



**San Bernardino Associated Governments**

1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410  
Phone: (909) 884-8276 Fax: (909) 885-4407  
Web: www.sanbag.ca.gov



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

**Notice of Preparation**

April 10, 2012

**To:** Agencies, Organizations,  
and Interested Parties

**From:** Mitchell A. Alderman, P.E.  
Director of Transit & Rail Programs  
SANBAG  
1170 W. 3rd Street, 2nd Floor  
San Bernardino, CA 92410-1715

**Subject: Notice of Preparation of a Draft Environmental Impact Report/Environmental Assessment for the Redlands Passenger Rail Project**

The San Bernardino Associated Governments (SANBAG) is the Lead Agency for the preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for the Redlands Passenger Rail Project (RPRP or project). The EIR’s purpose is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided. The EIR addresses the environmental issues associated with the proposed Project. In accordance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) will be prepared as a joint document with the EIR. The Federal Transit Administration (FTA) is the Lead Agency for the NEPA process.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that SANBAG plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. From public agencies, we are requesting comments on the scope and content of the environmental information, which is germane to each agency’s statutory responsibilities with regard to the project. We are also requesting interested individuals’ or organizations’ views on the scope of the environmental document.

No Initial Study Checklist has been prepared for the project. Based on a preliminary review of the project corridor and in consideration of the project activities, SANBAG has determined that potentially significant impacts may occur as a result of project implementation. In this instance, because the Lead Agency has decided to prepare an EIR, preparation of an Initial Study is not required by CEQA. SANBAG will prepare a Draft EIR as authorized by Section 15060(d) of the State CEQA Guidelines. The EA will be prepared in accordance with the Council on Environmental Quality Regulations (40 Code of Federal Regulations [CFR] 1500), Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA), and the joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) regulations (23 CFR 771), Environmental Impact and Related Procedures. In addition to the potentially significant impacts that were determined by SANBAG for the EIR, the EA will analyze the potential impacts related to acquisitions/displacements and environmental justice per the requirements of NEPA.

**Project Location and Environmental Setting:**

The project proposes to re-introduce passenger rail service along the existing railroad right-of-way (ROW) owned by SANBAG from the City of San Bernardino on the west to the City of Redlands on the east, in southwestern San Bernardino County, California (see Figure 1, Regional Map). This right-of-way is commonly referred to as the “Redland Branch Line” and is also commonly referred to as the “Redlands Subdivision, Redlands Spur, or Redlands Corridor.” The entire Redlands Corridor is an approximately ten mile rail segment that extends from the

*Cities of: Adelanto, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa*  
*Towns of: Apple Valley, Yucca Valley* County of San Bernardino

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COUNTY OF  
SAN BERNARDINO

Santa Fe Depot in the City of San Bernardino to the University of Redlands in the City of Redlands. As a part of this project, most of the existing railroad infrastructure would be reconstructed as described in more detail below. The Project Study Area for the RPRP extends from E Street in the City of San Bernardino to Cook Street in the City of Redlands. This linear corridor area will be evaluated in the EIR/EA and is generally limited to the existing railroad ROW and, in limited instances, areas immediately adjacent (e.g. generally less than 200-feet from the rail ROW).

### **Project Description:**

The Project would include the development of new railroad infrastructure along an approximate nine-mile section of rail corridor owned by SANBAG and part of the former Atchison, Topeka and Santa Fe (now the Burlington Northern Santa Fe Railway (BNSF)) Railroad's Redlands Subdivision. SANBAG purchased this piece of the railroad along with others in the County from the BNSF in 1993 along with other agencies in Southern California and as a part of the divestiture of the physical assets of the BNSF. The Project would include the development of four new stations consisting of boarding platforms with supporting amenities, parking, and pedestrian access improvements. The Project would include a new train layover/storage facility with storage tracks, a vehicle wash, a 10,000 square foot building, and ancillary facilities. Track upgrades would include signal improvements, replacement or retrofit of four existing bridge structures, and approximately 28 at-grade highway-rail crossings. Some existing at-grade highway rail crossings may be closed (blocked off) as a part of the Project. The Project would also involve culvert replacements and extensions, utility replacements and relocations, and implementation of safety warning devices. Passenger rail service would occur from five stations located at E Street and Tippecanoe Avenue in the City of San Bernardino and New York Street, Orange Street (Downtown Redlands), and University Street (University of Redlands) in the City of Redlands. The station platforms at E Street would be constructed as part of a separate project that would extend Metrolink service east from the Santa Fe Depot.

The Project alternatives would be constructed within the corridor identified in Figure 2, RPRP Study Area. SANBAG proposes the construction of a single track with a one-mile long passing siding located near the midpoint of the alignment. Project components would include the following with construction planned to start in 2015:

- Track Improvements. Proposed track improvements include a redesign of the existing single track alignment and track ballast and subgrade foundation from E Street in San Bernardino to Cook Street in Redlands. Existing rail and railroad ties will be salvaged as part of the Project.
- E Street, Tippecanoe Avenue, New York Street, Downtown Redlands, and University of Redlands Rail Stations. The proposed rail stations will include the installation of new station boarding platforms (with the exception of the E Street Station), ticket vending machines, a shade canopy with some seating, accessible walkways to the public right of way or parking area, lighting, and parking area(s).
- Grade Crossings. Twenty-eight (28) existing highway-rail at-grade crossings and two (2) existing grade separated crossings are within the limits of the project and may be modified to improve and update the safety warning systems at each crossing. Some crossings may be closed to improve roadway related safety associated with the project. The two existing grade separated crossings of Interstate Route 10 will remain.
- Parcel Acquisitions and Relocations. Acquisition of additional right-of-way is required. At this time, SANBAG is not certain on the number of affected parcels as the project is currently in preliminary design phases. In some instances, the acquired parcels may contain active businesses requiring relocation.
- Culvert Replacements, Extensions, and Relocations. Drainage facilities along the rail corridor, such as culverts that extend under the existing railroad track, will require replacement, extension, or relocation. New culverts may be added to improve drainage across (under) the rail corridor.
- Utility Replacement and Relocation. Storm drains, sewer lines, water lines, under drains, railroad signal houses, street lights, power poles and conductors, telephone and/or fiber optic communications lines, commercial billboards, and an oil line will require replacement, relocation, or extension.
- Traffic and Rail Signals. Additional rail and traffic signals will be installed for the corridor based on the final project design. The new passenger rail system will operate under Automatic or Centralized Traffic Control (ATC or CTC) with a single passing siding. A new communications fiber optic backbone communications line will be constructed within the railroad corridor.

- Rail Operations. An operating plan has been developed using Rail Traffic Controller (RTC) modeling and operational analysis based on input from SANBAG, Metrolink, and BNSF. Operations are projected to commence in 2018. Passenger rail service would utilize previously owned rail vehicles consisting of a single trainset composed of one locomotive and up to two cars (see Figure 3, Train Consist).
- Maintenance. Typical railroad maintenance will be required during the operational phase of the project and would be completed from a centralized layover facility proposed to the west of California Street; immediately south of I-10.

**Alternatives:**

The EIR/EA will include consideration of alternatives to the Project consistent with the requirements of CEQA and NEPA. At this time, SANBAG anticipates that this may include the consideration of a No Project/Action Alternative and an Alternative Layover Facility Location. Other build alternatives may also be considered.

**Potential Environmental Effects of the Project:**

The potential environmental effects of the project include, but are not limited to, the following: aesthetics, air quality/greenhouse gases, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, acquisitions/displacements, environmental justice, and transportation/circulation. These topics will be analyzed in the EIR/EA.

**Scoping Meeting:**

The NOP 30-day public review period for this project begins on April 10, 2012 and ends on May 12, 2012. Two scoping meetings are scheduled to occur during the course of the 30-day NOP public review period. These meetings will be held at the following locations located along the RPRP Study Area:

- April 24, 2012, 5:00–7:00 PM. ESRI Café, 380 New York Street, Redlands, CA 92373
- May 2, 2012, 5:00–7:00 PM. San Bernardino Hilton, 285 East Hospitality Lane, San Bernardino, CA 92408, University Room

**Responses to this Notice of Preparation:**

This NOP is being circulated pursuant to California Public Resource Code Section 21153(a) and the State CEQA Guidelines, Section 15082. Public agencies and the public are invited to comment on the proposed scope and content of the environmental information to be included in the EIR/EA. A 30-day comment period is provided to return written comments to SANBAG. Written responses and comments will be accepted until May 12, 2012. Please include the name of the project in the subject heading and the name of a contact person in your organization, if applicable. Please send written comments to:

Mitchell A. Alderman, P.E.  
 Director of Transit & Rail Programs  
 SANBAG  
 1170 W. 3rd Street, 2nd Floor  
 San Bernardino, CA 92410-1715.

Your comments may also be sent by e-mail to [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov).

**Project Applicant:**

Per Section 15367 of the State CEQA Guidelines, a Lead Agency is defined as “the public agency which has the principal responsibility for carrying out or approving a project.” In the case of the RPRP, the Lead Agency is SANBAG for compliance with CEQA. FTA is the Lead Agency for compliance with NEPA.

Signature:  Date: 4/6/12

Title: Director of Transit & Rail Programs Telephone: (909) 884-8276

**References:**

California Environmental Quality Act

1970. CEQA Statute, California Public Resources Code § 21000 et seq.

Federal Highway Administration and Federal Transit Administration

2009. Environmental Impact and Related Procedures, 23 CFR Part 771.

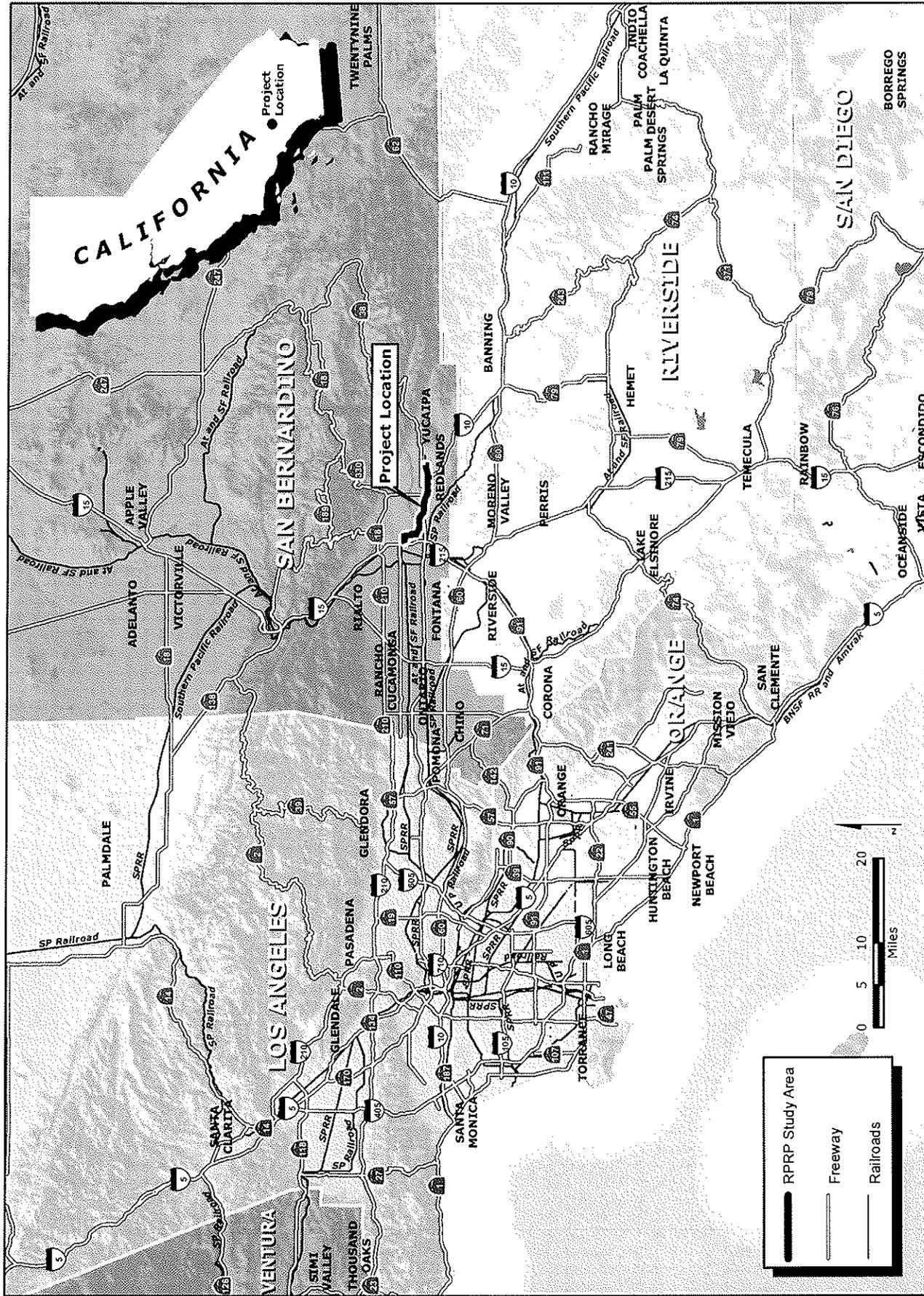
National Environmental Policy Act

1966. NEPA, Section 4(f) of the U.S. Department of Transportation Act (49 USC 303).

SANBAG

2007. Redlands Passenger Rail Station Area Plans.

2003. Redlands Rail Feasibility Study.



**Regional Location and Project Area**  
**FIGURE 1**

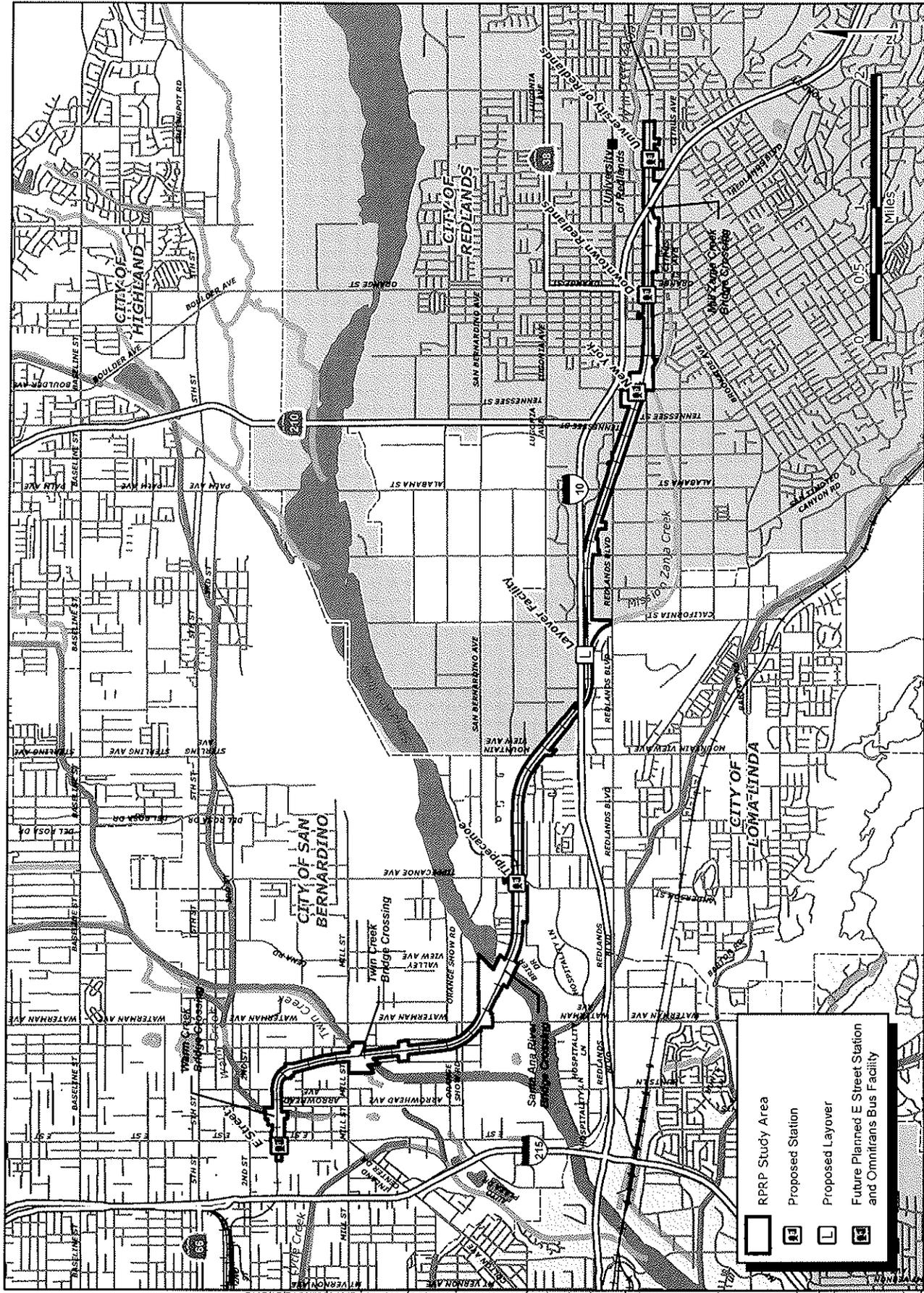
SANBAG/FTA | Redlands Passenger Rail Project | NOP



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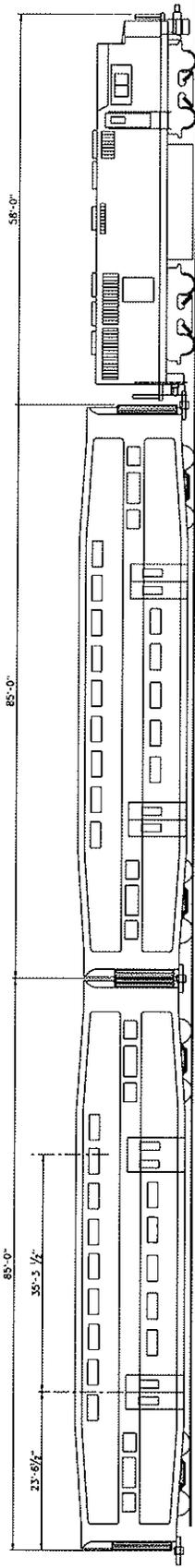
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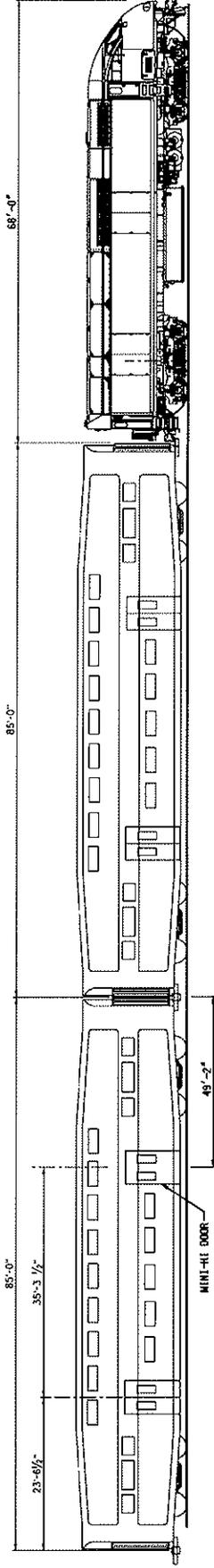
**RPRP Study Area**  
**FIGURE 2**

SANBAG | Redlands Passenger Rail Project | NOP

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GM F59PH LOCOMOTIVE & BOMBARDIER CAR



GM MP36PH LOCOMOTIVE & BOMBARDIER CAR

# Train Consist

FIGURE 3



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



KEN ALEX  
DIRECTOR

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Notice of Preparation

SAN BERNARDINO  
ASSOCIATED GOVTS

April 10, 2012

To: Reviewing Agencies

Re: Redlands Passenger Rail Project  
SCH# 2012041012

Attached for your review and comment is the Notice of Preparation (NOP) for the Redlands Passenger Rail Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Mitchell Alderman**  
**San Bernardino Associated Governments**  
**1170 W. 3rd Street, 2nd Floor**  
**San Bernardino, CA 92410**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2012041012  
**Project Title** Redlands Passenger Rail Project  
**Lead Agency** San Bernardino Associated Governments

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**Type** NOP Notice of Preparation  
**Description** The Project proposes to re-introduce passenger rail service along the existing railroad right-of-way owned by SANBAG. The Project would include the development of four new stations, a new train layover/storage facility, track upgrades, replacement or retrofit of four existing bridge structures, and improvements at 28 at-grade highway rail crossings. The Project would also involve culvert replacements and extensions, utility replacements and relocations, and implementation of safety warning devices.

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**Lead Agency Contact**

**Name** Mitchell Alderman  
**Agency** San Bernardino Associated Governments  
**Phone** 714-884-8276 **Fax**  
**email**  
**Address** 1170 W. 3rd Street, 2nd Floor  
**City** San Bernardino **State** CA **Zip** 92410

---

**Project Location**

**County** San Bernardino  
**City** San Bernardino, Redlands  
**Region**  
**Cross Streets** Various  
**Lat / Long**  
**Parcel No.** Various  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** I-215, 10  
**Airports** San Bernardino International  
**Railways** BNSF/Metrolink  
**Waterways** Various including Santa Ana River  
**Schools** Various  
**Land Use** Various

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**Project Issues**

**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 6; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

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**Date Received** 04/10/2012 **Start of Review** 04/10/2012 **End of Review** 05/09/2012

NOP Distribution List

Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Nicole Wong
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Gerald R. Zimmerman
- Dept. of Conservation  
Elizabeth Carpenter
- California Energy Commission  
Eric Knight
- Cal Fire  
Allen Robertson
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept. of Parks & Recreation Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- Dept. of Water Resources  
Nadell Gayou

- Fish & Game Region 1E  
Laurie Harnsberger
- Fish & Game Region 2  
Jeff Drongesen
- Fish & Game Region 3  
Charles Armor
- Fish & Game Region 4  
Julie Vance
- Fish & Game Region 5  
Leslie Newton-Reed
- Habitat Conservation Program  
Gabrina Gatchel
- Fish & Game Region 6  
Habitat Conservation Program  
Brad Henderson
- Fish & Game Region 6 I/M  
Inyo/Mono. Habitat Conservation Program
- Dept. of Fish & Game M  
George Isaac
- Marine Region

- Fish & Game Region 1  
Dan Kopulsky
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Marion Regisford
- Cal EPA
- Air Resources Board
- Airport/Energy Projects  
Jim Lerner
- Transportation Projects  
Douglas Ito
- Industrial Projects  
Mike Tollstrup
- State Water Resources Control Board
- Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board
- Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board
- Phil Crader  
Division of Water Rights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

- Caltrans, District 8
- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)
- Other

- Business, Trans. & Housing
- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning  
Terri Pencovic
- California Highway Patrol  
Suzann Ikeuchi
- Office of Special Projects
- Housing & Community Development  
CEQA Coordinator
- Housing Policy Division

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Bruce de Terra
- Caltrans, District 4  
Lisa Carboni
- Caltrans, District 5  
David Murray
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson

- Dept. of Transportation
- Caltrans, District 1
- Caltrans, District 2
- Caltrans, District 3
- Caltrans, District 4
- Caltrans, District 5
- Caltrans, District 6
- Caltrans, District 7
- Delta Stewardship Council  
Kevan Samsam

- Independent Commissions/Boards
- Delta Protection Commission  
Michael Machado
- Cal EMA (Emergency Management Agency)  
Dennis Castrillo

- Regional Water Quality Control Board (RWQCB)
- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
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- RWQCB 5F  
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- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
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Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
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Dan Kopulsky
- Caltrans, District 9  
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Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
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Dennis Castrillo

- Fish and Game
- Depart. of Fish & Game  
Scott Flint
- Environmental Services Division
- Fish & Game Region 1  
Donald Koch

- Fish and Game
- Depart. of Fish & Game  
Scott Flint
- Environmental Services Division
- Fish & Game Region 1  
Donald Koch

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

PLANNING

464 WEST 4<sup>th</sup> STREET, 6<sup>th</sup> Floor MS 725

SAN BERNARDINO, CA 92401-1400

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**SAN BERNARDINO  
ASSOCIATED GOVTS**

April 18, 2012

Mr. Mitchell Alderman  
San Bernardino Associated Governments  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

Redlands Passenger Rail Report, SCH# 2012041012

Dear Alderman,

We have completed our review for the Notice of Preparation (NOP) for the Redlands Passenger Rail Project. The project would include the development of four new stations, replacement or retrofit of four existing bridge structures, improvement of 28 at-grade highway rail crossings, utility replacement and relocations and implementation of safety warning devices.

Because this project may impact the I-10 facility at several local interchange locations and crossings, we will need to continue to be included during the development and the review process of this proposal.

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Harish Rastogi at (909) 383-6908 or myself at (909) 383-4557.

Sincerely,

A handwritten signature in cursive script that reads "Daniel Kopulsky".

DANIEL KOPULSKY  
Office Chief  
Community Planning

C: Mark Roberts

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
[ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



APR 23 2012

SAN BERNARDINO COUNTY  
ASSOCIATED GOVERNMENTS

April 18, 2012

Mr. Mitchell Alderman

**San Bernardino Associated Governments**

1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

Re: SCH#2012041012; Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "Redlands Passenger Rail Project;" located in the City of Redlands; San Bernardino County, California.

Dear Ms. Peterson:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: No Native American Cultural Resources were not identified within the 'area of potential effect (APE).

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American

contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254( r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

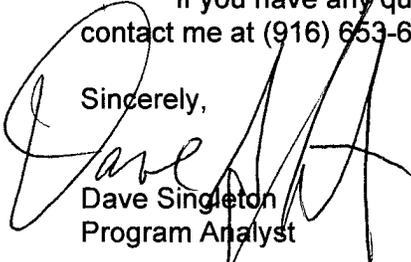
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton". The signature is written in a cursive style with a large initial "D" and "S".

Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

**Native American Contacts**  
San Bernardino County  
April 18, 2012

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670 Cahuilla  
Anza , CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

Gabrielino Tongva Nation  
Sam Dunlap, Chairperson  
P.O. Box 86908 Gabrielino Tongva  
Los Angeles , CA 90086  
samdunlap@earthlink.net  
(909) 262-9351 - cell

San Manuel Band of Mission Indians  
James Ramos, Chairperson  
26569 Community Center Drive Serrano  
Highland , CA 92346  
(909) 864-8933  
(909) 864-3724 - FAX  
(909) 864-3370 Fax

Morongo Band of Mission Indians  
Michael Contreras, Cultural Heritage Prog.  
12700 Pumarra Road Cahuilla  
Banning , CA 92220 Serrano  
**(951) 201-1866 - cell**  
mcontreras@morongo-nsn.  
gov  
(951) 922-0105 Fax

Soboba Band of Mission Indians  
Scott Cozaet, Chairperson; Attn: Carrie Garcia  
P.O. Box 487 Luiseno  
San Jacinto , CA 92581  
carrieg@soboba-nsn.gov  
(951) 654-2765  
(951) 654-4198 - Fax

San Manuel Band of Mission Indians  
Ann Brierty, Policy/Cultural Resources Departmen  
26569 Community Center. Drive Serrano  
Highland , CA 92346  
(909) 864-8933, Ext 3250  
abrierty@sanmanuel-nsn.  
gov  
(909) 862-5152 Fax

Gabrieleno/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

Fort Mojave Indian Tribe  
Nora McDowell, Cultural Resources Coordinator  
500 Merriman Ave Mojave  
Needles , CA 92363  
NoraMcDowall@fortmojave.  
(760) 629-4591  
(760) 629-5767 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2012041012; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Redlands Passenger Rail Project; located in the City of Redlands; San Bernardino County, California .

**Native American Contacts**  
San Bernardino County  
April 18, 2012

Pechanga Band of Mission Indians  
Mark Macarro, Chairperson  
P.O. Box 1477 Luiseno  
Temecula , CA 92593  
tbrown@pechanga-nsn.gov  
(951) 770-6100  
(951) 695-1778 Fax

Serrano Nation of Indians  
Goldie Walker  
P.O. Box 343 Serrano  
Patton , CA 92369

Ernest H. Siva  
Morongo Band of Mission Indians Tribal Elder  
9570 Mias Canyon Road Serrano  
Banning , CA 92220 Cahuilla  
**siva@dishmail.net**  
(951) 849-4676

**SOBOBA BAND OF LUISENO INDIANS**  
Joseph Ontiveros, Cultural Resource Department  
P.O. BOX 487 Luiseno  
San Jacinto , CA 92581  
jontiveros@soboba-nsn.gov  
(951) 663-5279  
(951) 654-5544, ext 4137

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2012041012; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Redlands Passenger Rail Project; located in the City of Redlands; San Bernardino County, California .

On Apr 25, 2012, at 11:35 AM, "[Mgriffinlandvest@aol.com](mailto:Mgriffinlandvest@aol.com)<<mailto:Mgriffinlandvest@aol.com>>" <[Mgriffinlandvest@aol.com](mailto:Mgriffinlandvest@aol.com)<<mailto:Mgriffinlandvest@aol.com>>> wrote:

Hi Mitch:

I spoke with you last night along with my client Bill Patterson regarding his property at 1120 W. Redlands Blvd. in Redlands. As you know Caliber Collision Center has occupied Bill's property for the past 15 years, however, they will be moving as a result of the proposed future RR line coming to Redlands in the years to come.

Per our conversation as it sits right now Bill's property will become land locked once construction starts. You mentioned that SANBAG has ordered a Preliminary Title Report and is going to do a title search to try and find if a legal easement for ingress and egress existed at one time for the property. Can you find out what Title Company you have ordered this from and what progress they are making and pass along their findings?

FYI - I have ordered a Prelim from First American Title Insurance Company in Ontario, but haven't received it yet. Bill has asked me to market the property to get a new tenant or sell the property, but without future legal access into the property it makes it virtually impossible.

Attached is an aerial photo showing the subject property.

Please advise. Thank you.

Michael Griffin  
Broker Associate - DRE # 00690415

LANDVEST USA - Since 1987  
Commercial Real Estate Brokers  
Specializing in Land Acquisition  
28967 Paseo Picasso  
Mission Viejo, CA 92692

Redlands Phone: (909) 798-1361  
Cell Phone: (909) 855-3626  
Email Address: [mgriffinlandvest@aol.com](mailto:mgriffinlandvest@aol.com)<<mailto:mgriffinlandvest@aol.com>>  
<1120 W Redlands Blvd. April 2012 Aerial Map.jpg>



W Redlands Blvd

Tennessee St

© 2012 Google

Google earth

Imagery Date: 3/9/2011

34°03'38.74" N 117°11'54.33" W elev. 1283 ft

Eye alt 2237 ft

**From:** CECIL A KARSTENSEN [<mailto:cecilk@verizon.net>]  
**Sent:** Thursday, April 26, 2012 10:22 PM  
**To:** [rprp\\_public\\_comments@sanbag.ca.gov](mailto:rprp_public_comments@sanbag.ca.gov)  
**Subject:** NOP/DEIR/EA For the Redlands Passenger Rail Project

Track Improvements. Is there any consideration to convert all existing single track grade crossings to two track crossing for future expansion?

Rail Operations. By using commuter (METROLINK) equipment on single track corridor, are we under utilizing this valuable corridor? What is the proposed headway or frequency of the trains?

Thank you for reading my concerns. I look forward to attending the 2 May presentation in San Bernardino.

Cecil

Cecil A. Karstensen, DTM  
H: 909-794-7221  
C: 909-384-2448



## Department of Toxic Substances Control



**Matthew Rodriguez**  
Secretary for  
Environmental Protection

**Deborah O. Raphael, Director**  
5796 Corporate Avenue  
Cypress, California 90630

**Edmund G. Brown Jr.**  
Governor

April 30, 2012

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MAY - 2 2012

SAN BERNARDINO  
ASSOCIATED GOVTS

Mr. Mitchell Alderman, P.E.  
Director of Transit & Rail Programs  
San Bernardino Associated Governments  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, California 92410-1715

REVISED NOTICE OF PREPARATION (NOP) FOR A DRAFT ENVIRONMENTAL  
REPORT FOR THE REDLANDS PASSENGER RAIL PROJECT, (SCH#2012041012),  
SAN BERNARDINO COUNTY

Dear Mr. Alderman:

The Department of Toxic Substances Control (DTSC) has received your submitted Revised Notice of Preparation for a Draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The project proposes to re-introduce passenger rail service along the existing railroad right-of-way (ROW) owned by SANBAG from the City of San Bernardino on the west to the City of Redland on the east, in southwestern San Bernardino County, California. This right-of-way is commonly referred to as the "Redland Branch Line" and is also commonly referred to as "Redlands Subdivision, Redland Spur, or Redlands Corridor." The entire Redlands Corridor is approximately ten mile rail segment that extends from the Santa Fe Depot in the City of San Bernardino to the University of Redlands in the City of Redlands. The Project would include the development of new railroad infrastructure along an approximate nine-mile section of rail corridor owned by SANBAG and part of the former Atchison, Topeka and Santa Fe (now the Burlington Northern Santa Fe Railway (BNSF)) Railroad's Redlands Subdivision."

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

Mr. Mitchell A. Alderman, P.E.

April 30, 2012

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- EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

Mr. Mitchell A. Alderman, P.E.

April 30, 2012

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- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see

Mr. Mitchell A. Alderman, P.E.  
April 30, 2012  
Page 4

[www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi,  
DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project  
Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov).

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
Attn: Nancy Ritter  
[nritter@dtsc.ca.gov](mailto:nritter@dtsc.ca.gov)

CEQA # ~~3518~~ 3517

**From:** Mark Johnston [<mailto:canammj@yahoo.com>]  
**Sent:** Monday, April 30, 2012 8:47 PM  
**To:** [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)  
**Subject:** redlands project

- > I am very happy you are going with Metrolink style cars and engines.  
WHY not get ahold of some of the cars that Metrolink is storing and refurb them?  
You have such a short line- really a shuttle- with 3 2-car trains, plus reserves, would only need 8-10 cars.
- > Hopefully you use the IE maine. base that Metrolink just built. Why do you need to build one ?  
Save the money, not that hard to run a first morning train out to Redlands to bring your sets out.
- > if not the new big IE base, how about the storage area just east of the SB depot that is storing cars? Surely enough room for cleaning and storage.
- > I would hope on weekends or holidays, you would consider some through routed trains to LA via Upland or even to the OC. Like weekend excursion, not necessarily commuter style.
- > WHY not extend a little more to Mentone? Highland might be a bit much because of a bridge over Santa Ana River
- > Yet another idea, send some of these trains west onto the old northern route of the PE line trough Rialto to Rancho, or send some runs to Victorville.

=

Please add my name to email and regular mailing lists so I can stay in touch for future events.  
MARK R. JOHNSTON, 4185 VAN BUREN ST, CHINO CA 91710  
[CANAMMJ@YAHOO.COM](mailto:CANAMMJ@YAHOO.COM)



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

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MAY - 7 2012

SAN BERNARDINO  
ASSOCIATED GOVTS

May 1, 2012

Mitchell A. Alderman, P.E.  
Director of Transit & Rail Programs  
SANBAG  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

## **Notice of Preparation of a CEQA Document for the Redlands Passenger Rail Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM<sub>2.5</sub> emissions from construction and operational activities and processes. In connection with developing PM<sub>2.5</sub> calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM<sub>2.5</sub> emissions and compare the results to the recommended PM<sub>2.5</sub> significance thresholds. Guidance for calculating PM<sub>2.5</sub> emissions and PM<sub>2.5</sub> significance thresholds can be found at the following internet address: [http://www.aqmd.gov/ceqa/handbook/PM2\\_5/PM2\\_5.html](http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html).

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html) Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

IM

SBC120410-01

Control Number

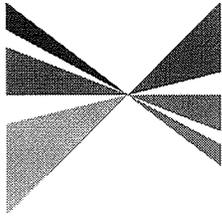
**From:** California Gas & Liquor [<mailto:calgas941@aol.com>]  
**Sent:** Friday, May 04, 2012 11:41 AM  
**To:** [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov); Mitch Alderman  
**Cc:** Reminiskey, Gerard; Gilbert, Daren S.; [kbolowich@lomalinda-ca.gov](mailto:kbolowich@lomalinda-ca.gov)  
**Subject:** Redlands Passenger Rail Project - Enviromental Impact Report

We received your "Notice of Preparation" dated April 10, 2012 and had representatives attend your meetings. We currently have many strong concerns that have been brought up, with no avail, consideration and/or response.

Your projected railway goes across the California Street intersection next to the Cal-trans California off-ramp. The Shell gas station on many occasions has presented that there is a SERIOUS issue to vehicles that back up on the proposed tracks and even presented a traffic study that presented an safer alternative that not only cures the dangerous situation, but also resolves the access issues the west-side properties. This alternative was not only cheap it was a simple and easy cure for all parties involved. Given this project is moving forward we ask as an "interested party" why NOTHING has been done about this matter nor why it has not been mentioned in the Draft environmental report.

Further we would like the California stop to placed back on the proposed project. California street is a access point to Loma Linda and also we feel has a demand for a stop. Additionally the property owners on California Street has been willing to corporate by allowing a platform, which would be again little cost to the project.

Mike Polsky  
California Gas & Liquor  
909-206-2063



**ASSOCIATION of GOVERNMENTS**

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

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Cheryl Viegas-Walker, El Centro

Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

May 7, 2012

Mr. Mitchell A. Alderman, P.E.  
Director of Transit & Rail Programs  
San Bernardino Associated Governments  
1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report/Environmental Assessment for the Redlands Passenger Rail Project [I20120071]**

Dear Mr. Alderman:

Thank you for submitting the **Notice of Preparation of a Draft Environmental Impact Report for the Redlands Passenger Rail Project [I20120071]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines. SCAG is also the designated Regional Transportation Planning Agency under state law, and as such is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component.<sup>1</sup> As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report/Environmental Assessment for the Redlands Passenger Rail Project, and determined that this proposed project is regionally significant per CEQA Guidelines, Sections 15125 and 15206. The proposed project plans to re-introduce passenger rail service along an existing railroad right-of-way, expanding the regional transportation network in southwestern San Bernardino County, California.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. **When available, please send environmental documentation ONLY to SCAG's main office in Los Angeles and provide a minimum of 45 days for SCAG to review.** If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or [leep@scag.ca.gov](mailto:leep@scag.ca.gov). Thank you.

Sincerely,

Jacob Lieb, Manager  
Environmental and Assessment Services

<sup>1</sup> The 2012-2035 RTP/SCS is scheduled for adoption by the SCAG Regional Council on April 4, 2012. Only local agencies can make a finding of consistency with the adopted SCS. Any consistency finding by SCAG pursuant to the IGR process should be construed as a finding of consistency under SB 375.

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL  
IMPACT REPORT FOR THE REDLANDS PASSENGER RAIL PROJECT [I20120071]**

**PROJECT LOCATION**

The proposed project is located along an existing railroad right-of-way owned by SANBAG from the City of San Bernardino on the west to the City of Redlands on the east, in southwestern San Bernardino County, California. The entire Redlands Corridor is an approximately ten mile rail segment that extends from Santa Fe Depot in the City of San Bernardino to the University of Redlands in the City of Redlands.

**PROJECT DESCRIPTION**

The proposed project would include the development of new railroad infrastructure along an approximate nine-mile section of rail corridor owned by SANBAG and part of the former Atchison, Topeka and Santa Fe (now the Burlington Northern Santa Fe Railway (BNSF)) Railroad's Redlands Subdivision. SANBAG purchased this piece of the railroad along with others in the County from the BNSF in 1993 along with other agencies in Southern California and as part of the divestiture of the physical assets of the BNSF. The project would include the development of four new stations consisting of boarding platforms with supporting amenities, parking, and pedestrian access improvements. The project would include a new train layover/storage facility with storage tracks, a vehicle wash, a 10,000 square foot building, and ancillary facilities. Track upgrades would include signal improvements, replacement or retrofit of four existing bridge structures, and approximately 28 at-grade highway-rail crossings. Some existing at-grade highway rail crossings may be closed (blocked off) as part of the project. The project would also involve culvert replacements and extensions, utility replacements and relocations, and implementation of safety warning devices. Passenger rail service would occur from five stations located at E Street would be constructed as part of a separate project that would extend Metrolink service east from Santa Fe Depot.

**CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN**

**Regional Growth Forecasts**

The DEIR should reflect the most current SCAG forecasts, which are the 2012-2035 RTP/SCS (April 2012) Population, Household and Employment forecasts. The forecasts for your region, subregion and city, if applicable are as follows:

**Adopted SCAG Regionwide Forecasts<sup>1</sup>**

	<b>2020</b>	<b>2035</b>
Population	19,663,000	22,091,000
Households	6,458,000	7,325,000
Employment	8,414,000	9,441,000

**Adopted San Bernardino County Forecasts<sup>1</sup>**

	<b>2020</b>	<b>2035</b>
Population	2,268,000	2,750,000
Households	698,000	847,000
Employment	810,000	1,059,000

1. The 2012 RTP/SCS growth forecast at the regional, subregional, and city level was adopted by the Regional Council in April 2012. City totals are the sum of small area data and should be used for advisory purposes only.

The 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also has goals

and policies that may be pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

**Regional Transportation Plan/Sustainable Communities Strategy Goals:**

- RTP G1** *Align the plan investments and policies with improving regional economic development and competitiveness*
- RTP G2** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G3** *Ensure travel safety and reliability for all people and goods in the region*
- RTP G4** *Preserve and ensure a sustainable regional transportation system*
- RTP G5** *Maximize the productivity of our transportation system*
- RTP G6** *Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
- RTP G7** *Actively encourage and create incentives for energy efficiency, where possible*
- RTP G8** *Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
- RTP G9** *Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

**GROWTH VISIONING**

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

**Principle 1: Improve mobility for all residents.**

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

**Principle 2: Foster livability in all communities.**

- GV P2.1** *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2** *Promote developments, which provide a mix of uses.*
- GV P2.3** *Promote "people scaled," walkable communities.*
- GV P2.4** *Support the preservation of stable, single-family neighborhoods.*

**Principle 3: Enable prosperity for all people.**

- GV P3.1** *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2** *Support educational opportunities that promote balanced growth.*
- GV P3.3** *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4** *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5** *Encourage civic engagement.*

**Principle 4: Promote sustainability for future generations.**

- GV P4.1** *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
- GV P4.2** *Focus development in urban centers and existing cities.*
- GV P4.3** *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4** *Utilize "green" development techniques*

**CONCLUSION**

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

**SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES**

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: <http://www.scag.ca.gov/igr/>

- Click on **“Demonstrating Your Project’s Consistency With SCAG Policies”**
- Scroll down to **“Table of SCAG Policies for IGR”**

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles		
Regional Transportation Plan Goals		
Goal/ Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent:</b> Statement as to why <b>Not-Consistent:</b> Statement as to why or <b>Not Applicable:</b> Statement as to why
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	<b>Consistent:</b> Statement as to why <b>Not-Consistent:</b> Statement as to why or <b>Not Applicable:</b> Statement as to why
RTP G3	Preserve and ensure a sustainable regional transportation system.	<b>Consistent:</b> Statement as to why <b>Not-Consistent:</b> Statement as to why or <b>Not Applicable:</b> Statement as to why
Etc.	Etc.	Etc.



*Catalina Gardens Apartments*  
*333 N. University St.*  
*Redlands, CA. 92374*  
*(714) 329-9923*

May 8, 2012

Mitchell A. Alderman, P.E.  
Director of Transit & Rail Programs  
SANBAG  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA. 92410-1715

Re: Redlands Passenger Rail Project

Re: Catalina Garden Apartments, 333 North University Street, Redlands, CA. 92374 and Catalina Court 215-229 North University Street, Redlands, CA. 92374.

Dear Mr. Alderman,

This letter is a formal response to the Notice of Preparation for the Redlands Passenger Rail Project. Please see below environmental impact concerns for Catalina Garden Apartments (34 - 2 bedroom apartments) and Catalina Court Apartments (3 two bedroom apartments and one three bedroom single family residence). **Catalina Garden Apartments are less than 200-feet from the proposed passenger rail.**

**Noise – Diesel Engines**

It is our understanding from the scoping meetings that the passenger rail would run by diesel engines running every ½ hour each way. Noise from the diesel engines would have a negative impact on resident's living standards.

**Noise – Crossing Bells**

Noise from the crossing bells would also have a negative impact on resident's living standards.

**Vibration**

Vibration from the diesel engines and cars would have a negative impact on resident's living standards.

**Air Quality**

Diesel exhaust would have a negative impact on resident's living standards.

**Traffic and Circulation - Congestion**

University Street is a very busy main thoroughfare. The West bound “on ramp” to the 10 freeway and the East bound “off ramp” is located on University Street within a ¼ mile of the proposed passenger rail crossing. Because of these “on” and “off” ramps to the 10 freeway University Street and other streets that “spill” on to University Street experience heavy traffic. The University of Redlands and Redlands High School is also accessed by University Street further adding to this daily heavy traffic. Students that attend The University of Redlands and Redlands High School walk and ride bicycles and cross the proposed passenger rail crossing. The passenger rail would greatly add to the already heavy traffic congestion that exists. Residents of Catalina Garden Apartments, freeway commuters, surrounding neighbors, University of Redlands students and Redlands High School students would be negatively impacted by the further congestion the proposed passenger rail and rail crossing on University Street would create.

**Traffic and Circulation – Dangerous Environment**

Many Residents of Catalina Garden Apartments are students of the University of Redlands. Many of these students walk and ride their bicycle’s to the school campus and would encounter a dangerous environment with the coming and going of the passenger rail.

**Parks and Recreational Facilities – Accessing Sylvan Park**

Residents of Catalina Garden Apartments and residents of the City of Redlands would be negatively affected by the passenger rail when trying to access Sylvan Park.

**Parks and Recreational Facilities – Dangerous Environment**

Residents of Catalina Garden Apartments and other people visiting Sylvan Park would encounter a more dangerous environment with passenger rail cars running every ½ hour within 100 feet of Sylvan Park. Sylvan Park is the primary community park in the City of Redlands, Sylvan park draws hundreds of people, families and children for different functions throughout the year.

**Parks and Recreational Facilities – Noise**

Sylvan Park would be adversely affected by the noise created by the passenger rails diesel engines, rail cars and crossing bells.

I would like to thank you in advance for your careful consideration of these negative environmental impacts on Catalina Garden Apartments, Catalina Court, Sylvan Park and the surrounding neighborhood as a result of the proposed passenger rail.

Sincerely,

Victor J. Marabella  
Owner - Catalina Garden Apartments and Catalina Court.

>> From: Isobel Dozier <[bullidozier@yahoo.com](mailto:bullidozier@yahoo.com)>  
>> Date: May 9, 2012 7:14:26 PM PDT  
>> To: "[malderman@sanbag.ca.gov](mailto:malderman@sanbag.ca.gov)" <[malderman@sanbag.ca.gov](mailto:malderman@sanbag.ca.gov)>  
>> Subject: Redlands Metrolink extension  
>> Reply-To: Isobel Dozier <[bullidozier@yahoo.com](mailto:bullidozier@yahoo.com)>

>>

>> Hi, Mr. Alderman,

>>

>> I really like the idea of Metrolink service for Redlands, although it would be even better if the old Santa Fe "Loop" could be at least partially rebuilt to serve some of the other communities on the former line (Mentone, East Highlands, Highland, Patton, Del Rosa)

>>

>> I think the last regular mixed freight/passenger trains were Nos. 501-502 in the '50s, and there was a gasoline motorcar that ran over the Loop up until about 1938 or so. If Diesel exhaust really is a genuine concern of some residents along the line, BNSF has done work with natural gas locomotives and could even supply one (or two) to SANBAG if required. To make it easier and cheaper, a natural gas-powered switch engine would really be all that is necessary, since the line is fairly short and extreme speeds would not be required.

>>

>> In order to expedite the process and save money, maybe existing Metrolink trainsets starting or finishing their regular long-distance runs at San Bernardino could make a quick jog over the Redlands District before returning for their scheduled service (or when they would normally be on layover)

>>

>> That way, trains could start running over the branch right away, no additional rolling stock would have to be purchased or operating crew hired-- and if possible, the historic (and huge) Santa Fe depot and platform in Redlands can be utilized as a station stop.

>>

>> Best wishes,

>> Isobel

>>

>>



May 10, 2012

Mitchell A. Alderman, P.E.  
Director of Transit & Rail Programs  
SANBAG  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

**Subject: Comments Regarding Notice of Preparation (NOP) of a Draft Environmental Impact Report/Environmental Assessment for the Redlands Passenger Rail Project**

Dear Mr. Alderman,

Thank you for providing Omnitrans the opportunity to offer comments with respect to the preparation of an EIR/EA for the Redlands Passenger Rail Project. As the primary public transportation provider in the San Bernardino Valley serving fifteen cities and county areas within the San Bernardino Valley, Omnitrans (passengers and transit services) will be highly impacted by the Redlands Passenger Rail Project.

The January 2012 Financial Analysis Technical Memorandum produced for SANBAG's *Omnitrans Comprehensive Operational Assessment* states, "As a result of the Redlands Passenger Rail Project and other transit programs within the region and uncertainty in future State and federal funding levels, estimated annual revenue levels for Omnitrans are projected to decrease by approximately 12 percent over the next three years." According to the Technical Memorandum, Omnitrans' allocation of LTF operating revenues in Fiscal Year 2015 is projected to be twenty percent (20%) lower than Fiscal Year 2012.

Thus, a thorough analysis is needed of all projected financial impacts of the Redlands Passenger Rail Project on Omnitrans' operations. Also, due to the projected impacts of the Redlands Passenger Rail Project on operating revenues and service provision, it is critical that all appropriate Title VI and Environmental Justice analysis is conducted in compliance with federal regulations and FTA guidance. The analysis is needed to determine whether proposed changes to rail and bus service related to this project will have a disproportionate or discriminatory impact, as well as to ensure an equitable distribution of resources.

Additional analysis that is needed to prevent negative impacts on transportation-disadvantaged populations is an evaluation of non-motorized circulation and mobility along the passenger rail corridor. This includes pedestrian safety and access at grade crossings as well as pedestrian and bicycle access to stations along the Redlands Passenger Rail corridor.

As an impacted agency, Omnitrans requests to be added to the notification/ mailing list for impacted parties for the Redlands Passenger Rail Project. In order to be able to provide

Omnitrans • 1700 West Fifth Street • San Bernardino, CA 92411  
Phone: 909-379-7100 • Web site: [www.omnitrans.org](http://www.omnitrans.org) • Fax: 909-889-5779

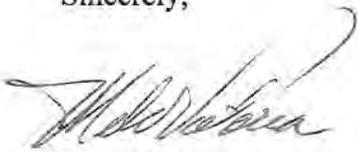
Serving the communities of China, China Hills, Colton, County of San Bernardino, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

substantive comments, Omnitrans is in need of the following information as soon as it is available:

- Any technical reports or scoping document(s) completed for the project thus far, including the project description, goals, objectives, project costs, and any other information that has been sent out to impacted agencies;
- Alternative Analysis Report, Financial Plan (how the project will be financed) and Operating Plan.
- Opening-year and long-term ridership projections for the Redlands Passenger Rail Project, by stop;
- Station plans and/or station area plans; and
- Any other information that has been sent to impacted parties.

Omnitrans is very supportive of building an efficient and effective multimodal public transit network for addressing the mobility, environmental and quality of life goals of this region. As a recipient Federal Transit Administration (FTA) funds, Omnitrans is obligated to notify SANBAG, the FTA and other impacted parties of foreseen negative impacts resulting from the Redlands Passenger Rail Project. Omnitrans will gladly provide any further input, information, or data needed in the scoping for the Redlands Passenger Rail Project.

Sincerely,



Milo Victoria  
CEO/General Manager

Cc: Ray Wolf, Executive Director of SANBAG  
Raymond Sukys, Director of Planning and Program Development



Office of the Executive Vice President

May 10, 2012

Mitchell A. Alderman P.E.  
Director of Transit & Rail Programs  
SANBAG  
1170 W. 3rd Street, 2<sup>nd</sup> Floor  
San Bernardino, CA. 92410-1715

Subject: Responses and Comments to the Notice of Preparation of a Draft Environmental Impact Report/Environmental Assessment for the Redlands Passenger Rail Project.

Dear Mr. Alderman,

The University of Redlands is a supporter and participant in the Redlands Passenger Rail Project. The last station location within Redlands is at the University of Redlands. The University of Redlands is located north of the proposed station and it also owns lands surrounding the proposed "University Station" location. Based upon this unique situation the University wants to ensure that the project addresses potential environmental impacts associated with the project and fully evaluates reasonable alternatives and potential mitigation measures for the project.

The University is concerned with the impacts that will occur from the rail operations. Our understanding is that the passenger rail service would utilize previously owned rail vehicles consisting of a single trainset composed of one locomotive and up to two cars. The University has existing educational and theatrical performance facilities located directly north of the proposed transit station which will be negatively impacted by noise, vibration, and air pollution caused from the rail service. It is important, therefore, that the level of these impacts be identified, evaluated, and minimized to the full extent feasible. It had been indicated in earlier discussions with the University of Redlands that the SCAQMD might participate in developing a locomotive that would result in less noise and vibration as well as reducing air quality impacts. The University would like this alternative and/or other alternative equipment evaluated as one way to minimize noise, vibration, and air quality impacts. In addition to consideration of alternative equipment, we would want to ensure that if refurbished Metrolink equipment is utilized that the equipment is modified and/or equipped so as to minimize noise, vibration and air quality impacts to the greatest extent feasible.

Another noise concern that relates to typical rail operations is the blowing of horns at street crossings. This operational component of rail service is of particular concern as it pertains to the crossing at University Street which is adjacent to the campus. The horn blowing will be disruptive to educational classes and theatrical performances located in the buildings located

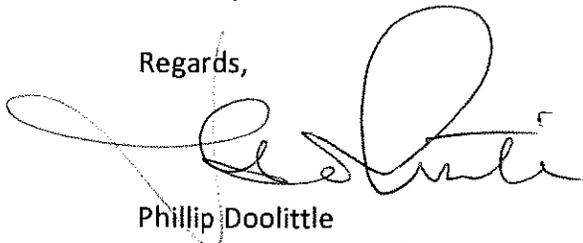
just northeast of University Street. We would like SANBAG, as a part of this project, to evaluate designing the crossing at University Street so that "horn blowing" is not needed. The University is familiar with other railroad crossings in the area that are designed so that horn blowing is not needed. Developing a non-horn blowing railroad crossing at University Street will be a significant noise mitigation factor for this project.

The southern portion of the University of Redlands Campus and the proposed station location to the east of University Street is within a floodplain. The City of Redlands is currently proceeding on a project to build a detention basin (Opal Basin) within Mentone, east of the station site, which will significantly reduce potential flooding to the site. It may be feasible to incorporate other elements into the flood control system (such as making improvements to the Zanja Creek, developing additional detention basins, and/or putting in storm drain links) that will eliminate or significantly reduce floodplain issues from the University Station site. Flooding is a significant impact for the development of the station that should be evaluated. Flooding potential will also have a significant impact on the proposed Transit Oriented Development planned in proximity to the station. It is recommended that as a part of the project flood control alternatives be evaluated so as to mitigate impacts to the project.

The project includes track replacement, grade crossing improvements, traffic and rail signals, and development of transit stations. Some of these improvements will be constructed directly adjacent to the campus. Construction impacts should be evaluated and mitigated. The impacts to be considered for review and mitigation should include increased traffic, noise, vibration, dust, and air quality.

We appreciate the opportunity to provide comments, concerns and recommendations with regards to the impacts of the Redlands Rail Project. If you need further clarification regarding the issues we have raised, please let us know. We look forward to actively participating in the EIR/EA process.

Regards,

A handwritten signature in black ink, appearing to read 'Phillip Doolittle', written over a faint dotted line.

Phillip Doolittle  
Executive Vice President, COO  
University of Redlands

# DEPARTMENT OF PUBLIC WORKS

FLOOD CONTROL • LAND DEVELOPMENT & CONSTRUCTION • OPERATIONS  
SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION



COUNTY OF SAN BERNARDINO

825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104  
Fax (909) 387-8130

GERRY NEWCOMBE  
Director of Public Works

May 11, 2012

**RECEIVED**

File: 10(ENV)-4.01

**MAY 17 2012**

Mitchell A. Alderman, P.E.  
Director of Transit & Rail Programs  
San Bernardino Associated Governments  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

**SAN BERNARDINO  
ASSOCIATED GOVTS**

**RE: SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG) NOTICE OF  
PREPARATION OF DRAFT ENVIRONMENTAL IMPACT/ASSESSMENT REPORT  
(DEIR/EA), REDLANDS PASSENGER RAIL PROJECT**

Dear Mr. Alderman:

Thank you for providing the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project.

Following Department review of the subject document, it is requested that a copy of the DEIR/EA and any technical studies and/or reports be submitted to this Department for further review when available. At that time, the Department will comment on the proposed project and its possible impacts on existing and/or future Flood Control District facilities or County roads.

If you have questions, please contact Erma Hurse at (909) 387-1864 or by email at [Erma.Hurse@dpw.sbcounty.gov](mailto:Erma.Hurse@dpw.sbcounty.gov).

Sincerely,

**ANNESLEY IGNATIUS, P.E.**  
Deputy Director – Land Development & Construction

ARI:EH:mb/Request DEIR-EA\_SANBAG-Redlands Rail Project.doc

GREGORY C. DEVEREAUX  
Chief Executive Officer

Board of Supervisors  
BRAD MITZELFELT ..... First District      NEIL DERRY ..... Third District  
JANICE RUTHERFORD ..... Second District      GARY C. OVITT ..... Fourth District  
JOSIE GONZALES ..... Fifth District

 MAY 16 2012 SAN BERNARDINO ASSOCIATED GOVTS  
 Southern California Regional Rail Authority

May 11, 2012

File: G0000704

Mr. Mitchell Alderman, P.E.  
Director of Transit & Rail Programs  
SANBAG  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

**RE: Notice of Preparation (NOP) of DEIR/Environmental Assessment  
For the Redlands Passenger Rail Project**

Dear Mr. Alderman:

The Southern California Regional Rail Authority (SCRRA) has received the NOP of Draft EIR/Environmental Assessment for the Redlands passenger rail project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad adjacent or on the project site. As you are aware, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (METRO), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way for your project is currently operated and maintained by the Burlington Northern Santa Fe Railway Co. (BNSF). The proposed project is also located in the cities of San Bernardino and Redlands and involves upgrades to about 28 railroad crossings.

Below is a list of general comments that are of concern for all proposed projects near or adjacent to the railroad right of way based on our initial cursory review of the NOP and its possible impact on the railroad. Please note that these are initial general comments submitted to meet the public comment period. SCRRA may follow up with more specific comments for consideration if further analysis deems it necessary.



Applicable	General Comment
Yes	<p><b>Provide Adequate Drainage</b>            City/Agency shall prevent flooding of rail tracks by diverting or diffusing storm water runoff and prevent and mitigate any disruptions to SCRRA operations</p>
Yes	<p><b>Prevent Vehicles from Queuing on to Tracks</b>            Lane reduction near or about the crossing during construction is a safety concern to SCRRA. Flagging and other efforts shall be provided to mitigate queuing onto the tracks.</p>
Yes	<p><b>Prevent Trespassing</b>            Measures to prevent illegal crossings and access of right of way must be implemented and meet SCRRA standards to mitigate safety concerns and impacts to train operations. City/Agency shall fence off access to railroad tracks to prevent pedestrians from using the rail corridor. SCRRA will need to review and approve all draft and final designs to ensure conformance to railroad design standards. Please be sure to show offset measurements from parcel boundary to centerline of track on proposed fence drawings.</p>
Yes	<p><b>Obtain SCRRA Permits Prior to Construction</b>            Request approval from SCRRA before construction. City/Agency must submit proper SCRRA forms. These forms can be obtained from our website:  <a href="http://www.metrolinktrains.com/pub_projects/?id=11">http://www.metrolinktrains.com/pub_projects/?id=11</a></p>
Yes	<p><b>Notify CPUC</b>            City/Agency will draft and submit, with SCRRA approval, a California Public Utilities Commission (PUC) General Order 88B Form, a Form G and a US DOT Crossing Inventory Information Form</p>
Yes	<p><b>Provide Safe Pedestrian Access</b>            The project should include the installation of pedestrian safety improvements at each crossing to accommodate easy and safe access.</p>
Yes	<p><b>Design and Build to SCRRA Standards</b>            SCRRA will need to review and approve all drafts and final designs related to rail design to ensure conformance to design standards and operational needs.</p>
Yes	<p><b>SCRRA Involvement</b>            City/Agency shall provide timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.</p>

Thank you again for cooperating with SCRRRA to help ensure the development of a successful project. We look forward to working with you on the expansion of Metrolink service to the first mile and the continued passenger rail operation to Redlands. If you have any questions regarding these comments please contact Patricia Watkins at (909) 592-7937 or [watkinsp@scrra.net](mailto:watkinsp@scrra.net).

Sincerely,



Patricia Watkins  
Assistant Director, Public Projects

Cc: Ron Mathieu



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

MAY 17 2012

Raymond Sukys  
Director, Office of Planning and Program Development  
Federal Transit Administration, Region 9  
201 Mission Street, Suite 1650  
San Francisco, CA 94105-1839

Mitchell A. Alderman, P.E.  
Director of Transit & Rail Programs  
SANBAG  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

Subject: Scoping Comments for Proposed Redlands Passenger Rail Project Draft  
Environmental Impact Report/Environmental Assessment

Dear Mr. Sukys and Mr. Alderman:

The United States Environmental Protection Agency (EPA) has reviewed the Notice of Preparation published April 10, 2012, requesting comments on the scope and content of Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) to be performed by the San Bernardino Associated Governments (SANBAG) and Federal Transit Administration (FTA) for the proposed Redlands Passenger Rail Project connecting the City of San Bernardino to the City of Redlands. Our attached comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

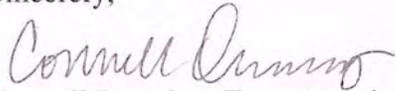
EPA understands that at the completion of the Environmental Assessment process FTA may conclude with a "Finding of No Significance (FONSI)" pursuant to NEPA or, alternatively, initiate the development of an Environmental Impact Statement. Should FTA decide to sign a FONSI, we recommend a clear, comprehensive summary of all project commitments, including design, construction, and operation measures that will be implemented so that no significant impacts will result. Through the attached detailed comments, EPA has provided recommended measures to reduce the environmental impacts of the project.

EPA appreciates the opportunity to comment on rail and transit projects that can play a part in curtailing air quality impacts in one of our Region's counties in non-attainment. Our detailed comments below include recommendations relating to (1) Alternatives, (2) Phasing, (3) sustainability, (4) community coordination, (5) at-grade crossings, (6) air quality, (7)

maintenance and the Layover facility, (8) Land Use and Station Design, and (9) the relationship of this Project to other regional transportation projects.

If you have any questions regarding the recommendations provided, please feel free to contact me or Zac Appleton, the lead EPA reviewers for this project. Zac can be reached at [Appleton.Zac@epa.gov](mailto:Appleton.Zac@epa.gov) or (415) 972-3321. When the DEIR/EA is available for public review, please send one hard copy and one electronic copy to EPA at the address above (mail code CED-2).

Sincerely,



Connell Dunning, Transportation Team Supervisor  
Environmental Review Office

Enclosures: EPA's Detailed Scoping Comments

Cc Via Email: Ray Sukys, FTA  
Hymie Luden, FTA

EPA has reviewed the April 24, 2012 National Environmental Policy Act (NEPA) EA and California Environmental Quality Act (CEQA) EIR scoping presentation prepared by San Bernardino Association of Governments (SANBAG) for the proposed Redlands Passenger Rail Project (RPRP) ([http://www.sanbag.ca.gov/projects/redlands-sb-rail/Scoping\\_Presentation\\_04-24-2012.pdf](http://www.sanbag.ca.gov/projects/redlands-sb-rail/Scoping_Presentation_04-24-2012.pdf)). We recommend that the DEIR/EA incorporate all the presented topic areas in the development of the DEIR/EA, and we provide the following additional recommendations.

### **Alternatives**

The DEIR/EA should include a brief discussion of alternatives analysis already completed by SANBAG and Federal Transit Administration (FTA), including justification for why alternative solutions were not carried forward for further analysis and consideration. This discussion should include Bus Rapid Transit (BRT), light rail, Diesel Multiple Unit, and Metrolink extension, for example.

- Bus Rapid Transit - A successful nearby example of mixing a physically separated bike path with BRT on a rail right-of-way is Los Angeles Metro's Orange Line in San Fernando Valley. EPA recommends that SANBAG and FTA include BRT as an alternative analyzed in the DEIR/EA. A side-by-side analysis of this option, as compared to the proposed project in the DEIR/EA will be helpful for decision-makers to identify differences related to cost, environmental impacts, and ridership.
- Light Rail – An electrified light rail would result in reduced localized diesel emissions near the project site and reduced diesel emission-related health impacts. In the DEIR/EA, describe the rationale behind removing this option from further consideration, or include it as an alternative fully analyzed in the document.

### **Phasing**

SANBAG and FTA should discuss the proposed RPRP in the context of SANBAG's overall plan for rail in this area. In particular, the May 11, 2012 presentation ([http://sanbag.ca.gov/projects/redlands-sb-rail/Redland-Rail-PPT\\_05-11-12.pdf](http://sanbag.ca.gov/projects/redlands-sb-rail/Redland-Rail-PPT_05-11-12.pdf)) identifies a larger future proposed project, including a City of Highlands loop, a San Bernardino Airport connection, and many more stations. How does the proposed RPRP relate to the larger project regarding timing for construction and operation, and connectivity to the larger transportation network? If the proposed RPRP is a stand-alone project, then how do the other elements relate? The other actions appear to be reasonably foreseeable future actions and connected actions to this project; therefore we would expect them to be analyzed and explained fully in this document. Optimally, the entire project would be analyzed together rather than segmented into separate environmental assessments. If SANBAG and FTA decide not to pursue one programmatic analysis, the cumulative impacts section should be comprehensive enough to understand the impacts of the project at complete build-out.

## Community Coordination

EPA commends SANBAG and FTA for inviting early comment from potentially affected communities, and committing to using the NEPA process as a forum for the assessment of potential environmental justice impacts and the analysis of potential impacts related to land acquisition and displacement of residents. EPA encourages SANBAG and FTA to engage the broader community, not limited to the immediate right-of-way (ROW) and its borders, in effective participation in the NEPA process to better address public concerns during the planning process.

### *Recommendations:*

- Engage community participation for concerns like environmental justice, air quality, toxics, intermodal connections, traffic circulation, noise, community connectivity, and other topics members of the public identify.
- In addition to outreaching to Cities of San Bernardino and Redlands, EPA recommends coordinating with other cities (including Loma Linda and Colton) that may also have interests in the proposed project. In particular, the proposed project's Layover Facility will likely impact residents and businesses in Loma Linda.
- Coordinate with the students and faculty at Valley College in Colton and Loma Linda University as they may also want access to the proposed passenger service.

## At-Grade Crossings

EPA is concerned about the environmental and community impacts of the proposed project's 28 at-grade crossings and expected crossing closures. In particular, EPA is concerned that the proposed project's average of 1 at-grade crossing every 1/3<sup>rd</sup> of a mile may inadvertently increase vehicle miles traveled (VMT) (to find alternate routes) and vehicle idling, and subsequent emissions, during the passenger train's operation. EPA is further concerned that SANBAG and FTA adequately address the need for continued pedestrian and non-motorized uses, such as pedestrian footpaths, that may be occurring within and across the right of way since SANBAG purchased it from Burlington Northern Santa Fe (BNSF).

### *Recommendations:*

- EPA recommends SANBAG and FTA analyze and identify traffic circulation and associated air emissions for the proposed project. Specific measures to minimize adverse impacts from the 28 at-grade crossings should be committed to in the DEIR/EA.
- EPA recommends that community outreach include the broadest spectrum of interest groups, including pedestrian and bicycle groups that can advise on their crossing needs through the right of way of the proposed project
- Include in the DEIR/EA a summary of community-recommended options and how these were integrated into project design, proposed at-grade crossings, and closures.

## Air Quality

The DEIR/EA should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each fully evaluated alternative. Because the South Coast Air Basin has some of the worst 8-hour ozone and PM<sub>2.5</sub> (2006) problems in the nation, it is important to reduce emissions of ozone precursors and particulate matter from this Project to the maximum extent.

### *Recommendations:*

- Disclose the available information about the health risks associated with diesel emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels.
- Work with the South Coast Air Quality Management District (SCAQMD), Caltrans, and regional planning agencies to ensure that methods to estimate emissions and anticipated emissions values from the proposed project are consistent with Air Quality Management Plan and Regional Transportation Plan (RTP) conformity determinations.
- Include an identification of potential hotspot impacts, especially where parking lots, idling locomotives, idling buses, and road modifications are proposed.
- Per our discussion on May 10<sup>th</sup> 2012, EPA understands a total of three (3) locomotives are required for this project. We recommend the highest efficiency locomotives and support your interest in using Tier 4 engines in your rehabilitated locomotives. Briefly discuss the contracting specifications that SANBAG and FTA plan to incorporate to require Tier 4 rehabilitated locomotives for the proposed project.

### *Transportation Conformity*

To the extent that the proposed train system will require modification of the existing grade crossings, road network and construction of parking lots and transit facilities, the DEIR/EA should identify what elements of this project will require funding or approval by the Federal Highway Administration (FHWA). In addition, the DEIR/EA should demonstrate that the project is included in a conforming transportation plan and a transportation improvement program. SANBAG and FTA should work with SCAQMD and the regional planning agencies to ensure that applicable elements of the proposed project are consistent with future revisions of the RTP. The identification of sensitive receptors, and carbon monoxide and particulate matter hotspot analyses should be included in the DEIR/EA, especially where parking lots and road modifications are proposed.

### *Construction Mitigation Measures*

The proposed Project will involve construction and staging along populated sections of the corridor. Because of the multiple receptors along the corridor, SANBAG and FTA should identify and commit to specific requirements to reduce emissions. The DEIR/EA should include SCAQMD requirements to reduce emissions. In addition to these measures, EPA recommends

the following additional measures to reduce the impacts resulting from future construction associated with this Project.

*Recommendations:*

In light of the serious health impacts associated with PM<sub>2.5</sub> (fine particulate matter) and diesel exhaust exposure, we recommend that the best available control measures for these pollutants be implemented at all times and recommend that a Construction Emissions Mitigation Plan be incorporated into the DEIR/EA. We recommend that SCAQMD requirements, and the following additional measures be incorporated into the Construction Emissions Mitigation Plan, where feasible and appropriate, in order to reduce impacts associated with fugitive dust and emissions of PM<sub>2.5</sub>, diesel exhaust, and mobile source air toxics from construction-related activities:

*Fugitive Dust Source Controls:*

- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

*Mobile and Stationary Source Controls:*

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. In general, commit to the best available emissions control technology. Tier 4 engines will be available in the 2009-model year and should be used for project construction equipment to the maximum extent feasible. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, SANBAG/FTA should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

*Administrative controls:*

- Specify the means by which impacts to sensitive receptors, such as children, elderly, infirm and others identified in the DEIR/EA, will be minimized. For example, locate

construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.

### **Maintenance and Layover Facility**

EPA is concerned about the potential impacts from the proposed Layover Facility. In particular the DEIR/EA states that the Layover Facility will include train layover and storage, storage tracks, a vehicle wash, a 10,000 square foot building, ancillary facilities, and presumably employee vehicle parking.

#### *Recommendations:*

- The DEIR/EA should discuss potential localized health impacts and their mitigation, including noise, air quality, hazardous materials management and pollution prevention, water use and conservation, stormwater management, and changes to traffic circulation.
- SANBAG and FTA should outreach to the community for input on the Layover Facility's siting, hours of operation, and the potential localized health impacts from support equipment.

### **Sustainable Land Use and Station Design**

#### *Sustainability Policies*

The RPRP provides a great opportunity to plan, construct and operate a new transit system in a way that improves environmental quality while being a catalyst for community development and neighborhood improvement. FTA is directed by Executive Order 13514 to provide an "integrated strategy towards sustainability". SANBAG and FTA should demonstrate the proposed RPRP meets the requirement of Executive Order 13514.

#### Executive Order on Sustainability (EO 13514)

*"In order to create a clean energy economy that will increase our Nation's prosperity, promote energy security, protect the interests of taxpayers, and safeguard the health of our environment, the Federal Government must lead by example. It is therefore the policy of the United States that Federal agencies shall increase energy efficiency; measure, report, and reduce their greenhouse gas emissions from direct and indirect activities; conserve and protect water resources through efficiency, reuse, and stormwater management; eliminate waste, recycle, and prevent pollution; leverage agency acquisitions to foster markets for sustainable technologies and environmentally preferable materials, products, and services;*

*design, construct, maintain, and operate high performance sustainable buildings in sustainable locations; strengthen the vitality and livability of the communities in which Federal facilities are located; and inform Federal employees about and involve them in the achievement of these goals."*

In addition, the HUD/DOT/EPA Partnership for Sustainable Communities is an interagency federal partnership established to better coordinate federal housing, transportation, and environmental protection investments. The partnership is based on the following principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investment
- Value communities and neighborhoods

We note that there are multiple resources for integrating sustainability principles into the development of this project and encourage SANBAG and FTA to include a sustainability chapter in the DEIR/EA that outlines measures taken to meet sustainability goals and principles.

*Recommendation:*

- Identify how SANBAG and FTA are integrating these principles into proposed improvements in the project area, and coordinating with HUD, other modes at DOT, and EPA to ensure that potential improvements reflect the goals of the Partnership for Sustainable Communities. For additional information on the partnership, please visit EPA's website at <http://www.epa.gov/smartgrowth/partnership/>.
- Refer to the American Public Transportation Association recently published "Transit Sustainability Guidelines - A Framework for Approaching Sustainability and Overview of Best Practices" as a guide for integrating design, construction, and operation commitments that reduce the project's environmental footprint as much as possible (<http://www.apta.com/resources/hottopics/sustainability/Documents/Transit-Sustainability-Guidelines.pdf>)

*Land Use*

EPA anticipates that the RPRP may encourage a range of indirect and cumulative land use changes and recommends the following considerations be included in the DEIR/EA.

*Recommendation:*

- The DEIR/EA should identify all transportation improvements proposed to provide access to the proposed Project from anticipated key rider groups along the San Bernardino to Redlands corridor and surrounding population centers, including bicycle paths, transit connections, new methods to move people while reducing congestion, and increased bus service (express service, increase in service on existing routes, new routes, and BRT).
- The DEIR/EA should analyze and disclose the temporary and permanent environmental impacts of constructing stations, parking facilities, maintenance and

storage facilities, power propagation infrastructure, and required road developments and modifications.

- Because the project system is planned along the former Burlington Northern Santa Fe (BNSF) Railroad's Redlands Subdivision railroad corridor, the DEIR/EA should describe, in detail, the specific modifications to the existing rail network and rail crossings required.
- The DEIR/EA should also demonstrate specific design commitments to reduce environmental impacts associated with the construction of passenger stations and maintenance facilities, such as sharing existing downtown parking as opposed to building new, large expansive parking lots.
- The DEIR/EA should identify where proposed stations, parking facilities, and additional required infrastructure will be located in the project corridor, and should disclose the associated impacts from station development on planned and unplanned growth.
- Describe the expected land use changes associated with station locations, including rider access and traffic circulation changes.
- Describe how the proposed stations will link with area bicycle trails and paths, including, but not limited to, the Colton Rail-Trail, Santa Ana River Trail, and Waterman Avenue Bikeway. [[http://www.ie511.org/downloads/sanbag\\_bikeways.pdf](http://www.ie511.org/downloads/sanbag_bikeways.pdf) ] Also consider a bike-pedestrian trail opportunity for the remaining ROW extending from Redlands University to Wabash Avenue near Mentone.
- Describe the associated environmental impacts of those land use changes, including indirect and cumulative impacts. EPA recommends the use of the June 2005 *Guidance for Preparers of Indirect and Cumulative Impacts Analysis* developed jointly by Caltrans, FHWA, and EPA [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)]. The guidance will assist in identifying cumulative impacts and preparing an analysis that is sound and well documented.
- Identify parties responsible for mitigating the environmental impacts associated with the indirect and cumulative impacts of the projected land use changes.
- Identify the timeline for improvements and maintenance, especially how this Project's implementation relates to the Santa Fe Depot renovation project.

### Station Design

EPA recommends the DEIR/EA describe any proposed station designs and identify opportunities for sustainability measures, including energy efficiency and pollution prevention measures.

#### *Recommendations:*

- Incorporate the best practices and use the checklists from the Federal Railroad Administration's *Station Area Planning* document of June 2011 [[http://www.fra.dot.gov/downloads/FRA\\_Station\\_Area\\_Planning\\_June\\_2011\\_c.pdf](http://www.fra.dot.gov/downloads/FRA_Station_Area_Planning_June_2011_c.pdf)]
- Minimize the number of parking spaces to the greatest extent possible at the station in order to encourage the use of transit and pedestrian access;
- Coordinate with other transit providers to maximize intermodal access to the proposed stations;

- Design the new facilities to be pedestrian and bicycle-friendly, including secure bicycle parking, and bikes on trains. Some of these uses can be seamlessly integrated with some ADA requirements.
- Support policies that will increase density and mixed-uses in and near the station areas.
- Consider renewable energy generation and water conservation measures at stations with shaded platforms and other amenities.

### **Relationship to Regional Transportation Projects**

The DEIR/EA for the proposed RPRP should specifically identify how the proposed rail project relates to the broader Regional rail and transit networks. The DEIR/EA can discuss how the project integrates with regional transportation plans and may support LA Metrolink, the LOSSAN Rail Corridor, and the proposed Ontario Airport high-speed rail station.

#### *Recommendations:*

- Address how SANBAG and FTA will insure that the Project is compatible and complementary with other rail and/or transit systems, and will avoid potential duplication of efforts and incompatibilities. For example, discuss how the proposed Project's passenger service complements the existing Omnitrans bus Route 9 service, and the new sbX Bus Rapid Transit service. The DEIR/EA can also discuss the compatibility of the proposed rolling stock and locomotives with LA Metrolink.
- Identify the specific features of the Project that are being designed to "link up" with the other transportation, commuting, transit, and intercity proposals in the region. This may include physical connections, schedules, ticketing, and other factors.
- SANBAG and FTA should consider including the bike path planned for the disused (<http://maps.sanbag.ca.gov/gisportal/2012/04/sanbag-bicycle-plan-available-online/>) portion of the right of way in the proposed RPRP. Lying between the proposed University of Redlands station and North Wabash Avenue in Mentone the disused portion of the right of way could become a high-quality and safe bike route to feed riders onto the proposed passenger rail service as it is inaugurated, and improve vehicle circulation on nearby streets.

**Governments**  
**SANBAG**  
**Working Together**

Thank you for your interest in  
the Redlands Passenger Rail Project.

San Bernardino Associated Governments  
(SANBAG) would like to accurately and personally  
address your questions and concerns. Please  
complete the contact information below and  
indicate the best way to reach you.

**CONTACT INFORMATION**

Name: JAMES SPEE

Street Address: 1539 HENRIETTA ST

City: REDLANDS State: CA Zip Code: 92373

Phone: (909) 997-1152 Cell: ( )

Email: Jim.Spee@chadwell.com FAX: ( )

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** Want to see that you have chosen Metrolink over

light rail & bus. The reasoning seems sound, especially keeping the

line available for freight in between commuter trains. Manufacturing

budget will be key. We don't want Deteresa Martinez's like

blue case. Any chance for electric train? Diesel would be a poor

choice if we want to A SANBAG project liaison will contact you as soon as possible. Budget overrule

missions (assuming electricity is not coming from coal.)

For more information, send an email to [PRRP\\_Public.Comments@sanbag.ca.gov](mailto:PRRP_Public.Comments@sanbag.ca.gov) or call the project helpline at (855) SBR-RAIL / 727-7245.



Thank you for your interest in the Redlands Passenger Rail Project.

San Bernardino Associated Governments (SANBAG) would like to accurately and personally address your questions and concerns. Please complete the contact information below and indicate the best way to reach you.

**CONTACT INFORMATION**

Name: Pat Peters

Street Address: 380 New York St

City: Redlands State: CA Zip Code: 92373

Phone: ( 909 ) 793-2853 Cell: (      )     

Email: ppeters@ash.com FAX: (      )     

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

Preferred Contact Method: (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

*There should be better Inland Empire connections between Downtown Riverside, San Bernardino, and Redlands. Connections now are not good, so driving is the only option.*

Thank you for your input on the Redlands Passenger Rail Project. A SANBAG project liaison will contact you as soon as possible.

For more information, send an email to [RPRR\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRR_Public_Comments@sanbag.ca.gov) or call the project helpline at (855) SBR-RAIL / 727-7245.



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complete the contact information below and  
indicate the best way to reach you.

**CONTACT INFORMATION**

Name: Brad Perrine

Street Address: PO Box 1471

City: Riverside State: CA Zip Code: 92502

Phone: ( ) ) Cell: ( ) )

Email: Perrine.brad@gmail.com FAX: ( ) )

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

An alternative alignment serving San Bernardino International Airport should be considered, or at least an extension of the proposed alignment to create an SBIA station.

Thank you for your input on the Redlands Passenger Rail Project.  
A SANBAG project liaison will contact you as soon as possible.

For more information, send an email to [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov) or call the project helpline at (855) SBR-RAIL / 727-7245.



Thank you for your interest in the Redlands Passenger Rail Project.

San Bernardino Associated Governments (SANBAG) would like to accurately and personally address your questions and concerns. Please complete the contact information below and indicate the best way to reach you.

**CONTACT INFORMATION**

Name: JENNY CLEARY

Street Address: 9254 FAX PLATE

City: RIVERSIDE State: CA Zip Code: 92503

Phone: (     )     )     Cell: (     )     )     )

Email: JENNYCLEARY@GMAIL.COM FAX: (     )     )

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

PLEASE ADD ME TO THE DISTRIBUTION LIST. CD PLEASE ☺

Thank you for your input on the Redlands Passenger Rail Project. A SANBAG project liaison will contact you as soon as possible.

For more information, send an email to RPRP\_Public\_Comments@sanbag.ca.gov or call the project helpline at (855) SBR-RAIL / 727-7245.

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complete the contact information below and  
indicate the best way to reach you.

**CONTACT INFORMATION**

Name: Jim Ver Steeg  
Street Address: 300 E. Stewart Ave.  
City: Redlands State: CA Zip Code: 92374  
Phone: 909 792-3830 Cell: ( 81 )  
Email: Ø FAX: (     )

Are you a local business owner? Yes:  No:

If so, please name the business: FRANKLIN'S GARAGE

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** I f you close 7th Street w/ R/R Tracks  
you will have problems with longy Tracks & Tridlers  
trying to Road. The Parking House on 9th Street,  
At Presant the X pushes 7th Street to South, heading East  
South of R/R Tracks to Parking House. Once Frbit is un-  
loaded on  
loaded exit north on 9th Street left - must on Stewart Ave.  
A SANBAG project liaison will contact you as soon as possible.  
Thank you for your input on the Redlands Passenger Rail Project.  
For more information, send an email to [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov) or call the project helpline at (855) SBR-RAIL / 727-7245.

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complete the contact information below and  
indicate the best way to reach you.

**CONTACT INFORMATION**

Name: ED QUINSELINE

Street Address: 9607 A. WASHINGTON AVE

City: SAN BERNARDINO State: CA Zip Code: 92408

Phone: ( 909 ) 873 1707 Cell: ( 953 ) 798 5685

Email: HQUINSELINE@gmail.com FAX: ( \_\_\_\_\_ ) \_\_\_\_\_

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

More detailed scope maps that show types  
of grade crossings?, grade separations?, No station at  
Orange show and waterman? How much setback typically  
reqd for RTW? Consider the 'Orange show proximity to  
waterman etc

Thank you for your input on the Redlands Passenger Rail Project.  
A SANBAG project liaison will contact you as soon as possible.

For more information, send an email to [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov) or call the project helpline at (855) SBR-RAIL / 727-7245.

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indicate the best way to reach you.

**CONTACT INFORMATION**

Name: J. BATTY

Street Address: 1321 LA ARRIBA DR

City: REDLANDS State: CA Zip Code: 92373

Phone: ( 909 ) 335 1699 Cell: ( \_\_\_\_\_ ) \_\_\_\_\_

Email: \_\_\_\_\_ FAX: ( \_\_\_\_\_ ) \_\_\_\_\_

Are you a local business owner? Yes:  No:

If so, please name the business: Ever Path Services

Preferred Contact Method: (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

Please coordinate closely w/ Engineers during final design  
for SART @ Mission Creek Rail crossing - Geolists recommend bridging so that  
the network works in all weather conditions. Coordinate closely with  
City of Redlands for Orange Blossom Trail integration from 9th to University of Redlands.

Thank you for your input on the Redlands Passenger Rail Project.  
A SANBAG project liaison will contact you as soon as possible.

For more information, send an email to [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov) or call the project helpline at (855) SBR-RAIL / 727-7245.

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**Working Together**

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address your questions and concerns. Please  
complete the contact information below and  
indicate the best way to reach you.

**CONTACT INFORMATION**

Name: Gary & Isabel Walbourne

Street Address: 850 N. E St,

City: San Bernardino State: CA Zip Code: 92410

Phone: ( 909 ) 889-0770 Cell: ( \_\_\_\_\_ ) \_\_\_\_\_

Email: prideeps@aol.com FAX: ( 909 ) 889-0779

Are you a local business owner? Yes:  No:

If so, please name the business: Pride Envelope Co, Inc

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** 1) Please be open & transparent to property owners that you may

need property. Don't let it be a surprise that eminent domain is going to happen. 2) Will

the trains be mostly diesel? Will the businesses be affected by diesel smell all day long?

3) An email update would be nice. Weekly? At least monthly?

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 complete the contact information below and  
 indicate the best way to reach you.

**CONTACT INFORMATION**

Name: E.J. Quasbie

Street Address: 907. D. Washington Ave

City: San Bernardino State: CA Zip Code: 92408

Phone: ( 909 ) 823 1707 Cell: ( 913 ) 798 5685

Email: quasbie@gmail.com FAX: ( )

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** *for ridership, consider a station at Orange Street Lane & Waterman*  
*The following places of business might benefit from a*

*Station located at Waterman & Orange Show Rd's Inland Regional Conference Center,  
 The Target Center, Big Lots Lifestream, The Humane Society, Orange Show & Event Center,  
 Orange Show Inn, et cetera, Not to mention the West Hospitality Areas*  
 \$ 05/02/12

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Gracias por su interés en el Proyecto de Ferrocarril para Pasajeros de Redlands. La Asociación de Gobiernos del Condado de San Bernardino (SANBAG por sus siglas en inglés) quisiera tener sus datos de información correctos para así contestar sus preguntas o comentarios. Por favor indiquenos la mejor manera de comunicarse con usted.

**INFORMACIÓN DE CONTACTO**

Nombre: Davis Hayward

Dirección: 1010 Pacific St

Ciudad: Redlands Estado: CA Código postal: 92378

Teléfono: (99) 792-0591 Teléfono celular: 909-557-848

Correo electrónico: jdavis@redlandsca.gov FAX: ( )

¿Es usted dueño de un negocio o vive en una asociación de dueños de viviendas?

Si es así, por favor díganos el nombre del negocio o la asociación: \_\_\_\_\_

¿Cómo prefiere que lo contactemos? Por favor escoja uno

Por fax  Por correo electrónico  Por escrito  Por teléfono

Por favor, escriba a continuación sus comentarios o preguntas:

WHAT IS THE FUEL CONSUMPTION

PER PASSENGER MILE & WHEN EMPTY & FULL,

RATE IN GALLONS / GALLON AS WELL AS RATE

Gracias por su comentario sobre el Proyecto de Ferrocarril para Pasajeros de Redlands.

Un representante de SANBAG lo/la contactará lo antes posible.

Para más información, por correo electrónico RPRP\_Public\_Comments@sanbag.ca.gov o llámenos al (855) SBR-RAIL / 727-7245.

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**CONTACT INFORMATION**

Name: JAMES HAMMOND

Street Address: 1010 PACIFIC ST.

City: REDLANDS State: CA Zip Code: 92373

Phone: ( 909 ) 1792-0591 Cell: ( 909 ) 557-8411

Email: jam.hammond@jamicom

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

Preferred Contact Method: (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

WILL YOU BE USING THE OLD P.R.R. RIGHTS OF WAY - ? TO THE DOWNTOWN REDLANDS STATION ? WILL YOU FOLLOW WHO MENTIONS ARE YOU ALLOWING TO RENDO THE TRAVEL ROUTES TO WA. ?

Thank you for your input on the Redlands Passenger Rail Project.

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# Governments

# SANBAG

## Working Together

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address your questions and concerns. Please  
complete the contact information below and  
indicate the best way to reach you.

### CONTACT INFORMATION

Name: Jeffrey L. Shaw

Street Address: 222 Silvertree Ln.

City: Redlands State: CA Zip Code: 92374

Phone: ( 909 ) 222-0747 Cell: ( \_\_\_\_\_ ) \_\_\_\_\_

Email: Jeffrey.L.Shaw@sanbag.com FAX: ( \_\_\_\_\_ ) \_\_\_\_\_

Are you a local business owner? Yes:  No:

If so, please name the business: <sup>Case Hunt</sup> Jeffrey L. Shaw Urban & Regional Planning Services

Preferred Contact Method: (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** (1) Concern w/ evaluating and understanding project alternatives

Relative to noise, vibration and air quality issues created by new transit. (2) Interests  
in learning about crossings (ability & cost) to create crossings that do not require  
horns. (3) Concern & understanding construction impacts and mitigation.

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**CONTACT INFORMATION**

Name: Brian Lin Pitkin  
 Street Address: 2986 N CALIFORNIA STREET  
 City: MUSCOY State: CA Zip Code: 92407  
 Phone: (909) 238-2448 Cell: (909) 965-7682 VOICES MAIL

Email: info to brian lin pitkin FAX: ( )  
 info to brian lin pitkin  
 Are you a local business owner? Yes:  No:

If so, please name the business: BENEFICIARY ACCOUNT TO ECONOMIC DEVELOPMENT

**Preferred Contact Method:** (Please check one)  
 By Phone:  Email:  FAX:  In Writing:  SIGNATURE CARD 1ST VALLEY CREDIT UNION

**YOUR COMMENTS/QUESTIONS** I HAVE BEEN CONSTANTLY INVOLVED WITH ALL INVOLVED REGARDING ECONOMIC DEVELOPMENT AND APPRECIATE THE PROFESSIONALISM AND FRIENDLY ATTITUDE OF ALL INVOLVED WHICH ARE TRUSTED AND RELIABLE INDIVIDUALS IS WHY I'M HERE

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**CONTACT INFORMATION**

Name: MAX CLAYTON  
 Street Address: 3499 20th ST  
 City: Highland State: CA Zip Code: 92346  
 Phone: ( ) Cell: (909) 723-4788

Email: Tmechanic54@yahood.com FAX: ( )  
 Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)  
 By Phone:  Email:  FAX:  In Writing:   
 (HIRE TO USE PUB COMP)

**YOUR COMMENTS/QUESTIONS** I WAS 1 OF ORIG SBRHS group, you should keep as much "ORIG" STUFF (ie; BEKRS Bldg + 4 BUSINESSES BETWEEN 3rd + E ST), PART OF SB HISTORY

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**CONTACT INFORMATION**

Name: Gary Walbourne  
 Street Address: 850 N. E St.  
 City: San Bernardino State: CA Zip Code: 92410  
 Phone: (909) 889-0770 Cell: ( )  
 Email: prideeps@aol.com FAX: (909) 889-0779  
 Are you a local business owner? Yes:  No:   
 If so, please name the business: Pride Envelope Co, Inc.  
**Preferred Contact Method:** (Please check one)  
 By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** I am unhappy with the Metro trains using diesel if it is going into the Downtown area with so many people & businesses in such close proximity of them.

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**CONTACT INFORMATION**

Name: JAMES HAMMOND  
 Street Address: 1010 PACIFIC ST.  
 City: REDLANDS State: CA Zip Code: 92373  
 Phone: (909) 792-0591 Cell: (909) 557-8411  
 Email: jd.hammond@juno.com FAX: ( )  
 Are you a local business owner? Yes:  No:   
 If so, please name the business: \_\_\_\_\_  
**Preferred Contact Method:** (Please check one)  
 By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** WILL YOU BE USING THE OLD R.R. RIGHTS OF WAY - ? TO THE DOWNTOWN REDLANDS STATION ? WILL YOU FOLLOW INTO MENTONE ? - ARE YOU PLANNING TO REDO THE TRIANGLE ROUTE TO LA. ?

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**INFORMACIÓN DE CONTACTO**

Nombre: JAMES HAMMANT  
 Dirección: 1016 BACIFIC ST  
 Ciudad: REDLANDS Estado: CA Código postal: 92373  
 Teléfono: (909) 792-0591 Teléfono celular: (909) 537-848  
 Correo electrónico: jhammant@sanbag.ca.gov FAX: ( )

¿Es usted dueño de un negocio o vive en una asociación de dueños de viviendas?  
 Si es así, por favor díganos el nombre del negocio o la asociación: \_\_\_\_\_

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Por fax  Por correo electrónico  Por escrito  Por teléfono

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WHAT IS THE FUEL CONSUMPTION  
PER PASSENGER MILE & WHEN EMPTY & FULL,  
RATE IN TON-MILES/GALLON AS WELL AS TOTAL

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**CONTACT INFORMATION**

Name: Ed. Quarshie  
 Street Address: 907 N. Washington Ave  
 City: San Bernardino State: CA Zip Code: 92408  
 Phone: (909) 873 1707 Cell: (909) 798 5685  
 Email: equarshie@gmail.com FAX: ( )

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

Preferred Contact Method: (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** For ridership, Consider a Station at Orange show Lane & Waterman  
The following places of business might benefit from a  
station located at Waterman & Orange Show Rd: Inland Regional Conference Center,  
The Target Center, Big Lots, Lifestream, The Humane Society, Orange Show & Event Center,  
Orange show Inn, et cetera, Not to mention the West Hospitality Area

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05/02/12

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Name: Gary + Isabel Walbourne

Street Address: 850 N. E St.

City: San Bernardino State: CA Zip Code: 92410

Phone: ( 909 ) 889-0770 Cell: (        )       

Email: prideeps@aol.com FAX: ( 909 ) 889-0779

Are you a local business owner? Yes:  No:

If so, please name the business: Pride Envelope Co., Inc

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** 1) Please be open + transparent to property owners that you may need property. Don't let it be a surprise that eminent domain is going to happen. 2) Will the trains be mostly diesel? Will the businesses be affected by diesel smell all day long? 3) An email update would be nice. Weekly? At least, monthly?

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Name: Jeffrey L. Shaw

Street Address: 222 Silvertree Ln.

City: Redlands State: CA Zip Code: 92374

Phone: ( 909 ) 232-0747 Cell: (        )       

Email: Jeffrey.L.Shaw@msn.com FAX: (        )       

Are you a local business owner? Yes:  No:

If so, please name the business: Jeffrey L. Shaw Urban & Regional Planning Services

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** (1) Concern w/ evaluating and understanding project alternatives relative to noise, vibration and air quality issues created by new transit. (2) Interested in learning about crossings (ability & cost) to create crossings that do not require horns. (3) Concern & understanding construction impacts and mitigation.

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**CONTACT INFORMATION**

Name: JACK A. WEDDLE  
 Street Address: 142 E. Valley St.  
 City: San Bernardino State: CA Zip Code: 92408  
 Phone: (909) 885-7883 Cell: (951) 538 4064  
 Email: MRTWIGGOS@YAHOO.COM FAX: ( )

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** *Re: Increase in Rail activity - continuous Rail Service will create undue hardships on residents in this area. Excess noise, rail activity, safety concerns. A sound wall/barrier needs to be constructed to protect undue hardships on residents.*

Thank you for your input on the Downtown San Bernardino Passenger Rail Project.

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**CONTACT INFORMATION**

Name: Rebecca C. Almanza  
 Street Address: 134 E. Valley St.  
 City: San Brnido State: CA Zip Code: 92408  
 Phone: (909) 888-4966 Cell: ( )  
 Email: \_\_\_\_\_ FAX: ( )

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** *noise, vibration of windows, child and pet safety. lighting & side walks we need to have sound walls.*

Thank you for your input on the Downtown San Bernardino Passenger Rail Project.

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**CONTACT INFORMATION**

Name: VIRGINIA J. WILLIAMS  
 Street Address: 225 50 DOROTHY ST  
 City: SAN DNO State: CAL Zip Code: 92408  
 Phone: ( 909 ) 8891266 Cell: ( \_\_\_\_\_ ) \_\_\_\_\_  
 Email: \_\_\_\_\_ FAX: ( \_\_\_\_\_ ) \_\_\_\_\_

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

STOP SIGNS WARNING SIGN

VIBRATION WILL BREAK WINDOW ETC

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**CONTACT INFORMATION**

Name: Arturo Diaz  
 Street Address: 267 Dorothy St  
 City: San Bernardino State: CA Zip Code: 92408  
 Phone: ( 909 ) 885-5496 Cell: ( 909 ) 649-2402  
 Email: \_\_\_\_\_ FAX: ( \_\_\_\_\_ ) \_\_\_\_\_

Are you a local business owner? Yes:  No:

If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

If the metrolink is gonna run through this street we need safety like a bricks walls & also dont pass to fast because the windows are gonna start vibration & the house is gonna start shaking like a earthquake

Thank you for your input on the Downtown San Bernardino Passenger Rail Project.

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For more information, contact Jane Dreher, SANBAG Public Information Officer (909) 884-8276 • jdreher@sanbag.ca.gov

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**CONTACT INFORMATION**

Name: Gil J. Botello  
 Street Address: 149 E. Valley St.  
 City: S.B. CA State: CA Zip Code: 92408  
 Phone: (213) 663-8923 Cell: ( )  
 Email: gil.botello@smith.com FAX: ( )  
 Are you a local business owner? Yes:  No:   
 If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

*I attended the "scops" meetg on 5/2 to voice my concern + concern of the entire Meadowbrook community about this project: noise, safety, property values, vibrations & How SANBAG plan to address our concerns*

Thank you for your input on the Downtown San Bernardino Passenger Rail Project.

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**CONTACT INFORMATION**

Name: Richard Tucker  
 Street Address: 172 E Valley St  
 City: San Bernardino State: CA Zip Code: 92408  
 Phone: (909) 663-6139 Cell: ( )  
 Email: \_\_\_\_\_ FAX: ( )  
 Are you a local business owner? Yes:  No:   
 If so, please name the business: \_\_\_\_\_

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

*Noise & Safety of our children, windows, vibrations & we need sound walls Safety, lighting!*

Thank you for your input on the Downtown San Bernardino Passenger Rail Project.

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**CONTACT INFORMATION**

Name: David Ortiz  
 Street Address: 255 Dorothy St  
 City: SAN BERNARDINO State: CA Zip Code: 92408  
 Phone: (909) 384-9879 Cell: ( )  
 Email: \_\_\_\_\_ FAX: ( )  
 Are you a local business owner? Yes:  No:

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

NOISE, LOWERING OF PROPERTY VALUES  
WE NEED SOUND WALLS, LIGHTING, SIDE-  
WALKS WE NEED OUR VOICES HEARD!

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**CONTACT INFORMATION**

Name: Cisto, Pati Aragon  
 Street Address: 150 Valley St  
 City: S. B State: CA Zip Code: 92408  
 Phone: (909) 534-7364 Cell: ( )  
 Email: \_\_\_\_\_ FAX: ( )  
 Are you a local business owner? Yes:  No:

**Preferred Contact Method:** (Please check one)

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

We have kids living around!  
about safety + noise

Thank you for your input on the Downtown San Bernardino Passenger Rail Project.  
 A SANBAG project liaison will contact you as soon as possible.

For more information, contact Jane Dreher, SANBAG Public Information Officer (909) 884-8276 • [jdreher@sanbag.ca.gov](mailto:jdreher@sanbag.ca.gov)

**Governments**  
**SANBAG**  
**Working Together**

Thank you for your interest in the Downtown San Bernardino Passenger Rail Project.

San Bernardino Associated Governments (SANBAG) would like to accurately and personally address your questions and concerns. Please complete the contact information below and indicate the best way to reach you.

**CONTACT INFORMATION**

Name: WINIFRED JOHNSTON  
 Street Address: 1163 E VALLEY ST  
 City: S. B State: CA Zip Code: 92408  
 Phone: ( 909 ) 589-5923 Cell: (      )       
 Email:      FAX: (      )       
 Are you a local business owner? Yes:  No:   
 If so, please name the business:       
**Preferred Contact Method:** (Please check one)  
 By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

NOISE + SAFETY

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**Governments**  
**SANBAG**  
**Working Together**

Thank you for your interest in the Downtown San Bernardino Passenger Rail Project.

San Bernardino Associated Governments (SANBAG) would like to accurately and personally address your questions and concerns. Please complete the contact information below and indicate the best way to reach you.

**CONTACT INFORMATION**

Name: Cynthia A Hernandez  
 Street Address: 158 East Valley Street  
 City: San Bernardino State: CA Zip Code: 92408  
 Phone: ( 909 ) 659-5297 Cell: (      )       
 Email:      FAX: (      )       
 Are you a local business owner? Yes:  No:   
 If so, please name the business:       
**Preferred Contact Method:** (Please check one)  
 By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS**

I AM concerned about noise, safety, & lighting, side walks, sound walls + vibration!

Thank you for your input on the Downtown San Bernardino Passenger Rail Project.  
 A SANBAG project liaison will contact you as soon as possible.

For more information, contact Jane Dreher, SANBAG Public Information Officer (909) 884-8276 • [jdreher@sanbag.ca.gov](mailto:jdreher@sanbag.ca.gov)

SAN BERNARDINO ASSOCIATED GOVERNMENTS  
REDLANDS PASSENGER RAIL PROJECT  
PUBLIC SCOPING MEETING

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

LOCATION: HILTON INN  
UNIVERSITY ROOM  
285 Hospitality Lane  
San Bernardino, California 92408

DATE AND TIME: Wednesday, May 2, 2012  
5:00 p.m.

REPORTED BY: DIANE CARVER MANN, CSR  
CSR NO. 6008

JOB NO.: 70947DM

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I N D E X

<u>MEMBERS OF THE PUBLIC COMMENTING:</u>	<u>PAGE</u>
GIL J. BOTELLO	3
KATHY BARTON	4

1 SAN BERNARDINO, CALIFORNIA WEDNESDAY, MAY 2, 2012

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5 MR. BOTELLO: (149 East Valley Street,  
6 San Bernardino) Okay. In reviewing the project area,  
7 the new line, the Redlands line, is going to go  
8 through my neighborhood from Sierra Way to  
9 Mill Street. The tracks are 50 feet away from my  
10 home, and I talked to -- and there's at least a  
11 hundred homes with 750 residents in the city of  
12 San Bernardino within a four-block area of those  
13 tracks from Sierra way to Mill, and we're concerned  
14 about aesthetics, noise, vibration and safety. And I  
15 want to go on record for that reason tonight.

16 I talked to Mitch Alderman and Mayor Morris  
17 from the City of San Bernardino, and I addressed my  
18 concerns to both of them, and they encouraged me to  
19 pass out comment cards to all those hundred homes to  
20 make certain that we meet the May 12th deadline to  
21 voice our concerns. And I represent tonight -- myself  
22 and my neighbor are representing those hundred  
23 homeowners, because they sent us to the first meeting,  
24 and we're going to take information back.

25 So this is a real concern, and we're going

1 to be meeting with our Council Member Virginia Marquez  
2 from the City of San Bernardino to make certain she  
3 joins us and becomes a voice in our concerns. That's  
4 it.

5 And I want to thank you guys for the great  
6 meeting. It was good. Thank you.

7 MS. BARTON: My name is Kathy Barton. I  
8 live at 26356 Tudor Court in Redlands, California.  
9 Although the mailing address is Redlands, our house is  
10 actually situated in the city of Loma Linda, the far  
11 northeastern corner of Loma Linda adjacent to one of  
12 the options of the layover facility. And the  
13 neighborhood that we live in is part of a fairly  
14 concentrated residential area that is near  
15 Interstate 10 and the rail right-of-way that will be  
16 utilized for this project.

17 And the particular concerns that I have  
18 about the layover facility that I would like the  
19 environmental assessment to address are diesel fumes,  
20 so air quality, general visual aesthetics of the  
21 facility, noise, hours of operation. And I guess I  
22 will add one further comment for the record that I  
23 think there may be more -- other areas. The two other  
24 options for the layover facility are in areas that are  
25 more compatible for such a facility, less residential,

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more retail-industrial kinds of locations, and would like to see those locations be studied for the same things but also feasibility in relation to environmental concerns.

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**R E P O R T E R ' S C E R T I F I C A T E**

I, DIANE CARVER MANN, a certified shorthand reporter, do hereby certify that the foregoing pages comprise a full, true and correct transcription of the comments made in the hereinbefore-entitled matter of the Redlands Passenger Rail Project Public Scoping Meeting.

Dated this 2nd day of May, 2012, at Chino, California.

-----  
DIANE CARVER MANN, CSR NO. 6008

70



San Bernardino Associated Governments  
 Redlands Passenger Rail Project Scoping Meeting  
 Tuesday, April 24, 2012 - ESRI Cafe  
 Sign-In Sheet

Name	Organization	Address	Phone	Email
Fernando Baumert	EXCEL AUTO	611 Tennessee ST	951 236-6139	fernando@excel.net
John Oliver	Sage Wink	233 Cañon St Redlands #7	792-9988	johnoliver@earthlink.net
Laura Palmer	-	400 Robinhood Ln Rd. Mendocino 92359	335-9713	
Geek Karsten	RESIDENT	1393 DARWIN WAY	794-7221	mkrcellk@att.net
Dymme Diagonal	CSUSB	236 Alvarado	792-2809	
Guine Vericeal	Highland Community News	27000 Base Line Highland, CA 92346	951-885-6015	avinec1@highlandnews.net
Judith Hunt	HIST <sup>2</sup> San Passu Conura / City of Redlands	816 W. Cypress Ave. Redlands 92373	909 793-8924	judithhunt@usn.com
Andy Benkelman	ESRI	380 New York St Redlands 92373	406 270 1176	benkelman@esri.com
Jon Harrison	ESRI	13007 BU113 Redlands CA	909 733-2033	jharrison@esri.com
Fred Mousaripour	City of Redlands	35 Cajon Street #154	909 798-7553	Fmousaripour@cityofredlands.org
Down Grenda	SRI	21 West Street Ave Redlands, CA 92374	335- 909 1896	agrenda@sri.com

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Tuesday, April 24, 2012 - ESRI Cafe

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Jim Van Streeg	SRCSUD AHTS - CORE Academy	300 E. STUART 1881 Baseline St. STD 92411	Redlands 909-909- 581-4295 x410167	792-3830 * notify by mail
John Meza		380 New York St Redlands	909-793- 2853	meza@esri.com
Mary Toubouini	Hatch MCH MacDonagh	600 S. Main Ste # 930 Oran, CA	949-322 1801-	mary.toubouini@hatchmch.com
Alan Haskelgum		1000 Roe Ave. #111 Redlands, CA 92373		ahaskelgum@yahoo.com
Steve Chapman		1368 Prospect Dr Redlands, CA 92373	909-792- 4839	chapmanstd@verizon.net
Donna Smith	citizen	P.O. Box 588 Redlands Ca	909 792 5532	dondi1955@yahoo.com
JONATHAN BATH		1321 LA ARRIETA DR REDLANDS, CA		



# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Tuesday, April 24, 2012 - ESRI Cafe

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Phil Bora		Winnipeg #136	514 7733447	PhilBora@gmail.com
Mara Ddan	ESRI	380 New York St	ESRI	mara.dolan@gmail.com
Chris Chandler		917 Melbury Ct Redlands, CA 92373	909-382-2651	gowit@verizon.net
Esther Rangan		610 11th St Redlands, Ca 92374	909 798-2461	estherr@ds/extreme.com
Marcus Millen	Student - UCR Extension	26042 Eliot Ave. Moreno Valley, CA 92555	951 206-4224	runner2mmm@msn.com
DBELL				DMISBELL@YHh05.com
Danuss Johnson	Project Base	28510 E. Highland Ave Highland, CA 92346	951-217-1200	IF Ajin 2008 @Redlands.org
Manuel Baeza	Redlands	35 Cason St	798 7555 X2	ManuelBaeza@redlands.org
Mike Hogan	ESRI	380 New York St	909-793-2288	mhogan@esri.com
Amanda Aruffi	ESRI San Bernardino	1704 W. Fern Ave Redlands, CA 92373	909 552-2848	bruce@esri.org

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Tuesday, April 24, 2012 - ESRI Cafe

### Sign-In Sheet

Name	Organization	Address	Phone	Email
Mel & Jan Tyree	Property owner	610 Tennessee St Redlands	951-769-6804	tyrmi@yahoo.com
Gary Wintergerst	Resident	100 S LaSalle St Redlands		gwinterg@verizon.net
Toni & Doug Mamberger	Redlands Daily Facts	700 Bromfield Ave.	793-3221	toni.mamberger@inlandnewspress.com
Tatiana Kopyaruchka	Resident	11729 Walnut St Redlands, CA	(951) 287-0862	kkrrivovukne@verizon.net
Michael Griffin	Resident	30319 E. SUNSET DR. So. Redlands	909-798-1361	mchirp@aol.com
Tina Cosner	RailPros	1 Ada Pkwy Ste 200 Riverside 92508	951-403-2492	Tina.Cosner@RailPros.com
MERARIE S. BILL PATTERSON	Prof. Power	30450 E. SUNSET DR. So. Redlands CA	909-499-6659	www.PATTERSON@aol
Gayle Mearnell	allgood snowders	981 W 3rd San Bernardino	(909) 889-3541	allgoodsnowders@verizon.net
John Carvois	BIKBBE	603 E Central Ave Redlands, CA 92374	909-499-4477 99448	john@bikebbq.com
SAM AHZL	STARRTS LLC	1391 W. REDLANDS REDLANDS, CA 92373	909-225-6456	SAM.SAMRIS4@GMAIL.COM
Steve Miller	Resident	218 Myrtle St Redlands	514 283-6148	smillm@comcast.com

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Tuesday, April 24, 2012 - ESRI Cafe

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Brenna Sack	ML	3545 Elmwood	951-998-8185	johnbrenna@aol.com
Quarke, Edson	ML			thquarshie@gmail.com
Deborah Bryant	Comitans	1700 W. 5th St. San Bernardino		deborah.bryant@comitans.org
Anna Rantz	OmniTrans	1700 W. 5th St. San Bernardino		anna.rantz@omnitrans.org
Caitlin Willer	None	818 Myrtle, 92373	636-219-7338	c-willer21@yahoo.com
Otold Frazek	ESR1			ofrazek@em.com
Jim Hamlin	JACOBS			jim.hamlin@jacobs.com
TIM SPEE		1539 HENRIETTA ST REDLANDS 92373	909-997-1152	tim_spee@hshawaii.com
David Eisenbeisz	Krupe Eng.	568 N. Nth View	909 884-2199	deisenbeisz@krupeengineering.com

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Tuesday, April 24, 2012 - ESRI Cafe

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Pat Peters	ESRI	380 New York St Redlands, CA 92373	909-193-2853	ppeters@esri.com
Erlyn Chandler		917 Melburn Redlands, CA 92373		
Wendy Wallace	ESRI	Redlands		
Jason Hine	ESRI	34470 Sunlight Dr Yucaipa 92399	909-379-5918	turnus123@gmail.com
Philp Grissen	Redlands Fire	35 Cajon St #12 Redlands CA 92373	909-798-7601	pgairson@confire.org
ROHAN KURAPU, Dini		1700 5th St San Bern	3797251	
Trace Dinegar	Plumper Eng'g	548 N. Mt. View Ave. San Bernardino	909-884-2159	d-dinegar@plumpereng.com
DENNIS CHRISTESSU	UOR	1200 E Colton Ave Redlands, ca	748-8172	dennis-christensen@redlands.edu
Edwin White	ESRI	2011 Athenon Ave Brisban	951-532-7094	edwinwhite@gmail.com
ERIC HANIKINSON	RAILPROS	REPAIRS		ERIC-HANIKINSON@RAILPROS.COM

# San Bernardino Associated Governments Redlands Passenger Rail Project Scoping Meeting

Wednesday, May 2, 2012

Sign-In Sheet



Name	Organization	Address	Phone	Email
Kathy Barton		26356 Tudor Ct. Redlands, CA	951-202-4638	kathybarton@yahoo.com
PAT Ylgeric	Mayor Office	300 N. D ST. SB 92401	(909) 384-5133	
Tina Cosner	Rail Pros	1 ADA STE 200 Irvine 92618	951-403-2492	Tina.Cosner@RailPros.com
Maddy Sabet	PR	451 E. Vanderbilt San Bernardino, CA	909-784-6067	Sabeto@World.com
Martha van Ruyk		P.O. BOX 236 Colton, CA 92320	951-845-4341	marthav@earthlink.net
Michelle Profant	Caltrans	444 W FORTWORTH SB	92401	michelle-profant@dot.ca.gov
Larry Skarp	CSUSB	1618 So. LUTHERSH AVE Redlands,	92373	lskarpp@csusb.edu
Andy Muth	Hatch Moffat Redlands	600 S. Main St Orange, CA	714-267-6501	andrew.muth@hatchmoffat.com
KAREN SPRENGER	EMVI TRANS	27151 North Ave Hickman, CA. 95346	909-882-1672	



**San Bernardino Associated Governments**  
**Redlands Passenger Rail Project Scoping Meeting**  
**Wednesday, May 2, 2012**  
**Sign-In Sheet**

Name	Organization	Address	Phone	Email
TOM LICHTENHAW	PARSONS BRINCKERHOFF	401 B ST SUITE 1650 SAN DIEGO 92101	760-405-3321	LICHTENHAWT@PARSONS.COM
JAMES HAMMUND	RESIDENT	1010 PACIFIC ST REVERE, CA 94055	909-557-8411	je.hammund@prine.com
Rebecca Altmann	Resident	134 E. Valley St San Diego 92148	(909) 888-4966	
Rick Bell	Resident	149 E. Valley St Orange, CA 92668	213-463-5523	wendy.silbell@sfnl.com
Mary Touchand	Hatch Mott MacDonald	600 S. Main St Orange, CA 92668	951-944-322-1801	mary.Touchand@Hatchmott.com
Tom Crowell	RailPros	700 S. Flower St Los Angeles	213-627-0044 x115	tomcrowell@RailPros.com
Johnny Johnson	✓	✓	✓	johnny.johnson@railpros.com
Ryan Means	NA	24612 University Ave Com Linda CA	(503) 348-7433	mussey_allstar@yahoo.com
Esther Estlan	Resident	610 11th St Redlands CA 92374	(909) 798-2461	estherr@dslextreme.com
Cecil Karstensen	✓	1393 LARDWAY MOUNTAIN VIEW CA 92351	909-794-7221	MCCARTNEY CEILKARSTENSEN@MOUNTAINVIEW.CA.GOV
Jeffrey L. Shaw	Representative of University of Redlands	222 SILVERTREE LN. Redlands, CA 92374	909-222-0747	JeffreyLShaw@msn.com

**San Bernardino Associated Governments**  
**Redlands Passenger Rail Project Scoping Meeting**  
**Wednesday, May 2, 2012**  
**Sign-In Sheet**



Name	Organization	Address	Phone	Email
Gary + Isabel Walbourne	Pride Env. Co	850 NE St. St, CA 92240 2061 N REDLANDS BLVD 3C SD 92373	909-889-0770 909-435-4756	pridecps@aol.com
Ed. Parskie	MFR	967 N. Washington Ave Burbank 91504	909-788-808	
Bill Gorman	TRR	471 San Timotee Ln Redlands 92373	909-799-558	william421@earthlink.net
Stephen Rogers	SWRPE	820 Church St. Redlands, CA 92374	909-556-1988	steve-rogers@verizon.net
Dy McCall	MVA			L. Dubois@govali.com
Vicki Perry	MVA			vincent@image.ws
Mans Sarya	C. S. B.	City Hall	909-597-5250	suarz-mansarya.org
Stephan Loebke		1811 Rowland St #101	92204	StephanLoebke@hotmail.com
KEN RENFROE	GAMES FOR	895 W. RIALTO Ave	909-885-3604	KRENFROE@GAMESFOR.COM