Bernardino, CA
- City of Redlands, Development Services Department, Planning Division – 210 East Citrus Avenue, Redlands, CA
- Norman F. Feldheym Public Library – 555 West 6th Street, San Bernardino, CA
- University of Redlands Library – 1249 E. Colton Avenue, Redlands, CA.

An electronic version of the document was also made available on http://www.sanbag.ca.gov.

The second and third paragraphs on page 6-11 were revised as follows to document the public meetings held during the draft EIS/EIR review period.

In conjunction with the release of the Draft EIS/EIR for public review, SANBAG ~~will hold~~held additional public meetings concurrent with the ~~45-day~~ public review period. The public meetings ~~will be~~were held on:

1. September 4, 2014, 5:00–7:00 PM, at the ESRI Café, 380 New York Street, Redlands, CA 92373; and
2. September 9, 2014, 5:00–7:00 PM, at the Hotel, 285 East Hospitality Lane, San Bernardino, CA 92408

In addition to receiving written comments on the Draft EIS/EIR, SANBAG ~~and FTA will be encouraging~~ had a report reporting in attendance to transcribe verbal comments ~~during the public meeting on the content and findings of~~on the Draft EIS/EIR. Both a Spanish and ASL interpreter were also in attendance at each of the meetings.

The first paragraph on page 6-12 was revised to include the addition of Appendix A5, Public Notices.

> A list of newspapers and advertisement publication dates is provided in Table 6-2. A representative sampling of the advertisements and notifications is present as Appendix A5, Public Notices.

The last sentence in the first paragraph on page 6-12 was revised as follows.

> Based on the combined outreach efforts through the NOP and NOI comment periods, the outreach team ~~has~~ developed a targeted list of approximately 200 agency/key stakeholder contacts to receive a mailing of the Draft EIS/EIR to inform them of its availability along with an opportunity to provide comments during the ~~45-day~~ public review period.

Page 6-14 was revised to incorporate Section 6.7 Accommodations for Minority, Low-Income, and Persons with Disabilities as follows:

Display advertisements were advertised in Spanish and translations were provided at the scoping meetings. Both a Spanish and American Sign Language (ASL) interpreter were in attendance at each of the meetings.

7.5.10 Chapter 7 – Summary of Responses to Comments on the Draft EIS/EIR (New)

Chapter 7 of the Final EIS/EIR contains a list of the comments received on the Draft EIS/EIR, a summary of the comments received, and master responses to commonly raised topics by individual commenters. This chapter is new and was not contained in the Draft EIS/EIR.

7.5.11 Chapter 8 – References

Chapter 7 of the Draft EIS/EIR was moved to Chapter 8 for the integration of Chapter 7, Responses to Comments on the Draft EIS/EIR.

The following reference was added to Figure 2-10 (revised) to support the discussion on page 2-61.

> Omnitrans 2014. Omnitrans 2015 - 2020 Short Range Transit Plan. 2014

7.5.12 Chapter 9 – List of Preparers

Chapter 8 of the Draft EIS/EIR was moved to Chapter 9 for the integration of Chapter 7, Responses to Comments on the Draft EIS/EIR.

7.5.13 Chapter 10 – List of Acronyms and Abbreviations

Chapter 9 of the Draft EIS/EIR was moved to Chapter 10 to allow for the integration Chapter 7, Responses to Comments on the Draft EIS/EIR.

7.5.14 Chapter 11 – Index

Chapter 10 of the Draft EIS/EIR was moved to Chapter 11 to allow for the integration of Chapter 7, Responses to Comments on the Draft EIS/EIR.

7.5.15 Appendices

Appendix A3 was updated to include the public notice of FTA's consideration of the combined Final EIS and ROD.

Appendix A5 was added to include the public notices posted for the proposed project.

Appendix D2 was revised to reflect the current land acquisitions, displacements, and relocations required.

Appendix G1 was revised to reflect the SCAG TCWG's concurrence with the analysis and determination that the Project is not a project of air quality concern.

Appendix H and H1 were revised to add three additional Category 2 for Receiver #54.

Appendix I1 was revised to incorporate comments from the California Department of Fish and Wildlife.

Appendix I4 was modified to include the draft biological opinion (BO) forwarded from U. S. Fish and Wildlife Service on December 18, 2014.

Appendix I5 was added to provide an updated version of SANBAG's proposed mitigation monitoring plan (MMP).

Appendix I6 was added to include the USFWS Final BO.

Appendix M was revised to incorporate comments from the State Historic Preservation Officer (SHPO) and its concurrence with the eligibility determinations and findings of effect for the proposed undertaking.

Appendix O was revised to incorporate additional correspondence with the City of Redlands, San Bernardino County, and the Redlands Unified School District.

A new Appendix P was added that includes the Comment Letters on the Draft EIS/EIR, responses to those comments, and minor changes and edits to the Draft EIS/EIR.

A new Appendix Q was added that includes the Mitigation Monitoring and Reporting Program for the Project.

A new Appendix R was added that includes FTA's Record of Decision.

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