

CFR 381.315(b)). If the Agency denies the request, it must state the reason for doing so. If the decision is to grant the exemption, the notice must specify the person or class of persons receiving the exemption and the regulatory provision or provisions from which an exemption is granted. The notice must also specify the effective period of the exemption (up to 2 years) and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.315(c) and 49 CFR 381.300(b)).

#### Transecurity's Application for Exemption

Transecurity has applied for an exemption from 49 CFR 393.60(e)(1) to allow the installation of the camera-based OBMS at the bottom of the windshield on CMVs. A copy of the application is included in the docket referenced at the beginning of this notice.

Section 393.60(e)(1) of the FMCSRs prohibits the obstruction of the driver's field of view by devices mounted at the top of the windshield. Antennas, transponders and similar devices (devices) must not be mounted more than 152 mm (6 inches) below the upper edge of the windshield. These devices must be located outside the area swept by the windshield wipers and outside the driver's sight lines to the road and highway signs and signals.

Transecurity has applied for the exemption because it wants to install the camera-based OBMS equipment in up to 500 CMVs operating throughout the United States in support of research being conducted on behalf of FMCSA. Transecurity contends that it must be able to mount the camera-based OBMSs lower than allowed under 49 CFR 393.60(e)(1) "because the safety equipment must have a clear forward facing view of the road, and low enough to accurately scan facial features for detection of impaired driving." Transecurity's mounting preference for the camera-based OBMS and necessary mounting brackets is at the bottom of the windshield, and is best suited for mounting within and/or below 3 inches of the bottom of the windshield wiper sweep, and out of the driver's sightlines to the road and highway signs and signals, to the extent practicable.

#### FMCSA Grant of Waiver to Transecurity

Pursuant to 49 U.S.C. 31315(a) and 49 CFR part 381, subpart B, the FMCSA granted Transecurity a 90-day waiver on July 23, 2012 to allow the placement of the OBMS at the bottom of windshields on CMVs, outside of the area permitted by § 393.60 of the FMCSRs. This waiver

is effective from July 24, 2012, through October 23, 2012. Up to 500 OBMS will be installed, and the affected motor carriers are listed as below:

1. DOT # 90792; Eagle Transport Corporation—Florida.
2. DOT # 252234; Holiday Tours Inc.—Randleman, NC.
3. DOT # 16377; H&W Trucking Co. Inc.—Mt. Airy, NC.
4. DOT # 348258; Associated Grocers—Baton Rouge, LA.
5. DOT # 2222676; AM Express Inc.—Escanaba, MI.

During the waiver period, these motor carriers participating in the FMCSA research field operation test must ensure that the OBMS is mounted within 3 inches of the bottom of the driver side windshield wiper sweep, and out of the driver's sightlines to the road and highway signs and signals as much as practicable. Vehicles participating in the study must carry a copy of this waiver in the vehicle.

#### Request for Comments

In accordance with 49 U.S.C. 31315 and 31136(e), FMCSA requests public comment from all interested persons on Transecurity's application for an exemption from 49 CFR 393.60(e)(1). All comments received before the close of business on the comment closing date indicated at the beginning of this notice will be considered and will be available for examination in the docket at the location listed under the "Addresses" section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Issued on: August 16, 2012.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2012-20752 Filed 8-22-12; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Preparation of an Environmental Impact Statement for the Redlands Passenger Rail Project in the Cities of San Bernardino and Redlands, CA

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of Correction.

**SUMMARY:** This notice corrects the location of one public scoping meeting and it also changes the dates of the public scoping meetings.

**DATES:** The date, time, and location for the public scoping meetings are corrected to read as follows:

#### September 25, 2012

5:30 p.m. to 7:30 p.m.

San Bernardino Hilton, 285 East Hospitality Lane, San Bernardino, CA 92408.

#### September 27, 2012

5:30 p.m. to 7:30 p.m.

ESRI Café, 380 New York Street, Redlands, CA 92373.

These locations are accessible by persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Robert Chevez at Westbound Communications (909-384-8188) at least 48 hours before the meeting.

**ADDRESSES:** Written comments may be submitted to Mitchell A. Alderman, P.E., Director of Transit & Rail Programs, SANBAG, 1170 W. 3rd St., 2nd Floor, San Bernardino, CA 92410, or emailed to [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov). Written comments may also be submitted to Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650, San Francisco, CA 94105.

In accordance with Section 6002 of SAFETEA-LU, FTA and SANBAG invite comment on the scope of the EIS, specifically on the project's purpose and need, the alternatives to be evaluated that may address the purpose and need, and the potential impacts of the alternatives considered. Comments on the EIS/DEIR must be received no later than 5:00 p.m. Pacific Standard Time on October 11, 2012. Additional information is available on SANBAG's Web site at: <http://sanbag.ca.gov/projects/redlands-transit.html> or by calling Jane Dreher, SANBAG's Public Information Officer (909-884-8276). This information will be made available at the public scoping meetings.

**SUPPLEMENTARY INFORMATION:** The notice published on July 31, 2012 (77 FR 45415) provided an incorrect address for one of the public scoping meetings. This notice provides a corrected address for that meeting and corrected dates for the public scoping meetings.

**FOR FURTHER INFORMATION CONTACT:** Mitchell A. Alderman, P.E., Director of Transit & Rail Programs, SANBAG, 1170 W. 3rd St., 2nd Floor, San Bernardino, CA 92410, or email to [RPRP\\_Public\\_](mailto:RPRP_Public_)

*Comments@sanbag.ca.gov*. Written requests for information may also be submitted to Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650, San Francisco, CA 94105.

Issued on: August 20, 2012.

**Leslie T. Rogers,**

*Regional Administrator, FTA, Region 9.*

[FR Doc. 2012-20774 Filed 8-22-12; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Limitation on Claims Against Proposed Public Transportation Projects

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice.

**SUMMARY:** This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for the Westside Subway Extension project, Los Angeles, CA. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject project and to activate the limitation on any claims that may challenge these final environmental actions.

**DATES:** By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of the FTA actions announced herein for the listed public transportation project will be barred unless the claim is filed on or before February 19, 2013.

**FOR FURTHER INFORMATION CONTACT:** Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Terence Plaskon, Environmental Protection Specialist, Office of Human and Natural Environment, (202) 366-0442. FTA is located at 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation project listed below. The actions on this project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the projects. Interested parties may contact

either the project sponsor or the relevant FTA Regional Office for more information on the project. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. § 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period of 180 days for challenges of project decisions subject to previous notices published in the **Federal Register**. The project and actions that are the subject of this notice are:

*Project name and location:* Westside Subway Extension, Los Angeles County, CA.

*Project sponsor:* Los Angeles County Metropolitan Transportation Authority (LACMTA). *Project description:* The project will extend heavy rail transit, in a subway, nearly nine miles from the existing Metro Purple Line western terminus at the Wilshire/Western Station to a new western terminus at the Westwood/Veterans Affairs (VA) Hospital station. The project includes seven new stations and enhancements to the Division 20 Maintenance and Storage Facility located in Downtown Los Angeles to accommodate additional heavy rail vehicles. *Final agency actions:* Determination of *de minimis* impact to four Section 4(f) resources and a direct use of one Section 4(f) resource; a Section 106 Memorandum of Agreement; project-level air quality conformity; and Record of Decision (ROD), dated August 9, 2012. *Supporting documentation:* Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR), dated March 2012.

Issued on: August 20, 2012.

**Lucy Garliauskas,**

*Associate Administrator for Planning and Environment, Washington, DC.*

[FR Doc. 2012-20771 Filed 8-22-12; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. DOT-NHTSA-2012-0033]

#### Request for Comments on a Renewal Information Collection

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 28, 2012 (FR 77 18880). No comments were received.

**DATES:** Comments must be submitted on or before September 24, 2012.

**FOR FURTHER INFORMATION CONTACT:** Sean McLaurin, NVS-422, National Highway Traffic Safety Administration, Room W55-336, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. McLaurin's telephone number is (202) 366-4800. Please identify the relevant collection of information by referring to its OMB Control Number.

#### SUPPLEMENTARY INFORMATION:

*Title:* National Driver Register (NDR).  
*OMB Control Number:* 2127-0001.  
*Type of Request:* Extension of Clearance.

*Abstract:* The purpose of the NDR is to assist States and other authorized users in obtaining information about problem drivers. State motor vehicle agencies submit and use the information for driver licensing purposes. Other users obtain the information for transportation safety purposes.

*Affected Public:* State, Local, or Tribal Government.

*Estimated Number of Respondents:* The number of respondents is 51—the fifty States and the District of Columbia.  
*Estimated Total Annual Burden Hours:* 2,847.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503. Comments are invited on: Whether the proposed collection of information is

DOT's implementation of MAP-21 and DOT's guidance for awarding TIFIA credit assistance. Interested parties can provide comments on any aspect of DOT's implementation of the changes made by MAP-21. DOT will consider these comments as it continues to implement the program and develop supplemental program guidance. The instructions for submitting comments are included below.

Comments should be sent to DOT by September 1, 2012. Late-filed comments will be considered to the extent practicable.

**Authority:** 23 U.S.C. §§ 601–609 (as set forth in MAP-21); 49 CFR part 1.48(b)(6); 23 CFR part 180; 49 CFR part 80; 49 CFR part 261; 49 CFR part 640.

Issued on: July 27, 2012.

**Ray LaHood,**  
Secretary.

[FR Doc. 2012-18785 Filed 7-30-12; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Preparation of an Environmental Impact Statement for the Redlands; Passenger Rail Project in the Cities of San Bernardino and Redlands, CA

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of Intent to prepare an Environmental Impact Statement/ Environmental Impact Report (EIS/EIR).

**SUMMARY:** FTA and San Bernardino Associated Governments (SANBAG) intend to prepare an EIS/EIR for the Redlands Passenger Rail Project (RPRP or Project). Early in 2012, FTA and SANBAG began the preparation of an Environmental Assessment (EA)/EIR for the RPRP and conducted two scoping meetings; one on April 24 in the City of Redlands and the other on May 2 in the City of San Bernardino. Based on the input received from the community, including written comment letters, and preliminary findings from ongoing technical studies, FTA determined that an EIS is required. The EIS/EIR will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA: 42 U.S.C. 4321 et seq.) of 1969 and the regulations implementing NEPA set forth in 40 CFR Parts 1500–1508 and 23 CFR Part 771, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice is to:

- Advise the public that FTA is the lead Federal agency;
- Provide information about the proposed project, purpose and need for the project, and alternatives to be considered; and
- Invite public and agency participation in the EIS process.

The EIS/EIR will examine alternatives to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety.

**DATES:** The date, time, and location for the public scoping meetings are as follows:

**August 14, 2012**

5:30 p.m. to 7:30 p.m.

ESRI Café, 380 New York Street, Redlands, CA 92373.  
August 15, 2012

5:30 p.m. to 7:30 p.m.

San Bernardino Hilton, 1755 South Waterman Avenue, San Bernardino, CA 92408.

These locations are accessible by persons with disabilities. If special translation or signing services or other special accommodations are needed, please contact Robert Chevez at Westbound Communications (909-384-8188) at least 48 hours before the meeting.

**ADDRESSES:** Written comments may be submitted to Mitchell A. Alderman, P.E., Director of Transit & Rail Programs, SANBAG, 1170 W. 3rd St, 2nd Floor, San Bernardino, CA 92410, or emailed to [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov). Written comments may also be submitted to Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650 San Francisco, CA 94105.

In accordance with Section 6002 of SAFETEA-LU, FTA and SANBAG invite comment on the scope of the EIS/EIR, specifically on the Project's purpose and need, the alternatives to be evaluated that may address the purpose and need, and the potential impacts of the alternatives considered. Comments on scope of the EIS/EIR must be received no later than 5:00 p.m. Pacific Standard Time on August 31, 2012. A scoping information packet is available on the Web site at: <http://sanbag.ca.gov/projects/redlands-transit.html> or by calling Jane Dreher, SANBAG's Public Information Officer (909-884-8276). Copies will also be available at the scoping meetings.

**SUPPLEMENTARY INFORMATION:**

*Purpose and Need for the Project:* The overall purpose of the Project is to

provide a cost-effective, travel alternative for communities located along the Redlands Corridor that would improve transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would provide travelers and commuters with a new mobility option that would achieve more-efficient travel times than automobiles or other transit alternatives within an existing corridor. The Project is needed because population growth has increased roadway congestion, which has increased commute travel times for work and recreational purposes, increased the number of hours of lost productivity, increased fuel consumption, contributed to air pollution, interfered with emergency response vehicles, and caused spillover effects onto secondary and alternative routes. SANBAG also needs to maintain existing freight service along the corridor per its purchase agreement with the Burlington Northern Santa Fe (BNSF) Railroad.

*Project Location and Environmental Setting:* The RPRP would introduce passenger rail service along an existing railroad right-of-way (ROW) from the City of San Bernardino on the west to the City of Redlands on the east. This existing ROW is commonly referred to as the Redlands Corridor, an approximately 9-mile rail spur segment that extends east from E Street in the City of San Bernardino. Passenger rail service would serve passengers from five platforms located at E Street, Tippecanoe Avenue, New York Street, Orange Street, and University Street. SANBAG proposes the construction of a single track within a ROW 50 feet wide, with a passing siding one-mile long located near the midpoint of the alignment. Project components would include track improvements; boarding platforms; passenger amenities such as ticket vending machines, shade canopies with seating; pedestrian access to the public ROW, lighting, parking areas; grade crossing improvements; utility and traffic improvements; and construction of a train layover facility. The proposed Project would not include the purchase of additional vehicles. Passenger rail operations would start in 2018.

*Possible Alternatives:* The EIS/EIR will consider alternatives to the proposed Project consistent with the requirements of NEPA. SANBAG anticipates that this may include consideration of Alternative 1—No Build, Alternative 2—Preferred Project, Alternative 3—Reduced Project Footprint, Alternative 4—Light Rail Transit, Alternative 5—Bus Rapid

Transit, Design Option 1—Train Layover Facility (Waterman Avenue), and Design Option 2—Use of Existing Train Layover Facilities. Other alternatives and/or design options may also be considered. These alternatives are described further as follows:

- *Alternative 1—No Build:* Track improvements and facilities would not be constructed to facilitate passenger rail service between San Bernardino and the University of Redlands. Under this alternative, track maintenance and rehabilitation of existing bridge structures would be required throughout the western 3.5 miles of the rail corridor to facilitate continued freight service.

- *Alternative 2—Preferred Project:* SANBAG would construct track and grade crossing improvements, bridge replacements, rail platform, and new train layover facilities to facilitate passenger rail service along the 9-mile corridor.

- *Alternative 3—Reduced Project Footprint:* Track improvements and facilities would be constructed as described for the Preferred Project but they would be constructed within a narrower permanent easement, where feasible, to minimize direct impacts on sensitive biological, cultural, and public park resources. Alternative bridge structures would be constructed at Warm Creek and the Santa Ana River.

- *Alternative 4—Light Rail Transit:* This alternative would involve development of the rail corridor with new tracking and an overhead catenary system to power the light rail transit (LRT) vehicles.

- *Alternative 5—Bus Rapid Transit:* Under this alternative, a new bus rapid transit (BRT) guideway would be constructed adjacent to the existing freight track, which will be used solely by BRT vehicles. Signalization would be required at all existing grade crossings as opposed to the use of crossing gates.

- *Design Option 1—Train Layover Facility (Waterman Avenue):* Track improvements and facilities would be constructed as described for the Preferred Project but the Train Layover Facility would be constructed at a different location, west of the Santa Ana River, east of Waterman Avenue, and immediately north of the rail corridor.

- *Design Option 2—Use of Existing Train Layover Facilities:* Track improvements and facilities would be constructed as described for the Preferred Project. However, instead of constructing new layover facilities as described for the Preferred Project and Alternative 3, the project would not construct layover facilities but use the existing Metrolink layover facilities located west of E Street.

Areas of investigation include, but are not limited to, land use, land acquisitions, displacements, and relocations, community and neighborhood character, transportation, visual quality and aesthetics, air quality, greenhouse gases, and global climate change, noise and vibration, biological and wetland resources (including threatened and endangered species), agricultural resources, floodplains and hydrology, geology, soils, and seismicity, hazardous waste and materials, water quality, energy use, utilities, cultural and historic resources, parklands, community services and facilities, safety and security, socioeconomic, environmental justice, and cumulative effects. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

*Probable Effects:* The EIS/EIR will consider in detail the potential environmental effects of the alternatives under consideration based on the current scoping efforts. The Draft EIS/EIR and Final EIS/EIR will summarize the results of coordination with federal, state, and local agencies and the public at large; present the appropriate federal, state, and local regulations and policies; inventory and compile previous studies pertinent to the project; describe the methodology used to assess impacts; identify and describe the affected environment; analyze and document the construction related (short-term) and operational (long-term) environmental consequences (direct, indirect, and cumulative) of the project alternatives; and identify opportunities and measures that mitigate any identified adverse impacts. The specific scope of analysis and study areas used to undertake the analysis in the EIS/EIR will be established during the public and agency scoping process.

*FTA Procedures:* The EIS/EIR is being prepared in accordance with the NEPA of 1969, as amended, and implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500–1508), FHWA environmental impact regulations (49 CFR part 622, 23 CFR part 771, and 23 CFR part 774), and Section 6002 of the SAFETEA–LU of 2005. The EIS/EIR will also comply with requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, Section 4(f) of the U.S. Department of Transportation Act of 1966, the 1990 Clean Air Act Amendments, Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low-Income Populations), Executive Order 11990 (Protection of Wetlands), and other applicable federal laws, rules,

and regulations. The EIS/EIR will also satisfy environmental review requirements of the California Environmental Quality Act (CEQA). Regulations implementing NEPA, as well as provisions of SAFETEA–LU, call for public involvement in the EIS process. Section 6002 of SAFETEA–LU requires that FTA and SANBAG do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become “participating agencies,” (2) provide an opportunity for involvement by participating agencies and the public in helping to define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the impact statement, and (3) establish a plan for coordinating public and agency participation and comments on the environmental review process. An invitation to become a participating agency, with the scoping information packet appended, will be extended to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project. It is possible that we may not be able to identify all Federal and non-Federal agencies and Indian tribes that may have such an interest. Any Federal or non-Federal agency or Indian tribe interested in the proposed Project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Managers identified above under **ADDRESSES**.

A comprehensive public involvement program has been developed and a public and agency involvement Coordination Plan will be created. The program includes, among other things, a Project Web site (<http://sanbag.ca.gov/projects/redlands-transit.html>); outreach to local and county officials and community and civic groups; a public scoping process to define the issues of concern among all parties interested in the Project; establishment of a community advisory committee and organizing periodic meetings with that committee; a public hearing on release of the Draft EIS/EIR; and development and distribution of Project newsletters.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Mitchell A. Alderman, P.E., Director of Transit & Rail Programs, SANBAG, 1170 W. 3rd St, 2nd Floor, San Bernardino, CA 92410, (909) 884–8276. You may also contact Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650 San Francisco, CA 94105, (415) 744–2732.

Issued On: July 25, 2012.

**Edward Carranza, Jr.,**  
Deputy Regional Administrator, Region 9.  
[FR Doc. 2012-18636 Filed 7-30-12; 8:45 am]  
BILLING CODE P

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA-2012-0175]

#### Notice of Availability of Draft Environmental Assessment for Public Comment for the Longhorn Pipeline Reversal Project

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice of Availability of Draft Environmental Assessment for Public Comment for the Longhorn Pipeline Reversal Project.

**SUMMARY:** In accordance with the National Environmental Policy Act (NEPA), 42 U.S.C. 4321-4347, and the Council on Environmental Quality NEPA implementing regulations, 40 CFR Parts 1500-1508, the Pipeline and Hazardous Materials Safety Administration (PHMSA) is announcing the availability of and requesting comments on the Draft Environmental Assessment (Draft EA) for the Longhorn Pipeline Reversal Project (Proposed Project).

**DATES:** Submit any comments regarding the Draft EA no later than September 14, 2012.

**ADDRESSES:** Comments should reference the docket number PHMSA-2012-0175 at the beginning of the comment. Comments are posted without changes or edits to <http://www.regulations.gov>, including any personal information provided. There is a privacy statement published on <http://www.regulations.gov>. Comments may be submitted in the following ways:

*E-Gov Web Site:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.

*Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard.

*Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

*Fax:* Docket Management System: U.S. Department of Transportation, Docket Operations, 202-493-2251.

PHMSA has posted the Draft EA at <http://www.regulations.gov> in docket number PHMSA-2012-0175.

The Draft EA is also available for inspection at the following public libraries:

- Austin Public Library—Twin Oaks Branch, 1800 South 5th Street, Austin, TX 78704, 512-974-9980.
- Collier Regional Library, 6200 Pinemont Drive, Houston, TX, 77092, 832-393-1740.
- Abilene Public Library—South Branch, 1401 South Danville Drive, Abilene, TX 79605, 325-698-7565.
- El Paso Main Library, 501 North Oregon Street, El Paso, TX, 79901, 915-543-5433.
- Ector County Public Library, 321 West 5th Street, Odessa, TX, 79761, 432-332-0633.

**FOR FURTHER INFORMATION CONTACT:** Amelia Samaras, Attorney, Pipeline and Hazardous Materials Safety Administration, Office of the Chief Counsel, 1200 New Jersey Avenue SE., Washington, DC 20590; by phone at 202-366-4362; or email at [amelia.samaras@dot.gov](mailto:amelia.samaras@dot.gov).

**SUPPLEMENTARY INFORMATION:** The Longhorn Pipeline runs from El Paso, Texas to Houston, Texas and is owned and operated by Magellan Pipeline Company, L.P. (Magellan). The Longhorn Pipeline currently transports refined petroleum products from east to west (Houston to El Paso). The Proposed Project would convert the segment of the Longhorn Pipeline from Crane, Texas to East Houston, Texas to crude oil service and reverse the flow so that crude oil would flow from west to east (Crane to Houston). At Crane, refined products would enter the pipeline and move west to El Paso. The refined products would enter the Longhorn Pipeline via an existing pipeline segment that connects the Longhorn Pipeline to the existing Orion West Pipeline located to the north of the Longhorn Pipeline. The Orion West Pipeline runs from Frost, Texas to El Paso and is also owned and operated by Magellan.

PHMSA is responsible for regulating the transportation of hazardous liquids via pipeline. PHMSA issues and

enforces pipeline safety regulations that dictate requirements for construction, design, testing, operation, and maintenance of natural gas and hazardous liquid (including crude oil, petroleum products, and anhydrous ammonia) pipelines. PHMSA does not typically serve as lead agency for pipeline construction projects, as it has no authority over pipeline siting and does not issue any approval or authorization to commence a pipeline construction project. However, a settlement agreement specific to this action titled: “The Longhorn Mitigation Plan” (LMP) resulted from litigation associated with changes to the Longhorn Pipeline in 1999. The LMP provides PHMSA with broader responsibility and oversight of the Longhorn Pipeline.

The Proposed Project would require upgrades to the pipeline and would include construction of a six-mile pipeline segment in El Paso and a 2.5-mile pipeline segment in Houston. Modifications and upgrades to existing infrastructure to facilitate reversal and increased capacity, such as new pump stations and terminals, would occur at various locations along the Longhorn and Orion Pipelines’ right-of-ways. Although not originally included in the LMP, activities along the Orion West Pipeline and the segment from Odessa to Crane that would take place as a result of the Proposed Project are analyzed in this Draft EA as connected actions.

This Draft EA analyzes the changes that would take place as a result of the Proposed Project and how the changes could impact the human environment during construction, normal operations, and in the unlikely event of a release. PHMSA has also analyzed the condition of the Longhorn Pipeline and how the change in product and direction would affect the pipeline.

**Linda Daugherty,**

Deputy Associate Administrator for Policy and Programs.

[FR Doc. 2012-18524 Filed 7-30-12; 8:45 am]

BILLING CODE 4910-60-P

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2012-0176]

#### Pipeline Safety: Inspection and Protection of Pipeline Facilities After Railway Accidents

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA); DOT.

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

**RECEIVED**  
AUG 07 2012  
SAN BERNARDINO  
ASSOCIATED GOVTS

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 there 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**

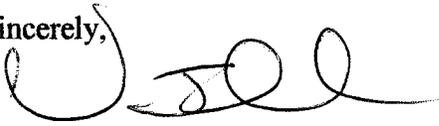
Residents of Catalina Garden Apartments and other people visiting Sylvan Park would encounter a more dangerous environment with passenger rail cars running every ½ hour within 100 feet of Sylvan Park. Sylvan Park is the primary community park in the City of Redlands, Sylvan park draws hundreds of people, 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 theses negative environmental impacts on Catalina Garden Apartments, Catalina Court, Sylvan Park and the surrounding neighborhood as a result of the proposed passenger rail.

Sincerely,

A handwritten signature in black ink, appearing to read 'V. Marabella', with a large, stylized initial 'V' and a long, sweeping horizontal stroke at the end.

Victor J. Marabella

Owner - Catalina Garden Apartments and Catalina Court.

**From:** Gary Negin [<mailto:gnegin@msn.com>]  
**Sent:** Sunday, August 12, 2012 11:04 AM  
**To:** [rprp\\_public\\_comments@sanbag.ca.gov](mailto:rprp_public_comments@sanbag.ca.gov)  
**Subject:** Request for Information

To whom it may concern,

It would be greatly appreciated if you would direct me to information that estimates the number of riders that the train connection between Redlands and San Bernardino is likely to have. I assume substantial research was conducted.

Gary A. Negin, Ph.D.  
[gnegin@msn.com](mailto:gnegin@msn.com)  
325 S. LaSalle Street  
Redlands, California  
92374

From: Jane Bayne [<mailto:jbayne2@verizon.net>]  
Sent: Sunday, August 12, 2012 2:12 PM  
To: [RPRP Public Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)  
Subject: Scoping information packet - Redlands transit

Please mail the "Scoping Information Packet"

Bill Bayne  
208 Amber Court  
Redlands, Ca. 92374

Thank you.

**From:** [fequass@verizon.net](mailto:fequass@verizon.net) [<mailto:fequass@verizon.net>]

**Sent:** Monday, August 13, 2012 3:41 PM

**To:** [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)

**Subject:** Redlands Light Rail Comment

Has anyone even considered an alternative to light rail along this corridor similar to the LA MTA Orange line. It seems there would be more bang for the capital investment operating articulated buses along dedicated bus way on the railroad right of way. Pave those rail lines and run an articulated commuter bus between Redlands and the soon to be San Bernardino Transit Center. Makes much more sense than light rail.

Frank Quass  
Yucaipa

Sent from my Verizon Wireless Phone

**From:** Cameron Brown [[mailto:Cameron\\_Brown@redlands.k12.ca.us](mailto:Cameron_Brown@redlands.k12.ca.us)]  
**Sent:** Monday, August 20, 2012 10:53 AM  
**To:** Mitch Alderman  
**Subject:** San Bernardino/Redlands Light Rail Project impacts

*Mr. Alderman -*

*Per our phone conversation last week, I am sending a follow up email. Please let me know what special considerations this project triggers with regard to public school facilities. Ed Code disqualifies sites from new school construction if they are located within certain distances of certain types of rail road. In the EIR, it would be nice to see this code cited and any mitigation needed discussed. Any temporary or permanent easements on or across RUSD property have not been proposed or identified to me as of this time.*

*As steward of many public school facilities, RUSD protects the quality of the learning environment whenever possible. RUSD will expect the RPRP to mitigate all impacts (noise, sound, pollution, pedestrian danger, etc.) to below significant thresholds, particularly through segments of the RPRP in the immediate proximity of any of RUSD's school sites and public park venues.*

*Is the system still pegged to be an electric light rail?*

**Cameron Brown**

Coordinator, Facilities Planning Services  
Redlands Unified School District  
(909) 748.6730

**From:** Carol Angier [<mailto:carol.angier@yahoo.com>]

**Sent:** Thursday, September 27, 2012 3:47 PM

**To:** [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)

**Subject:** EIS/EIR Comment on the Sanbag Redlands Rail Project

SANBAG Redlands Passenger Rail Project EIS/EIR Comment:

When voters first approved rail service for California, the estimated price tag was much lower. Over the years, that cost has increased significantly. With California's poor economy, along with loss of jobs for California residents, we cannot afford rail at such an exorbitant price tag. Even the *San Bernardino* Sun newspaper has published several editorial articles stating rail is much too expensive at this time. The six-mile rail from Redlands to San Bernardino is poorly planned. First of all, rail is way too expensive for the average passenger. Many are students, low income, seniors, or looking for jobs. Secondly, the rail doesn't even stop in Loma Linda. Many people in Redlands and San Bernardino work in Loma Linda. Why wouldn't the rail accommodate the people who work in Loma Linda? The traffic during the 8 a.m. to 5 p.m. hours needs to be lowered. The Omnitrans sbX bus project will do that, along with providing service along the current Route 2 that provides service all the way to Cal State San Bernardino. I see the Route 2 buses every morning and they are packed. The cost of riding the sbX is way less than rail and will provide more frequent service (every 15 minutes). It would be much cheaper to just extend the sbX to Redlands than build this rail. Significant funding will be taken away from Omnitrans for this six-mile rail. Omnitrans serves most of San Bernardino County. Why take funding from all passengers in the county for this too-expensive six-mile rail? With the City of San Bernardino being bankrupt, they will not be developing the transit center at Rialto and E Street. Omnitrans' budget for this center is only for bus pads and restrooms for the drivers. What are the people on the rail pulling into at this San Bernardino transit center? A large dusty weed-filled plot of land in a bad part of town. The sbX will run every 15 minutes and stop at multiple stops along this route. This bus route will provide more and greater service to transit passengers than this very poorly planned rail service. Perhaps this rail could be built in the future, but now is definitely not the time. The timing of this rail service is just as bad as the planning. The residents of San Bernardino County expect SANBAG to dispense Measure I funds in a reasonable, responsible manner to the transit agencies in this county. Taking \$100.1 million of funding from Omnitrans to pay for a rail that will have much fewer passengers than most bus routes and cost significantly more than a bus pass is not reasonable or responsible. I beg SANBAG to think of the negative impact on transit passengers in the entire county for a six-mile rail that hardly anyone will use.

Carol Angier

Redlands resident who will NEVER use this rail for anything.

From: "Hanna Mitsutomi" <[hm8366as@cnr.edu](mailto:hm8366as@cnr.edu)>

To: "[rprp\\_public\\_comments@sanbag.ca.gov](mailto:rprp_public_comments@sanbag.ca.gov)" <[rprp\\_public\\_comments@sanbag.ca.gov](mailto:rprp_public_comments@sanbag.ca.gov)>

Subject: Second Baptist Church of Redlands and the incoming railway system

Date: Wed, Oct 3, 2012 9:04 pm

To Whom it May Concern:

I have some concerns regarding Second Baptist Church and the tracks' close proximity. I was told that the close proximity to the church could potentially damage the old building and would disrupt church services. Being a veteran attendee of the house of worship, I only want the best for this community building and would hope that these concerns would be looked into.

Thank you for your time and consideration,

Hanna Mitsutomi

**From:** milford miles [<mailto:milford.miles56@gmail.com>]  
**Sent:** Wednesday, October 03, 2012 3:12 PM  
**To:** [Rprp\\_public\\_comments@sanbag.ca.gov](mailto:Rprp_public_comments@sanbag.ca.gov)  
**Subject:** Concerns about the rail road

To whom it may concern:

I am a member of second baptist church of Redlands and I have some concerns about the effect of the train on our church. Our church is located so closely to the tracks I am concered that the noise will effect our many services. Also I am afraid that the vibrations will damage our building. Hopefully this can be looked into. Thank you.

**From:** Cheryl Posey [<mailto:elepose@yahoo.com>]  
**Sent:** Friday, October 05, 2012 3:10 PM  
**To:** [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)  
**Subject:** metro link in Redlands

Good Afternoon,

My names is Cheryl Posey and I am a parishoner at Second Baptist Redlands. It is located between the last two stops on the rail which is set to end at U of Redlands. In the past the trains have disrupted the quality of our services. I am concerned that the train which is slated to run every 30 minutes will again disrupt and interfere with the quality of our services. My other concern is the building. The building is 120 years old and it already has some cracks which may or may not be structural. I would like to ask that there be some type of wall, retrofit, or quiet zone be implemented between the two stops so that it preserves our quality of services and life while we are worshipping not just on Sunday be during the week as well.

Thank you,

Cheryl Posey,

**From:** Natalie Noriega [<mailto:natalie.noriega1@gmail.com>]  
**Sent:** Friday, October 05, 2012 3:14 PM  
**To:** [rprp\\_public\\_comments@sanbag.ca.gov](mailto:rprp_public_comments@sanbag.ca.gov)  
**Subject:** Concerned Second Baptist Member

To Whom It May Concern:

I am writing this letter in regards to the recent decision to begin running the Metrolink through Redlands, CA.

I truly believe this is a bad idea. I believe it will be a concern for many in this city, especially to the historical landmarks this great city has. I am twenty-six years old and I am a member of Second Baptist Church. I have been visiting this church since I was young and have always appreciated the morale and encouragement of this church community, not to mention the originality, authenticity, and character of this historic building. This church, amongst many other buildings, will be severely affected by the decision to run the Metrolink through Redlands. Not only will the noise interfere with worship, but the vibrations from the train will more than likely create damage to this historic building.

Please reconsider the decision and the effects it will have on the local population.

Sincerely,  
A concerned citizen

Natalie Noriega

**"We may encounter many defeats but we must not be defeated."  
-Maya Angelou**

From: "Desmond Iman" <[desmond.iman@gmail.com](mailto:desmond.iman@gmail.com)>  
To: "[rprp\\_public\\_comments@sanbag.ca.gov](mailto:rprp_public_comments@sanbag.ca.gov)" <[rprp\\_public\\_comments@sanbag.ca.gov](mailto:rprp_public_comments@sanbag.ca.gov)>  
Subject: Second Baptist Church  
Date: Sat, Oct 6, 2012 8:50 pm

Good morning,

I am writing to voice my concerns pertaining to the Trains tracks that are supposed to be put back to use by sanbag and other local business.

However, as a citizens who grew up in Redlands, I attended Second Baptist Church at 420 East Stuart Avenue of Redlands, CA.

The noise pollution would damage the serenity of our church worship services, prayer, and classes that are conducted throughout the week and the weekend.

I recommend that the train tracks be discontinued due to the fact this area that was isolated is a lot more denser today than when first installed.

The next alternative I recommend is sound barriers, and window sound barriers to be installed for our church as a noise abatement measure.

Thank you,

Desmond Jeffries, MPA  
1400 Barton Road #1314  
Redlands, CA 92373.



Office of the Executive Vice President

October 8, 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 Statement/Environmental Impact Report for the Redlands Rail Project.

Dear Mr. Alderman,

The University of Redlands remains a supporter and participant in the Redlands Passenger Rail Project. Over the past four months we have worked closely with SANBAG, the City of Redlands, and other participants providing input on land use, station design and environmental and rail operation issues.

In response to the scoping meeting held on September 25, 2012, we would like to re-submit our original comments submitted on May 10, 2012. I have enclosed a copy of this response letter for your reference.

We appreciate the opportunity to continue working with you and providing input with regards to the impact of the Redlands Rail Project. We look forward to actively participating in the EIS/EIR process.

Regards,

A handwritten signature in black ink, appearing to read 'Phillip Doolittle', written in a cursive style.

Phillip Doolittle  
Executive Vice President/COO

Enclosure



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

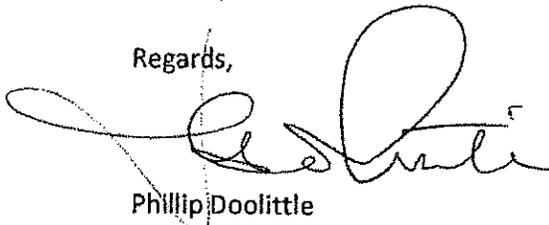
just northeast of University Street. We would like SANBAG, as a part of this project, to evaluate designing the crossing at University Street so that "horn blowing" is not needed. The University is familiar with other railroad crossings in the area that are designed so that horn blowing is not needed.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

**From:** Vicki Osborne [<mailto:Vicki.Osborne@omnitrans.org>]

**Sent:** Wednesday, October 10, 2012 3:42 PM

**To:** [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)

**Cc:** [rwolfe@sanbag.ca.gov](mailto:rwolfe@sanbag.ca.gov)

**Subject:** Omnitrans' Scoping Comments for Redlands Passenger Rail Project (RPRP) EIS/EIR

Please find attached Omnitrans' Scoping Comments for the Redlands Passenger Rail Project Environmental Impact Statement/Environmental Impact Report.

Thank you,

**Vicki L. Osborne**

*Assistant to CEO/General Manager*



1700 West Fifth Street  
San Bernardino, CA 92411

[www.omnitrans.org](http://www.omnitrans.org)

Work: 909-379-7110

Fax: 909-889-5779

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1700 W. Fifth St.  
San Bernardino, CA 92411  
909-379-7100  
[www.omnitrans.org](http://www.omnitrans.org)

October 10, 2012

Via Email

SANBAG  
1170 W. 3<sup>rd</sup> St, 2<sup>nd</sup> Floor, San Bernardino, CA 92410  
[RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)

**Subject: Scoping Comments for the Redlands Passenger Rail Project (RPRP) Environmental Impact Statement/Environmental Impact Report**

Omnitrans looks forward to participating in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) process for the Redlands Passenger Rail (Project). We appreciate the opportunity to comment on the scope of the EIS/EIR and to provide our perspective as a provider of transportation services in the San Bernardino Valley. The purpose of this letter is to make SANBAG and the FTA aware of potential social, economic, and environmental impacts of the Project that should be studied in the EIS/EIR in order to facilitate informed decision making.

By way of background, Omnitrans has been providing public transportation services to the residents of the 15 cities and unincorporated areas in the San Bernardino Valley for 36 years. Our transportation services ensure that our passengers, many of whom are low-income and public transit dependent, can reach jobs, schools, and healthcare providers and can patronize local businesses. Omnitrans service is vital to the local economy, serving a population that is 78% Low Income and Minority (LIM is the aggregate of all minorities and all non-minority whites who live below poverty level; *source*: Omnitrans Title VI Triennial Update, July 2012). Omnitrans employs approximately 700 full-time employees.

Thus, any regional decision to reallocate funds from one mode of transportation to another must be carefully weighed to consider the potential impacts on the regional community including all 15 cities and the unincorporated areas served by Omnitrans. It is the responsibility of the lead agency and other agencies participating in the Project development and EIS/EIR preparation to work collaboratively with impacted parties and other interested stakeholders to ensure that the region's limited transportation dollars are invested in a way that improves regional community mobility.

Given the limited transportation investment money available in the region, it is critical that there be a clear demonstration of purpose and need for the Project. Thus, Omnitrans suggests that the following data and related analysis be included in the EIS/EIR in order to adequately evaluate potential social, economic, and environmental impacts of the Project:

- 1. Analysis of other feasible bus rapid transit or express bus alternatives.** Because the Alternatives Analysis conducted by SANBAG in 2009 studied only one bus rapid transit alternative, which would operate in the rail right of way, it was found to be a costly alternative that would not meet FTA's criteria for federal funding eligibility (*source*: Redlands Corridor Strategic Plan, staff report to SANBAG board, April 6, 2011). Omnitrans requests the analysis of other feasible alternatives that would meet the project's objective of providing efficient, cost-effective public transportation between Redlands and San Bernardino. Examples could be freeway-running express service, limited-stop bus service, or an extension of the E Street sbX bus rapid transit line from its current terminus at the VA hospital in Loma Linda to Redlands. The extension would also open up the possibility of providing rapid, efficient transit service to connect Redlands residents to approximately 15,000 jobs in Loma Linda.

All alternatives evaluated in the SANBAG's 2009 Alternatives Analysis would operate in the existing rail alignment; this misses the opportunity to connect to employment centers in Loma Linda and lacks the flexibility to serve other major destinations in the surrounding area. The EIR/EIS should evaluate the comparative ridership projections, travel times, service frequency and service span, and benefits of all the feasible alternatives.

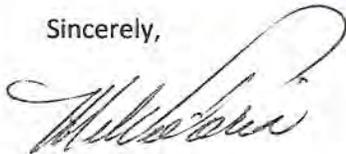
2. **Analysis of the potential economic impacts of the Project.** The preliminary Omnitrans Comprehensive Operational Analysis reports prepared by SANBAG indicate that reallocation of Local Transportation Fund revenues from bus services to the Project from FY 2014 to FY 2020 may have an adverse impact on bus services. The potential diversion of transportation funds from bus service to the Project could have significant impacts to bus transit services in the 15 cities and unincorporated areas served by Omnitrans. A loss of funds may impact Omnitrans' ability to maintain the safety of its current infrastructure (stops, stations, Transcenters, passenger information system) and could result in blight along Omnitrans' routes and at Transit Centers (a concern under CEQA). Because Omnitrans, as the designated recipient of FTA funds, is responsible for ensuring compliance with all federal regulations, we want to ensure that the EIR/EIS will include all required Title VI and Environmental Justice analysis concerning potential financial and other impacts of the project.

Finally, Omnitrans requests copies of the following documentation as previously requested in its May 10, 2012 scoping letter:

- Opening-year and long-term ridership projections for the Redlands Passenger Rail Project, by station (including the methodology and land use assumptions used to arrive at the ridership projections);
- Station plans and/or station area Transit Oriented Development (TOD) conceptual plans that have been prepared by Gruen Associates for SANBAG and HDR in partnership with cities of Redlands and San Bernardino (TOD plans and policies expected to be adopted by Fall 2012 according to May 12, 2012 public workshop presentation on SANBAG's website); and
- Preliminary conceptual estimates of costs, funding sources, and operating scenarios for Phase I, and Phase II;
- Any other information that has been sent to impacted parties.

Once again, Omnitrans appreciates the opportunity to provide scoping comments. Omnitrans requests that the lead agency/agencies consult with Omnitrans to obtain needed information throughout the remainder of the EIR/EIS process. Please feel free to contact me at (909) 379-7112 or [Milo.Victoria@Omnitrans.org](mailto:Milo.Victoria@Omnitrans.org).

Sincerely,



Milo Victoria  
CEO/General Manager

Copy: Mr. Hymie Luden, FTA, ([Hymie.Luden@dot.gov](mailto:Hymie.Luden@dot.gov))  
Raymond Wolfe, SANBAG ([rwolfe@sanbag.ca.gov](mailto:rwolfe@sanbag.ca.gov))

**From:** Tyson Dayson [<mailto:tysondayson@gmail.com>]  
**Sent:** Thursday, October 11, 2012 7:50 PM  
**To:** [RPRP\\_Public\\_Comments@sanbag.ca.gov](mailto:RPRP_Public_Comments@sanbag.ca.gov)  
**Cc:** [Hymie.Luden@dot.gov](mailto:Hymie.Luden@dot.gov)  
**Subject:** Redlands Passenger Rail Project (RPRP) EIS/EIR Scoping Comments

The Redlands Passenger Rail Project (RPRP) enacted by SANBAG depletes all local transit funds available to ameliorate transportation services in this region over the next 30 to 50 years. According to columnist Cassie MacDuff's article on September 13, 2012, "extending passenger rail service to Redlands has been discussed publicly for, what, about 20 years?" She is absolutely correct; I know this firsthand because I worked on this project 20 years ago. What she failed to mention in her article was the conclusion of all the studies conducted over the past 20 years: "it is neither cost effective nor sustainable to operate any kind of rail service along this corridor." For this reason, the U.S. Department of Transportation's Federal Transit Administration has repeatedly rejected performance based competitive funds for the construction and operation of this project. Essentially, the plan was not concordant with the reasonably liberal performance standards of the federal government for funding such projects. In fact, even the FTA officials I talked to are rather astounded by this project and the local government's desire to make such an extensive investment for such an insignificant return on the investment.

Another couple of lesser details Ms. MacDuff failed to acknowledge were the extent of taxpayer money utilized on assessing and reassessing this project over the 20 years (said diminutive studies under elegant names and titles now amount to over \$5 to \$7 million) and the insignificant number of passengers this rail line is projected to transport. According to my prognostications, the starting year ridership will be less than 600 passengers per day and a little over 1,200 passengers per day by 2035. Any estimation above this involves "creative" ridership forecasting. These particulars beg the question – why is SANBAG so eager to build the most expensive and subsidized, and the least sustainable and productive rail line in the country?

As a resident of this region and a retired professional, I am appalled by the level of professional irresponsibility, the blatant lack of knowledge and concern for the residents – the taxpayers. My conversations with numerous policymakers revealed that they were not cognizant of the vital details of this project, such as the total cost, how it will be paid for, who will reimburse it, how many passengers this rail line is going to transport, etc. Seven of the elected officials I talked to could not respond to any of these questions. Even more astonishing is that some of them voted for this project. The technical studies conducted so far, as well as the inadequate and misdirecting data shared with the policy makers and the public, demand further analysis and clarity of accurate and complete information with said policy makers and the community. The Board needs to be reminded that this is an investment made by the public for the public; therefore, SANBAG must share pertinent knowledge with the public.

What do I mean by accurate and complete information? SANBAG's website states the cost of Phase I will be between \$130 – 150 million. This is erroneous. The total project cost need to include all expenditures such as planning, engineering, legal, administrative, land acquisition, environmental clearance, facilities, construction costs, operating facilities, etc. The support facilities alone (stations, park-and-ride lots, etc.) will cost more than \$150 million. In said situation, SANBAG has apportioned this project into numerous subprojects. According to SCAG, Phase I will cost over \$530 million, Phase II, another \$500 million plus, and Phase III, still an unknown expenditure but includes the downtown passenger rail project accounting for over \$90 million as well maintenance and operating facilities for future phases, operating and management costs, etc., etc. This, in total, will amount to over a BILLION DOLLARS! In conclusion, this is not a \$150 million dollar project as has been claimed. SANBAG is misdirecting the public and policy makers.

Further, there is no private investment to build or finance the required stations, supportive land uses and the Transit Oriented Developments. There is no private investment period! At the public scoping meeting SANBAG staff mentioned that "all of this would be paid by the private sector." Show the documentation. This project and the plan are technically flawed.

**Now, therefore, I request that SANBAG analyze the following items in the EIS/EIR so that the citizens of this region could properly evaluate the impacts of this project:**

- 1. Analyze all viable mobility options and alternatives.**
- 2. Share technical and financial information with the public and its socioeconomic impacts on the residents of this region.**
- 3. Provide sufficient data and analysis supporting the ridership projections.**
- 4. Analyze the costs and benefits of this investment and share the information with the residents.**
- 5. Reveal the project financing plan with potential risks and impacts on the region as a result of this multimillion dollar, three phase project broken into multiple subprojects. All impacts resulting from this project should be studied under NEPA. Dividing major projects down to multiple subprojects to circumvent NEPA is illegal and unethical.**
- 6. Correct all inaccurate and incomplete reports and cost estimates. The information shared with public is inaccurate and extremely misleading. This is not a \$150 million project and it's going to transport less the 600 passengers per day. Show the data and the analysis.**



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: Brent Merideth

Street Address: 29733 Southwood Ln

City: Highland State: CA Zip Code: 92346

Phone: (909) 425 2153 Cell: (909) 725-4884

Email: meridethbl@gmail.com FAX: ( )

Are you a local business owner? Yes: No: [X]

If so, please name the business:

Preferred Contact Method: (Please check one)

By Phone: Email: [X] FAX: In Writing:

YOUR COMMENTS/QUESTIONS Please consider adding bicycle access to the bridge that crosses over the Santa Ana River. Enabling pedestrian and bicycle access along the bridge should add relatively little cost to the overall project and facilitate users ability to reach the Waterman station from the Tri-Cities area

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.



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: CECK A. KARSTENSEN  
Street Address: 1393 WARDWAY  
City: MENTONE State: CA Zip Code: 92359  
Phone: ( 909 ) 794-7221 Cell: ( 909 ) 384-2448  
Email: MRCCLIK@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** HOW WILL THIS PROJECT PROTECT ITS ROW ~~THROUGH~~ RESIDENTIAL AREA LIKE IN SAN BERNARDINO CITY ~~LIMITS~~ AND REDLANDS CITY LIMITS?

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.



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: JASON DESJARDINS

Street Address: 274 NORTH I STREET

City: SAN BERNARDINO State: CA Zip Code: 92410

Phone: ( ) Cell: (909) 205-8029

Email: BIGZAUTO@YAHOO.COM FAX: ( )

Are you a local business owner? Yes: [X] No: [ ]

If so, please name the business: BIGZAUTO WORKS, INC

Preferred Contact Method: (Please check one)

By Phone: [ ] Email: [X] FAX: [ ] In Writing: [ ]

YOUR COMMENTS/QUESTIONS

Four horizontal lines for writing comments or questions.

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.



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: Gary + Isabel Walbourne

Street Address: 850 N. E St.

City: San Berdo 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) Are you going to use Diesel engines? 2) Is there a study that could tell us how much diesel smoke residue will end up on our lands? It would affect the building cost on the property.

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: Jeffrey L. Shaw

Street Address: 222 Silvertree Ln.

City: Redlands State: CA Zip Code: 92374

Phone: (909) 794-1696 Cell: ( )

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

Are you a local business owner? Yes: [X] No: [ ]

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

Preferred Contact Method: (Please check one)

By Phone: [ ] Email: [X] FAX: [ ] In Writing: [ ]

YOUR COMMENTS/QUESTIONS

I consult with University of Redlands and will provide written formal comments by mail. Issues will include: (1) Noise, vibration & air quality issues at and upon University of Redlands, (2) Crossing noise and consideration of alternatives for "no horn crossings", (3) Flood control issues @ University Station site (4) Land use considerations.

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



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: VICTOR MARABELLA

Street Address: 1247 W. CRESCENT AVE

City: REDLANDS State: CA Zip Code: 92373

Phone: (714) 329-9923 Cell: ( )

Email: mmarabella@marabella.com @rocketmail.com FAX: (909) 335-3103

Are you a local business owner? Yes: [X] No: [ ]

If so, please name the business: CATALINA GARDEN APARTMENTS

Preferred Contact Method: (Please check one)

By Phone: [ ] Email: [X] FAX: [ ] In Writing: [X]

YOUR COMMENTS/QUESTIONS

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.



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: John E Brennan

Street Address: 35195 Elm

City: Yucaipa State: CA Zip Code: 92399

Phone: (909) 797-1587 Cell: (909) 374-6884

Email: johnebrennan@aol.com FAX: ( )

Are you a local business owner? Yes: [ ] No: [X]

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

Preferred Contact Method: (Please check one)

By Phone: [X] Email: [ ] FAX: [ ] In Writing: [ ]

YOUR COMMENTS/QUESTIONS to have each station to have decorations or symbols or design to reflect the area, community or history to have a celebration at each station for the opening.

RHS band should play at each opening

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.



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: MATTHEW
Street Address: P.O. BOX 9954
City: SAN BERNARDINO State: CA Zip Code: 92427
Phone: (909) 574-2607 Cell: ( )
Email: matt@redlandsrail.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: X FAX: In Writing:

YOUR COMMENTS/QUESTIONS WHY DID ALL 24 LOCAL GOVERNMENTS IN SAN BAG AGREE TO A PROJECT WHICH ONLY SERVES TWO(2) OF THEM, WHEN EXTENDING THE GOLD LINE DOWN THE 210 TO REDLANDS WOULD SERVE MOST OF THEM?

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.



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: J. BAY

Street Address: 1758 ORANGE TREE LANE

City: REDLANDS State: CA Zip Code: 92374

Phone: (909) 835 1699 Cell: ( )

Email: jonathan@enerpath.com FAX: ( )

Are you a local business owner? Yes: [X] No: [ ]

If so, please name the business: EnerPath

Preferred Contact Method: (Please check one)

By Phone: [X] Email: [ ] FAX: [ ] In Writing: [ ]

YOUR COMMENTS/QUESTIONS

Please fast track the grade improvements at the Nevada St. Xing. Coordinate w/ Caltrans so that pedestrians and disabled folks have adequate side walks and safe crossing. 20 years is too long to wait for a sidewalk!

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.





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: Paul Kay
Street Address: 2061 W Redlands Blvd, Unit 3C
City: Redlands State: CA Zip Code: 92373
Phone: (909) 435-4256 Cell: ( )
Email: pkay44@gmail.com FAX: ( )
Are you a local business owner? Yes: [ ] No: [X]
If so, please name the business: \_\_\_\_\_

Preferred Contact Method: (Please check one)

By Phone: [ ] Email: [X] FAX: [ ] In Writing: [ ]

YOUR COMMENTS/QUESTIONS

Four horizontal lines for writing comments or questions.

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.

**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: Christian Brou

Street Address: 1057 S. Washington Ave

City: San Bernardino State: CA Zip Code: 92408

Phone: ( 909 ) 567-9957 Cell: ( \_\_\_\_\_ ) \_\_\_\_\_

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

Are you a local business owner? Yes:  No:

If so, please name the business: California Pumping & Sanitation

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

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** What will happen to zoning around proposed  
rail project?

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

**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: California gas

Street Address: 941 California

City: Redlands State: Ca Zip Code: 92374

Phone: (909) 296-1980 Cell: ( )

Email: calgas941@aol.com FAX: ( )

Are you a local business owner? Yes:  No:

If so, please name the business: mgk

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

By Phone:  Email:  FAX:  In Writing:

**YOUR COMMENTS/QUESTIONS** Why is there no left turn on California st  
going north bound? Can there be a train stop on California?

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, 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 Scoping Meeting**  
**Tuesday, September 25, 2012**  
**Business Card Sign-In Sheet**



**Sempra Energy utility**

555 W. 5th Street, GITTET, Los Angeles, CA 90013  
 Tel: 213.244.2905 Cell: 213.663.6216  
 psochiratna@semprautilities.com

**Paul Sochiratna**  
 Real Estate Team Leader  
 Real Estate  
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**Hatch Mott  
 MacDonald**

**M. Joseph Toolson**  
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 walkerrd@pbworld.com

**Rich Walker**  
 Sr. Principal Technical Specialist

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**Redlands Foothill Groves**  
 Member of SunKist Growers, Inc.

(909) 793-2164  
 MOBILE (951) 377-2450  
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 REDLANDS, CA 92374



**MANUEL B. MARTINEZ**  
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 Sales Manager

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**Hatch Mott  
 MacDonald**

**Mary Tountounchi, P.E.**  
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 Senior Vice President

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**SCOTT T. WILK, JR., MPA**

FIELD REPRESENTATIVE

SENATOR BOB DUTTON  
 THIRTY-FIRST DISTRICT

8577 HAVEN AVE., SUITE 210  
 RANCHO CUCAMONGA, CA 91730  
 TEL (909) 466-4180  
 FAX (909) 466-4185  
 SCOTT.WILK@SEN.CA.GOV

CALIFORNIA STATE SENATE



**Sempra Energy utility**

**Kristine D Scott**  
 Public Affairs Manager

155 S. G Street, SC8074, San Bernardino, CA 92410  
 Tel: 909.335.7941 Mobile: 909.809.0317  
 kscott@semprautilities.com

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Tuesday, September 25, 2012

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Jack Brennan	me	35195 Elm Ln Valencia CA 91357	909-797-1587	johnbrennead.com
Jeff Shaw	Jeffrey L. Shaw Urban Planning Services	222 S. Magnolia Ln. Redlands, CA 92377	909-774-1696	JeffreyLShaw@msn.com
Cassey Dailley				
MR + MRS Edward Ringer		610 117th St Redlands 92374	909 798-2461	esther@ds.extremecor.com
Bruce Heffner	Allgood ShowerDoor	981W. 3rd St.,	909 889-3541	
MATT OWEN	OCCEP SANDPINES VALEY	P.O. BOX 9954 SAN BERN CO CA 92422	909- 475- 2647	msabardnumera@hotmail.com
Garry + Isabel Walbourne	Pride Envelope Co., Inc.	850 N E St. San Bern Co CA 92410	909- 889-0770	pridecps@aol.com
JASOUL DESJARDINS	BIG ZANTO WANTS	274 NORTH I STREET SB CA 92410	909- 205-8029	BIGZANTOWANTS@YAHOO.COM
Tommy Stewart	CITY of SB	300 N. D St SB	909- 384-5276	Stewart-t@sbcity.org
Scott Willk	Sen. Bryan			
Brent Meredith	Me	29733 Southwood Ln	909-425-2153	meredithbl@gmail.com

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Tuesday, September 25, 2012

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Jose Corona	So Cal Gas			Scorona@semprati.lifes.com
Tim Deland	SBCUSD	956 W. 9th St. San Bernardino 92411	909-388-6100	Timothy.Deland@sbcusd.com
PILLHELM MERLEY	SRRHS	28066 LAKE RIDGE LN HIGHLAND CA 92346	909-862-5015	Amurkley@rockrunner.com
Salihin Kondoker		1330 Howard St.	951-436-8800	Kondoker@gmail.com
Stan Clark	Comet Electric, Inc	7760 Downing Ave Omoga Park, CA 91304	818-266-9640	Stanley.Clark@cometelectric.com
VICTOR MARRERA		1247 W. CRESCENT AVE REDLANDS CA. 92373	714-329-9923	MARRERA Company@Rocket MARRERA.com
CECIL KARS滕ER	RESIDENT	1393 WARDEN WAY MENTORE CA 92359	909-794-7221	MRECEILK@YAHOO.COM
Jared Thaipayn	city of Loma Linda	2541 Barber Rd Loma Linda, CA		
John Nash	Redlands East Hill Graves	104 SW Mercedes Ave Redlands CA 92374	(909) 793-0865	J.Nash@verizon.net
Tony Keras	Redlands Fire/Police Department	3144 G Street Ave Redlands, CA 92374	909-944-4471	tony@redlandstanking.com
Stephen Rogers	SRP PE Consulting	826 Church St. Redlands, CA 92374	909-556-1988	stave-rogers@verizon.net

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Thursday, September 27, 2012

Business Card Sign-In Sheet



**JOSHUA D. OLNEY**  
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F. (909) 792-3516  
E. [joiney@eadiepaynellip.com](mailto:joiney@eadiepaynellip.com)

CERTIFIED PUBLIC ACCOUNTANTS & BUSINESS ADVISORS



**Omnitrans**

**WENDY WILLIAMS**  
Director of Marketing  
[wendy.williams@omnitrans.org](mailto:wendy.williams@omnitrans.org)

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**Tom Crowell**  
Vice President

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F: (213) 341-2372  
C: (213) 948-5593  
E: [tom.crowell@railpros.com](mailto:tom.crowell@railpros.com)  
[www.railpros.com](http://www.railpros.com)

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Thursday, September 27, 2012

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Elizabeth Green	SEAN BAPTIST CH.	420 E. STUART AVE RDS	909 557-8899	lyzgreen@gmail.com
Babs Hayes	Bus Owner	941 California Rds	909 796-1980	Calgas 941. adls.com
Fernando Laveiz	EXCEL AUTO	611 Tennessee St	951 236-0135	Frdoro@gmail.com
Judith Fulth		1553 Canero Dr	793-1726	Educareln@aol.com
Marguerite St. Dennis	ACOX TRUST PROPERTY	1490 Sylvan Blvd., REDLANDS	(760) 508-1890	margree3@yahoo.com
Jim Anthony		2555 GLEN HAZEL AVE RDS	909-466-9069	jeffclark@peoples.berny.com
Paul Kay		2061 N Redlands UNIT 3C 92373		
David Carter	Tennessee Gardens	619 Tennessee St		Memethecarterlady@yahoo.com
Jim TenBrink	ESRI	304 La Colina Dr Redlands, CA		tenbrink@esri.com
Michael Griffin	LANDVEST USA	30319 E Sunset Dr So Redlands 92331	909-298- 1361	mgriffinlandvest@aol.com

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Thursday, September 27, 2012

### Sign-In Sheet



Name	Organization	Address	Phone	Email
Marc Murre		Redlands		
Bob Best	Fogarty Quaker	23095 Jensen Ct Grand Terrace, CA 92313	783-3852	Bestbob78@AOL.ca
Gene Melcher		934 S. EVERLEA ST REDLANDS		gene.melcher@smulac.com
Bob Birnbau		931 Stillman Ave	Ø	heyrebob@yahoo.com
Anna Rachtz	Omnitrans			anna.rachtz@omnitrans.org
Matthew Hornbeak		24 Wilton Ave		hornbeck@ix.netcom.com
Stephen Rogers	Norfolk Norfolk Southern	820 Church St Redlands CA 92374	(909) 561-7888	Steve_rogers@verizon.net
Rick Simon	HNTB	1653 W. Cypress REDLANDS, CA 92373	<del>909-709-</del> 897-3474	risimon@hntb.com
Melinda Morang	ES&I	25 Parkwood Dr, Apt C Redlands, CA 92373	909-709- 9521	melindamorang@gmail.com
Bill Cunningham		421 San Timoteo Canyon Rd Redlands 92373	909 7939358	william421@earthlink.net
Sheldon Peterson	RLTC	4088 Lemon St Riverside CA	951 787-7928	SPeterson@RLTC.org

# San Bernardino Associated Governments

## Redlands Passenger Rail Project Scoping Meeting

Thursday, September 27, 2012

Sign-In Sheet



Name	Organization	Address	Phone	Email
Alan Hakegawa		1001 Roe Ave #111 Redlands, CA 92373	909 793-2853	ahakegawa@yahoo.com
Sean Johnson	Metrolink	One Berkeley Plaza #19	913-842- 2287	johnson@scerra.net
STEPHEN STEPHAN		HIGHLAND CT.		
Alex Estrada	IVDA	29005 Blake Ct Highland CA 92341	909 4007562	Estradaconsulting@sbca.gov
Nirvio A. Deliveros		412 E. STUART AVE. REDLANDS CA 92374	760. 885-4835	
Hawi Detescanuis	University of Redlands	1200 E. Colton Ave. Redlands, CA 92373	909 748-8303	

# Driver arrested after collision

## Chase ends with crash that injures three

By Doug Saunders Staff Writer

FONTANA — A man in a car reported stolen was arrested Monday after leading police on a freeway pursuit that left three women injured, police said.

Randy Brown, 39, of Running Springs was arrested after his car collided with another when he attempted to enter a 215 Freeway ramp at Barton Road in the wrong direction.

The pursuit started around 10 a.m., when Fontana police attempted a traffic stop near Sierra Avenue and Jurupa Street.

Police said Brown refused to stop and entered the 10 Freeway eastbound before going

onto the 215 Freeway southbound and leaving the freeway at Barton Road.

At the bottom of the off-ramp, he turned the Ford Ranger around and tried to go back up the ramp, hitting a car coming down carrying two women.

After the collision, Brown tried to escape on foot, leaving behind his female passenger trapped inside the car, police said. He was captured quickly.

The woman in the stolen vehicle, as well as the two women in the vehicle that Brown crashed into, were hospitalized, but their injuries were not life-threatening, police said.

Police did not release the names of the women.

Brown was booked at West Valley Detention Center in Rancho Cucamonga.

doug.saunders@inlandnewspapers.com  
909-386-3925

### IN BRIEF

#### SAN BERNARDINO

##### Critters invade Market Night

In a "friendly takeover," critters come to Market Night tonight in Perris Hill Park, 1001 E. Highland Ave.

The seventh annual Critter Carnival will feature an alligator, llama, a camel you can ride, pig you can pet — and who knows what else.

Market Night is transformed into a mini zoo from 6 to 8 p.m., with animal exhibitors scattered among the regular merchandise vendors and farmers.

You can sample some of the fun food before going in to see Junior University's "Wizard of Oz" at 8:15 p.m. in Roosevelt Bowl. It's free to see the show.

Information: 909-844-7731 (vendors) or 909-882-9259 (entertainment)

michel.nolan@inlandnewspapers.com

#### COLTON

##### Transitional kindergarten registration begins

Kindergartners who are turning 5 between Nov. 2 and Dec. 2 are eligible to enroll in transitional kindergarten classes in Colton Joint Unified School District this year.

All students who turn 5 on or before Nov. 1 will attend a regular kindergarten class.

The transitional program is intended to help younger students make a better transition by grouping them with students of a similar age. Each year, the program will expand by one month. In

2014, students will need to be born on or before Sept. 1 to start kindergarten.

Registration is from 8 a.m. to 3 p.m., Monday through Friday, and packets are available from the district's Enrollment Center, 851 S. Mount Vernon Ave., or at any district elementary school.

Information: 909-580-6666, CJUSD.net

beau.yarbrough@inlandnewspapers.com

#### SAN BERNARDINO

##### Historical society program to focus on Juan Pollo

"The True Story of Juan Pollo" will be presented by Albert Okura, the restaurant's founder, for the San Bernardino Historical Society program on Thursday.

Okura will talk about the company's history, future plans and his secret method of cooking chicken.

He will bring copies of his recently published book for purchase, as well as some Juan Pollo samples.

The 7 p.m. program will be presented at the Christian R. Harris Memorial Hall, next to the Heritage House at Eighth and D streets, San Bernardino.

Information: Nick Cataldo, 909-709-3792

#### LOMA LINDA

##### Car raffle will benefit hospital

Following a successful event last year, Walter's Automotive Group is again offering a choice of luxury cars as grand prize for an opportunity drawing to benefit Loma

Linda University Children's Hospital.

Only 1,000 tickets will be sold at \$100 apiece, and all proceeds will benefit the nonprofit Children's Hospital. A drawing will be held at 2 p.m. Aug. 24 at Walter's Automotive Group in Riverside.

Additional prizes will be awarded, including a white gold diamond bracelet valued at \$2,500 provided by K. Norris Jewelers; and a men's Mercedes-Benz watch, valued at \$450.

To purchase tickets for the drawing, visit www.lomalindacar.org or call Loma Linda University Children's Hospital Foundation at 909-558-3528.

Information: jim.steinberg@inlandnewspapers.com

#### SAN BERNARDINO

##### Veterans memorial bricks still available

The 63/445 Norton Veterans seek to sell 200 more memorial bricks to complete their memorial at San Bernardino International Airport — the former Norton Air Force Base.

According to retired Air Force Master Sgt. Ed Jeffries, the monument will be 6 feet by 6 feet and constructed of 402 bricks, with a plaque at the front.

The bricks, which may be customized to pay tribute to a beloved member of the military, may be purchased for \$100.

The group has been recognized by the state of California as a nonprofit 501(c)(3).

Jeffries hopes to have all

the bricks sold by fall to begin construction of the monument.

Information: Ed Jeffries, 909-889-1733

michel.nolan@inlandnewspapers.com

#### REDLANDS

##### Center plans community breaking of the fast

The Islamic Center of Redlands invites everyone to the 11th community breaking of the fast at 7 p.m. Saturday at Joslyn Senior Center, 21 Grant St.

Ramadan ends Aug. 18. During the month of Ramadan, Muslims fast from 4 a.m. to sunset.

The community is invited to learn about Ramadan at the event.

Those who plan to attend are asked to RSVP by Thursday by calling 909-792-0882.

betty.tyler@inlandnewspapers.com



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### NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR)

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A scoping information packet is available online at:

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Jane Dreher, SANBAG's Public Information Officer (909-884-8276).

Copies will also be available at the scoping meetings.

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5:30-7:30 p.m.  
Brief Presentation at 5:45 p.m.  
ESRI Café  
380 New York Street,  
Redlands, CA 92373

**WEDNESDAY, AUGUST 15, 2012**  
5:30-7:30 P.M.  
Brief Presentation at 5:45 p.m.  
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## 'REDLANDS REMEMBERED' DEBUTS



Joan McCall was at Barnes & Noble on Sunday to sign copies of her new book, "Redlands Remembered."

Courtesy Photo

# History lesson for city

By Kristina Hernandez Staff Writer

REDLANDS — Lovers of the city's history got a treat on Sunday when Joan McCall's book release party for "Redlands Remembered" was held at the Barnes & Noble here.

With a Sharpie in hand, McCall smiled as she signed copies of her book, which explores the city's history with stories and photos.

She began writing several months ago when she heard History Press was looking for someone who could provide a book on the history of Redlands.

Using stories from her former monthly column, "Regarding Redlands" — which was published in the Daily Facts from the mid-1990s to early 2000s — and other features on the city, McCall sent it to the publishing company in December.

McCall said she worked for six months to make sure stories were updated and facts were double-checked. She also provided pictures to go with each story.

A retired history teacher and librarian, McCall said doing the research was fun, adding that Redlands has "some wonderful his-

tory in terms of the buildings and places they've preserved, but also the interesting people that have lived here over time.

"It's fun to tell the stories (and) to find the stories, and going through old issues to see what was going on 100 years ago."

One of McCall's favorite stories is about Redlands High School.

Voters rejected the first bond issue for the school because they didn't like the selected site. It was near railroad tracks, and it was feared it would be too noisy for students and teachers.

"Not very long after they changed the location to where it is now," McCall said. "The bond issue passed for even more money than the first one."

The bond was for \$17,000, the amount that is being raised for the high school's Mural Project, which will display the school's original buildings constructed in 1891. The mural will include a view of the school's Clock Auditorium, built in 1928.

To help fund the mural, McCall partnered with Barnes & Noble to donate a percentage of purchases made at the store through Wednesday.

The book can be bought at any

Barnes & Noble or at www.barnesandnoble.com.

Up to 20 percent of proceeds will be donated toward the project by providing the code 10827574, said Laurie Aldern, the community-relations manager for the Redlands store.

"We'll be part of Redlands history forever. It's a big effort," Aldern said. "Redlands culture is important to people, but not everyone has as much money as they used to donate. So for us to promote a book and promote literacy and art, that's what we are all about."

"And for me personally, (this event) is really neat because Joan has taught all three of my kids and she's been very involved in many book fairs for the middle schools, and she herself is very invested in the community."

"This was a wonderful way to honor her and all that she has done for the community."

McCall also read excerpts to store visitors and answered questions.

To learn more about McCall and her book, visit www.facebook.com/redlandsremembered.

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909-793-3221, ext. 317; @TheFactsKris

# Discovering art of sushi

## Redlands' sister city gives lesson

By Kristina Hernandez Staff Writer

REDLANDS — The art of making sushi was on full display at the Redlands Art Association Gallery and Art Center downtown on Sunday afternoon.

The event was part of activities surrounding the visit of five students and seven adults from Redlands' sister city Hino, Japan.

The group, which arrived Wednesday, has been treated to a variety of events and activities, including a meet and greet with Mayor Pete Aguilar on Thursday and a welcome party on Friday.

The Art Center's East Gallery was almost filled to capacity as four Hino visitors explained how to perfect sushi preparation. The audience also got to try a variety of rolls as they were made.

Many laughed and took turns preparing the food on a large table set out with a two-person station, with each one taking turns to spread rice and place fish and other ingredients in the middle of a seaweed wrap.

The event was hosted by the Redlands Sister City Association and the Art Association. Residents were invited to learn more about Japanese culture through cooking and origami.

A Japanese doll exhibit will continue to be on display at the gallery until Aug. 7, said Art Association President Gail Brownfield.

"I think (this) is wonderful because it gives us the opportunity to interact with the community in ways we don't normally," she said, "and it gives (visitors from Hino) an opportunity to meet us. These women have spent hours setting up their display. It has been real special and very different from everything else we've ever done."

This year marks the 50th anniversary of the Sister City Program between Redlands and Hino.

The program alternates yearly with Redlanders visiting Hino one year and Hino delegates visiting Redlands, said Judy Owada, a member of the Sister City Association.

This year, for the program's 50th anniversary, Redlanders went to Hino, and residents of Hino went to Redlands.

"The exchange program we've had between Redlands and Hino has been a life-changing experience," Owada said.

kristina.hernandez@inlandnewspapers.com  
909-793-3221, ext. 317, @TheFactsKris



The Redlands Arts Association held a class on sushi preparation on Sunday. The instructors were from Hino, Redlands' sister city in Japan.

Kristina Hernandez Staff

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# Costs create dilemma in R.C.

## Landscaping fees or services likely to change

By Neil Nisperos Staff Writer

RANCHO CUCAMONGA — As landscape maintenance costs for a large section of the city rise, officials are considering options to reduce service levels or increase assessment rates for residents.

Options are being considered for the city's largest landscape district — Landscape Maintenance District, or LMD No. 2.

The district is an L-shaped area bounded by Etiwanda Avenue in the east, the 210 Freeway in the north and the half-way line between Milliken and Haven avenues in the west. Base Line Road forms much of the southern border, except for the eastern end, which dips down to Church Street.

This fiscal year, a budget

shortfall for the district has been calculated at about \$222,000 as spending has out-paced revenue.

As maintenance costs have increased, officials say some sort of service-level adjustment or rate increase will be necessary, but residents be able to weigh in through a survey next spring. Before then, city officials will hold outreach events this fall.

"We would be able to make the budget work with the same LMD assessment in 1993, but costs are not the same as 1993, so it's really up to the property owners to decide," said Deputy City Manager Lori Sassoon said.

"Should we look at improved landscaping or invest in drought-tolerant landscaping, or look at reducing our maintenance costs? There's no way to maintain landscaping" at current rates, she said.

A meeting between public officials and residents held recently presented preliminary

ideas such as increasing the annual rate by about \$38 or decommissioning the care of 1.5 million square feet of grass turf.

Public Works Services Director William Wittkopf said the ideas are not final and that plans will be better defined through more feedback from the community.

"The idea of the public engagement process was well-received, and a lot of the folks like the idea of being able to have focused and detailed discussion regarding fiscal conditions and what options are available," Wittkopf said.

If residents are "supportive of a modest assessment," then City Council members would consider approval of a mail-in voting process for residents to decide whether rates should be raised.

"There's no good way to reduce the budget to the way it needs to be reduced," Sassoon said. "Any way we make that adjustment, there will be an

impact on the appearance to the LMD. We've made it work for 19 years, but that's a decision for property owners to make.

Jerie Lee, a district resident who lives on Palo Verde Place, said that one option would be to charge higher rates for residents of the district who have observably more landscaping needs than most.

"Those that have more landscaping to maintain should be paying a higher rate than those of us that have so little," she said. "I live right off Day Creek Boulevard and Highland Avenue, and all along Day Creek there are very few trees; mostly palm trees and some landscaping ... There is very little maintenance."

She added, "I don't mind subsidizing the rest of the district, but they should at least pay more attention to Day Creek, which has the least amount of care on it. It should look pristine."

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909-483-9356, @RanchoNow

# Rental-car employees upset over ONT parking

By Liset Márquez Staff Writer

ONTARIO — A move to consolidate employee parking lots at L.A./Ontario International Airport has a group of rental-car agency employees upset.

Starting Sept. 17, Los Angeles World Airports — which manages ONT — will do away with employee parking at Lot 5, which had been primarily used by those working at the neighboring car-rental facility.

The employees at the eight car-rental agencies at ONT were given the alternative to park in Lot 3, which is already designated for employee parking, said Nancy Castles, a LAWA spokeswoman.

Parking Lot 3 is between Terminals 2 and 4. Parking Lot 5 is adjacent to the rental-car facility, where public parking is available for \$9 a day. The other public parking lots, 2 and 4, cost \$18 a day.

LAWA has also added a designated shuttle stop to make it more convenient for employees, Castles said.

"This setup is commensurate to airport employee parking at LAX," she said.

On July 26, rental agency employees were notified of the pending changes through a letter from LAWA.

The eight rental agencies that operate out of ONT responded by sending a letter voicing their concerns, adding that they feel they are being penalized by the move.

The letter to LAWA states, "It is the consensus of all employees, that this is an internal audit/revenue issue inside your company, and has nothing to do with rental-car employees parking in Lot 5."

As of now, Castles said LAWA has not identified any cost savings with the move, but added that the move could make more room for the public to park at the busy Lot 5 and increase revenues, she said.

In their letter to LAWA, the employees also raised concerns about their safety since employees leave work at all hours of the night. Instead of walking over to parking Lot 5, they will have to wait for the shuttle.

"This is certainly not good customer service to the rental agencies and their employees. This is just another example of Los Angeles World Airport not supporting Ontario International Airport," the letter states.

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## NEWS 24/7

### JENKS LAKE

#### Man hit by lightning airlifted to hospital

A man was being treated at a trauma center after being struck by lightning Sunday afternoon at Jenks Lake, San Bernardino County fire officials said.

Rescuers received a 9-1-1 call from the San Bernardino Mountains recreational area at 2:22 p.m. that a man had been struck by lightning, said Otto Schramm, dispatch supervisor for the county Fire Department.

A rescue helicopter airlifted the man to Loma Linda University Medical Center, authorities said. The man's condition was not immediately known.

The National Weather Service issued a flash-flood warning for parts of San Bernardino County. At about 2:40 p.m. radar indicated heavy rain from a thunderstorm near Twentynine

Palms. There were reports of lightning and thunder in Angelus Oaks and nearby areas.

According to the NWS, the odds of being struck by lightning in any given year is 1 million-to-1.

beatriz.valenzuela@inlandnewspapers.com

### HESPERIA

#### Rancho Cucamonga man fatally shot outside bar

A 24-year-old Rancho Cucamonga man was shot dead outside a Hesperia bar early Sunday, sheriff's officials said.

Witnesses said the shooting occurred after the unidentified man became involved in an argument at DJ's Bar and Grill, 12055 Mariposa Road.

The argument spilled out into the parking lot, where one of the men pulled out a gun and shot the victim, according to witnesses.

Investigators said the assailant fled in a vehicle. No descriptions of either the

shooter or the vehicle were immediately available.

Anyone with information can call the sheriff's Homicide Detail at 909-387-3589.

beatriz.valenzuela@inlandnewspapers.com

### FONTANA

#### Motorcyclist dies in Jurupa Avenue crash

Fontana police are investigating the death of a motorcyclist who was killed Thursday night in a crash on Jurupa Avenue.

The motorcycle rider, identified as 32-year-old Jonathan Scott Brodeur of Fontana, crashed on Jurupa Avenue near Volante Drive, coroner's officials said.

It was unclear why Brodeur lost control of the motorcycle. An autopsy is planned.

beatriz.valenzuela@inlandnewspapers.com

### LUDLOW

#### Body found in desert is likely missing man

The body of a missing Chicago man may have been found early Saturday in the open desert near Ludlow, but authorities were awaiting an autopsy to make a definitive identification, officials said.

The body of a man matching the description of the missing 37-year-old Bryan M. Porcaro was found at about 1 a.m. a short distance away from where his vehicle had broken down Monday, according to sheriff's deputies and family members.

Family members reported the man missing after they believed his car broke down along the 40 Freeway just west of Ludlow. They were concerned because he was being treated for a rare liver condition and the medications he was taking could make him disoriented.

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## NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR) CHANGE OF MEETING DATES AND EXTENSION OF COMMENT PERIOD

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- Advise the public that FTA is the lead Federal agency;
- Provide information about the proposed project, purpose and need for the project, and alternatives to be considered; and,
- Invite public and agency participation in the EIS process.

The EIS will examine alternatives to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety.

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TUESDAY, SEPTEMBER 25, 2012 5:30 p.m. to 7:30 p.m.; Brief Presentation at 5:45 p.m. San Bernardino Hilton, 285 East Hospitality Lane, San Bernardino, CA 92408  
THURSDAY, SEPTEMBER 27, 2012 5:30 p.m. to 7:30 p.m.; Brief Presentation at 5:45 p.m. ESRI Café, 380 New York Street, Redlands, CA 92373

S.B. COUNTY MUSEUM EVENTS

'Crazy Cactus' exhibit runs through Sept. 30

A special summer exhibit, "Crazy Cactus," opened June 30 at the San Bernardino County Museum in Redlands. The exhibit, which is included with paid museum admission, will run through Sept. 30.

This exhibition grew out of the Crazy Cactus Art Project, developed as part of the Main Street Murals 2011 after-school youth program. The program, called "Discovering the Mojave Desert," was held at the Desert Discovery Center in Barstow.

The project was devised by artist and production designer David Brockhurst using recycled, cast-off pieces of wood from an Earth Day mural project. Students painted freely, using the natural environment as their inspiration. The exhibit includes free-standing sculpture and photography.

"It was great collaborating with the children for this environmental art project," Brockhurst said. "Using recycled cast-off pieces of wood that came in many strange shapes and sizes was creative. It feels good to know that we haven't wasted any materials and we have created something unique to the Mojave Desert region that is youth-driven. Plus we had great fun during the creative process."

Exhibit explores role of fashion

A special exhibit, "The Fabrics of Our Past, 1860s to 1960s," opened April 28 at the San Bernardino County Museum in the museum's Crossroads in History gallery.

Michele Nielsen, curator of history and archives, organized the exhibition, which centers around costumes, accessories and textiles from the museum's permanent collections. The exhibit is sponsored in part by the Western Textile Center Association.

Just like today, fashion of the past was dictated in many ways by social and cultural norms, and clothing and textile design from bygone eras reflect these influences.

"The Fabrics of Our Past" gives visitors a chance to examine clothing and textile artifacts to learn more about the lives of the people who wore them and the world in which they lived," Nielsen said.

"Sometimes, subtle details reveal much, allowing us to think about their lives and circumstances in terms we can relate to — our own clothing and accessories."

Part of the focus of "The Fabrics of Our Past" is on the handworked aspects of the artifacts. The ability to sew a seam by hand, to embroider, to create beaded embellishment, to make lace, or to weave a fine cloth that could be used for clothing were valued skills long ago. Today, people enjoy carrying on these traditions, but often it is purely for fun and the chance for artistic expression, not because the skills are needed to be socially acceptable, or to have an occupation, as in the past.

The exhibit sponsor is the Western Textile Center Association, made up of member guilds who keep these historic techniques alive through their work. The guilds include the Inland Empire Handweavers Guild, the American Needlepoint Guild, the Bedazzled Beaders, and the Embroiderer's Guild of America, all dedicated to traditional techniques with a modern approach.

"When you visit the exhibit, examine your own wardrobe and then compare and contrast what you wear with some of the artifacts on exhibit," Nielsen said.

A series of programs that relate to "The Fabrics of Our Past" exhibit are scheduled at the museum during the run of the exhibit, which will close in late 2012.

The San Bernardino County Museum is at 2024 Orange Tree Lane, at the California Street exit from the 10 Freeway in Redlands.

Admission is \$8 for adults, \$6 for military and seniors, \$5 for students, \$4 for children 5 to 12 and free for children younger than 5 and Museum Association members.

Parking is free. The museum is accessible to people with disabilities. If assistive listening devices or other auxiliary aids are needed in order to participate in museum exhibits or programs, requests should be made through Museum Visitor Services at least three days before visiting the museum.

Information: www.sbcounty-museum.org, 909-307-2669, ext. 229, or (TDD) 909-792-1462

SOURCE: San Bernardino County Museum

# Massive cockfighting ring broken up

## Two men arrested after police raid; about 1,000 gamecocks seized

By Neil Nisperos  
Staff Writer

ONTARIO — Two men are facing charges related to their suspected involvement in one of the largest cockfighting operations ever discovered in the region, authorities said.

Ontario police and officers from the Inland Valley Humane Society and SPCA on Sunday found the illegal activities in the 13100 block of Cucamonga Avenue, according to authorities.

An estimated 1,000 gamecocks were found, along with paraphernalia typically used in cockfighting.

"Out of all the years working for the Inland Valley Humane Society ... this has been one of the largest findings we have had," Humane Society investigator Sylvia Lemus said.

Antonio Cacayorin Mendoza, 57, of Chino was arrested on suspicion of misdemeanor cockfighting, and Dominador Oposcolo Soliven, 55, of Hemet was arrested on suspicion of misdemeanor animal cruelty, police Sgt. Rob Freire said.

Oliver Lopez, 55, of Menefee; Silvestre Colobong, 56, of Oceanside; and Virgilio Wong, 61, of Rancho Cucamonga; were cited by police for spectating the illegal game, Freire said.

Some of the people on the property for the Sunday cockfight told authorities they were employees of San Bernardino or Los Angeles counties, Lemus said.

They included a San Bern-



Humane officer Faviole Leon of the Inland Valley Humane Society walks through row of roosters Monday on a property in the 13100 block of Cucamonga Avenue, Ontario.

nardino County engineer and a Los Angeles County auditor, Lemus said.

San Bernardino County spokesman David Wert said county officials contacted Ontario police officers to confirm whether any employees had been arrested or cited.

"From what I understand, there is one county employee who is a civil engineer, not a manager or high-ranking person, who was cited for a misdemeanor," Wert said.

Oliver Lopez is a civil engineer for the county, Wert said.

"For a misdemeanor, it's probably something that his department takes a look at, but there are not usually consequences for a nonviolent misdemeanor," Wert said.

"This does not appear to be

job-related."

According to Los Angeles County assessor documents, a Virgilio Wong works for the department. L.A. County officials did not immediately return calls for comment.

Cockfighting involves trained roosters fighting each other in duels, typically to the death. The gamecocks slash each other with blades attached to their feet.

Illegal cockfighting is common in the agricultural areas of Chino and Ontario, Lemus said.

A Fontana home was also raided in April in Fontana and a man was arrested on suspicion of breeding hundreds of roosters for cockfighting.

"We do receive calls either for cockfighting or residents

having numerous game fowl on their properties," Lemus said.

Humane Society investigators and police officers responded to an anonymous call about a cockfight in progress Sunday afternoon on Cucamonga Avenue.

The property featured dozens of cages and overturned water drums used as rooster shelters.

A shed had apparently been used for training, according to investigators, and roosters were tethered to the overturned drums.

Police officers said one man was caught hiding cockfighting paraphernalia, Freire said.

Another suspect drove away with a rooster and was arrested by police after a traffic stop,



**Cockfighting operation**  
More than 1,000 gamecocks were found on the property in the 13100 block of Cucamonga Avenue on Sunday in what officials are calling, "one of the largest" cockfighting operations they've seen.

Freire said.

Humane Society officers collected numerous items related to cockfighting, such as metal blades, or gaffs, attached to roosters' legs during a fight. Training equipment and wager cards were also recovered.

"We had found paraphernalia which led us to believe there was a fight in progress and there were wagers," Lemus said.

It was the second time in a year the Inland Valley Humane Society had responded to cockfighting at that property, Lemus said.

Potential penalties for participating in cockfighting, include jail time, fines and probation, Lemus said.

Staff Writer Melissa Pinion-Whitt contributed to this report.

# Classes will offer insight into Redlands police work

The Redlands Police Department's Citizens Information Academy, a course designed to familiarize citizens with the operations of the Police Department, will begin classes Aug. 29. There is no fee for the course.

In three-hour classes one evening a week, students will receive an overview on

the fundamentals of police work, taught by a variety of department employees. The curriculum and teaching methods are similar to the traditional police academy, but rather than new recruits, the academy's students are citizens, business owners, media representatives and neighborhood watchers. Course topics

include virtually every aspect of police affairs, ranging from recruitment to undercover operations.

Citizens will gain a deeper understanding and appreciation of the problems facing police officers and the policies of the Redlands Police Department, according to a department news release.

The weekly class academy will be held Wednesdays from 6 to 9 p.m. at Plymouth Village, 945 Salem Drive, Aug. 29 through Oct. 10. The classes will be moderated by retired police Cpl. Rick Strobaugh. Applications for the course are available at the Redlands

Police Department, 1270 Park Ave. or the Police Annex, 300 Cajon St.

For more information, leave a message for Cpl. Strobaugh at rstrobaugh@redlandspolice.org or 909-798-7609, ext. 1.

Source: Redlands Police Department



### NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR) CHANGE OF MEETING DATES AND EXTENSION OF COMMENT PERIOD

#### PRIOR NOTIFICATION

In early 2012, the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) began the preparation of an Environmental Assessment (EA)/EIR for the Redlands Passenger Rail Project (RPRP). This process included the release of a Notice of Preparation (NOP) and two scoping meetings — one on April 24 in the City of Redlands and the other on May 2 in the City of San Bernardino.

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A public review and comment period for the EIS/EIR began on July 31, 2012 and will close at 5:00 p.m. on October 11, 2012. Public agencies and the public are invited to comment.

#### HOW CAN YOU COMMENT ON THE EIS/EIR?

Written comments may be submitted to Mitchell A. Alderman, P.E., Director of Transit & Rail Programs, SANBAG, 1170 W. 3rd St, 2nd Floor, San Bernardino, CA 92410, or emailed to RPRP\_Public\_Comments@sanbag.ca.gov. Written comments will also be submitted to Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650 San Francisco, CA 94105.

A scoping information packet is available online at: <http://sanbag.ca.gov/projects/redlands-transit.html> or by calling Jane Dreher, SANBAG's Public Information Officer (909-884-8276). Copies will also be available at the scoping meetings.

**WHEN AND WHERE WILL SCOPING MEETINGS TAKE PLACE?**

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San Bernardino Hilton 285 East Hospitality Lane, San Bernardino, CA 92408	ESRI Café, 380 New York Street, Redlands, CA 92373

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**SYRIA**  
**Opposition figures meet in Damascus**

Syrian opposition figures who reject foreign intervention in Syria's 18-month conflict called for the ouster of President Bashar Assad at a rare meeting Sunday in the nation's capital. The gathering was tolerated by the regime in an apparent attempt to lend credibility to its claims that it remains open to political reform despite its bloody crackdown on dissent.

A senior former Assad ally, meanwhile, said Iran is providing massive support for the embattled Syrian regime.

"Iranians are active in leading positions in the military," former Syrian Prime Minister Riad Hijab, who defected to the opposition last month, told the German daily Frankfurter Allgemeine Zeitung. "We're not only talking about military aid, but also logistical and economic support" by Iran.

**WASHINGTON**  
**Giant panda cub born at National Zoo dies**

The giant panda cub born a week ago at the National Zoo in Washington died Sunday morning, saddening zoo officials and visitors who had heralded its unexpected arrival.

The 4-ounce cub, about the size of a stick of butter, showed no obvious signs of distress and made its final recorded noise shortly before 9 a.m. Sunday, zoo officials said at a news conference.

The cub's mother, Mei Xiang, then made an unusual honking sound at 9:17 a.m. that her keepers interpreted as a distress call, and she moved away from where she had been nesting with the cub. About an hour later, one keeper distracted her with honey water while another used an instrument similar to a lacrosse stick to pick up the cub.

The cub, whose gender could not be determined externally, was not breathing and its heart had stopped. A veterinarian attempted CPR before it was pronounced dead at 10:28 a.m.

— The Associated Press

# Libyan army targets militias

**UNREST: Group suspected in attack on U.S. Consulate says it's disbanded.**

**By Osama Alfatory and Esam Mohamed**  
The Associated Press

**BENGAZI, Libya** — The Libyan army on Sunday said it raided several militia outposts operating outside government control in the capital, Tripoli, while in the east, the militia suspected in the Sept. 11 attack on the U.S. Consulate said it had disbanded on orders of the country's president.

President Mohammed el-Megaref said late Saturday all of the country's militias must come under government authority or disband, a move that appeared aimed at harnessing popular anger against the powerful armed groups following the attack that killed the U.S. ambassador.

The assault on the U.S. mission in Benghazi, which left Ambassador Chris Stevens and three other Americans dead, has sparked an angry backlash among many Libyans against the myriad of armed factions that continue to run rampant across the nation nearly a year after the end of the country's civil war.

On Friday, residents of Benghazi — the cradle of the Libyan revolution last year that toppled dictator Moammar Gadhafi — staged a mass demonstration against the militias before storming the compounds of several armed groups in the city in an unprecedented protest to demand the militias dissolve.

The government has taken advantage of the popular sentiment to move quickly. In a statement published by the official LANA news agency, the military asked all armed groups using the army's camps, outposts and barracks in Tripoli, and other cities to hand them over. It warned that it will resort to force if the groups refuse.

On Sunday, security forces raided a number of sites in the capital, including a military

outpost on the main airport road, which were being used as bases by disparate militias since Gadhafi was driven from the capital around a year ago, according to military spokesman Ali al-Shakhli.

Tripoli resident Abdel-Salam Sikayer said he believes the government is able to make this push now because, thanks to the country's first free election in decades that took place in July, the public generally trusts it.

"There was no trust before the election of the National Congress that is backed by the legitimacy of the people and which chose the country's leader. There is a feeling that the national army will really be built," he said.

The government faces a number of obstacles, though. It needs the most powerful militias on its side to help disband the rest. It also relies on militias for protection of vital institutions and has used them to secure the borders, airports, hospitals and even July's election.

Some of the militias have taken steps over the past several weeks to consolidate and work as contracted government security forces that are paid monthly salaries.

In the western city of Misrata, for example, resident Walid Khashif said dozens of militias held a meeting recently and decided to work under the government's authority. He said the militias also handed over three main prisons in the city to the Ministry of Justice to run.

Since Gadhafi's capture and killing, the government has brought some militias nominally under the authority of the military or Interior Ministry, but even those retain separate commanders and often are only superficially subordinate to the state. El-Megaref told reporters late Saturday that militias operating outside state authority will be dissolved, and that the military and police will take control over their barracks.

But it remains unclear if the government has the will — and the firepower — to force the most powerful militias to recognize its authority.



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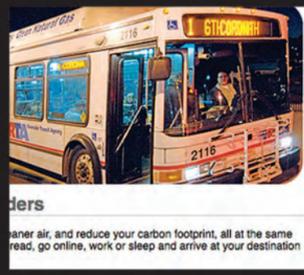
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San Bernardino Hilton	ESRI Café,
285 East Hospitality Lane,	380 New York Street,
San Bernardino, CA 92408	Redlands, CA 92373



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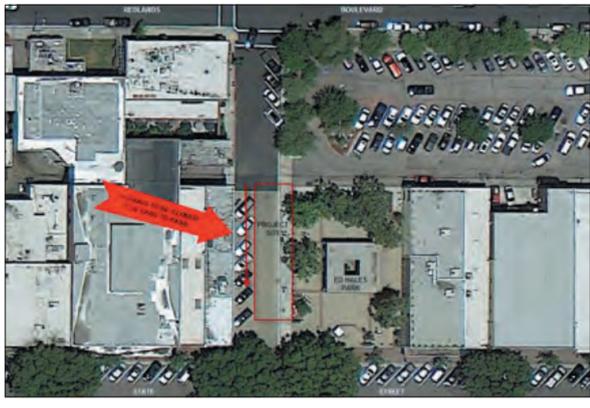


A Program of Riverside County Transportation Commission and San Bernardino Associated Governments

A PAID ADVERTISEMENT and FREE REPORT for readers of this paper ...

Fifth Street between Redlands Boulevard and East State Street in Redlands will be closed through the end of October. The southbound lane will stay open.

Courtesy Photo



## SoCal Edison work will affect Fifth St.

Southern California Edison will close a portion of Fifth Street between Redlands Boulevard and East State Street beginning this week to perform maintenance and retrofitting on an aging underground vault and equipment. The work is expected to last through the end of October.

The work will affect parking and the east sidewalk along Fifth Street between Redlands Boulevard and State Street. One lane will stay open to allow southbound vehicles along the affected section.

Work will be halted during Thursday Market

Nights, and the municipal parking lot on Redlands Boulevard between Fifth and Sixth Streets will remain open while the work is done. Pedestrian access to Ed Hales Park will also be open from the north and south sides of the park.

The work will not affect the newly installed pavers along Fifth Street and Ed Hales Park.

The underground vault connects to a critical system that provides power to the surrounding downtown area. For additional information, contact Southern California Edison at 909-307-6791.

Source: City of Redlands

# New Medicine Based On An 88-Year Old Theory By Albert Einstein Can Help Almost Everyone Who Is Sick Or Injured!

What you are about to read may be the most important information you've ever read. Here is why.

Albert Einstein was, quite possibly, the most intelligent person who ever lived. His theories and ideas were so far ahead of his time, that even now, the smartest scientists alive are still discovering his value.

One of his theories published in 1917, worked out the theory of how lasers function. However, it was not until May 16, 1960 (43 years later) that the first actual laser was developed by an American scientist. Since then, scientists and inventors have developed many types of lasers and all kinds of uses for them. They can be used as a scalpel that is so delicate, it can be used on the eyes of human beings. Lasers are used to read price codes at your local supermarkets. And they're used to play music and video on your CD's and DVD's.

But now, there is a new type of laser so effective against human disease and injury that it is rapidly changing the practice of medicine. This is a new type of low-level laser which produces an unfocused light that has been...

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Low-level lasers use less than one watt of power and they produce what can best be described as a "Healing Light".

Here is a somewhat un-scientific description of how this "Healing Light" can cure the damage done by human sickness and disease.

As you probably know, our entire bodies are made up of human cells. The health of all human cells is based on energy. If your cells don't receive



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knowledgeable people in the world about low-level lasers... and... how they can be used...

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Dr. Lytle believes (as do many other people) low-level laser therapy will become the medicine of the future.

If you hold a low-level laser device against the skin of your body and turn it on, you will be able to see the laser light...

all, you can ...

**Get This Information Absolutely FREE!**

Dr. Larry Lytle himself has written and compiled a FREE REPORT in which he explains to you exactly how and why low-level laser therapy works. Dr. Lytle will show you some unbelievable "before" and "after" pictures of people who have benefited by this amazing new therapy.

For some people, a free report and information like this can mark the beginning of an entirely new life... pain-free and full of energy.

For others, it can make the difference of living a healthy life compared to a low-energy life of sickness and disease.

And, for those who live with enormous pain every day ... this free report could truly guide them to a miracle!

But even if you are not sick, not injured, or not in pain, you should still order this report. After all, it is 100% free. And almost nobody lives out their life without having at least some kind of sickness or injury.

Wouldn't it be nice to know that, if you do become sick or injured, you will at least know where to go to find some sort of answer to your problems that don't involve dangerous drugs!

Dr. Lytle is a remarkably young man in his 70's. His life's missions is "To Make A Difference In Humankind", and he has devoted his life to the accomplishment of that goal. He passionately believes low-level laser therapy is an important health management tool that can benefit nearly everyone that uses it.

**Call 1-800-303-6923**

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enough energy, they will weaken and the body will become sick.

For you to be healthy, what your cells need is exactly the right kind and the right amount of energy. Every time you get injured or become sick, the energy flow to your cells is disrupted. Until the proper type and amount of energy is restored, you will remain sick or injured.

That's what a low-level laser device does. It re-energizes the cells in your body with the right kind and proper amount of healing energy.

It may surprise you to learn that low level lasers are ...

**Used By Doctors To Heal Their Patients In The Fastest Way Possible!**

Could you guess what kind of doctors use the highest percent of low-level lasers on their patients?

It's doctors involved in sports medicine. Why? The answer is simple. You see, doctors involved in sports medicine often have to get their patients better in the fastest way humanly possible because every day he remains "unhealthy" can cost the sports organization millions of dollars.

But here's something exciting! **You don't actually need to go to a doctor to get laser therapy.** If you want to you can buy one of these devices and use it on yourself. The best ones come with simple, easy-to-follow instructions and can be used by almost any person with average intelligence.

Perhaps the best low-level lasers in the world have been invented by a doctor named Larry Lytle. He has studied lasers and human health for years, and Dr. Lytle is, without question, one of the most

but... you will not be able to feel it. There probably won't even be a sensation of warmth. Laser light is as gentle as the kiss of a butterfly. But, from a healing point of view, it is quite possible it is more effective than drugs or surgery.

Low-level laser therapy is not just the medicine of the future. For many people who know about it, it is the "medicine" they use now. The problem of trying to explain the healing powers of low-level laser therapy is...

**It Works So Well On So Many Different Problems, It Seems Like It Couldn't Possibly Be True!**

But it is true! As mentioned earlier, all injury and illness creates an interruption of energy to the cells of the human body. The body will never recover until the proper amount and type of energy is restored to these cells. But once that energy is restored...

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With the correct equipment, properly used, low-level lasers have been clinically shown to reduce pain, reduce inflammation, increase cellular energy, increase cell permeability (so that the nutrients the cell needs to heal can get into the cell) and even help correct faulty DNA!

What you have just read is a very simplistic (almost childish) explanation of low-level laser therapy, of how it works, and what it can do for you. But this is something that needs to be explained to you much more accurately by a real expert.

This is information which just might help relieve you of any disease and might possibly save your life and the life of your loved ones. And best of

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Written comments may be submitted to Mitchell A. Alderman, P.E., Director of Transit & Rail Programs, SANBAG, 1170 W. 3rd St, 2nd Floor, San Bernardino, CA 92410, or emailed to RPRP\_Public\_Comments@sanbag.ca.gov. Written comments may also be submitted to Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650 San Francisco, CA 94105.

A scoping information packet is available online at:

<http://sanbag.ca.gov/projects/redlands-transit.html> or by calling

Jane Dreher, SANBAG's Public Information Officer (909-884-8276).

Copies will also be available at the scoping meetings.

### WHEN AND WHERE WILL SCOPING MEETINGS TAKE PLACE?

**TUESDAY, SEPTEMBER 25, 2012**  
5:30 p.m to 7:30 p.m.;  
Brief Presentation at 5:45 p.m.  
San Bernardino Hilton  
285 East Hospitality Lane,  
San Bernardino, CA 92408

**THURSDAY, SEPTEMBER 27, 2012**  
5:30 p.m to 7:30 p.m.;  
Brief Presentation at 5:45 p.m.  
ESRI Café,  
380 New York Street,  
Redlands, CA 92373

proved, Prop. 37 would be en-  
 forced by the State Health  
 Department which is already hav-  
 ing a hard time with current re-  
 sponsibility.

Dr. Kenneth Burke of Loma  
 Linda University said that in his  
 career as a biogenic researcher he  
 never come across anything  
 that would cause concern about the  
 human consumption of genetically  
 modified foods." Burke researched  
 field for 30 years at the Loma  
 Linda University School of Allied  
 Health.

Burke admitted that conclusive  
 evidence might take one hundred  
 years. He is more concerned about  
 lack of labeling of alcohol and  
 loco products, which are di-  
 rectly related to plants and crops  
 are produced by genetic muta-  
 tions. Burke's concern about to-  
 matoes is concurred by the New  
 England Journal of Medicine  
 which published studies showing  
 significant amounts of nico-  
 tine is already found in tomatoes  
 and potatoes. The Journal quotes  
 research showing that insecticides  
 have been introduced into plant  
 structure.

Professor Brian Federici at UCR  
 says that available data indicates  
 genetically produced crops are  
 much safer than organic crops  
 have reduced the use of pesti-  
 cides by millions of pounds per  
 acre. His colleague at UC Berkeley,  
 Peggy Lemaux, says she has  
 through volumes of research  
 showing that chemically produced  
 show no negative effects.

Institutional Review Board  
 book and the Union of Con-  
 d Scientists both wrote that  
 study needs to be done in the  
 of induced mutation plant  
 ings, that there is lack of re-  
 done on healthy human  
 ts. The Review Board states  
 here are two studies needed:

product and chemical maker will  
 use about \$5 million to fight the  
 initiative. Other makers of chemi-  
 cally produced foods are said to  
 add another \$20 million. Monsanto  
 has funded most university re-  
 search of genetically modified  
 foods. It paid \$100 million to the  
 UC system in a settlement over the  
 rights to a milk producing hor-  
 none.

According to the League of  
 Women Voters, opponents of  
 Prop. 37 say that the initiative  
 would require extensive monitor-  
 ing of foods that will increase  
 foods costs, and that enough mea-  
 sures are already in place to assure  
 food safety.

Proponents of Prop. 37 point to  
 the Monsanto Company as its

**FOR OVER 30 YEARS**

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**NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR)**

**PRIOR NOTIFICATION**

In early 2012, the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) began the preparation of an Environmental Assessment (EA) EIR for the Redlands Passenger Rail Project (RPP). This process included the release of a Notice of Preparation (NOP) and two scoping meetings - one on April 24 in the City of Redlands and the other on May 2 in the City of San Bernardino.

**WHAT IS BEING PROPOSED?**

Based on the input received from the community, including written comment letters, and preliminary findings from ongoing technical studies, FTA determined that an EIS is required. The EIS/EIR will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA: 42 U.S.C. 4321 et seq.) of 1969 and the regulations implementing NEPA set forth in 40 CFR Parts 1500-1508 and 23 CFR Part 771, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice is to:

- Advise the public that FTA is the lead Federal agency;
- Provide information about the proposed project, purpose and need for the project, and alternatives to be considered; and,
- Invite public and agency participation in the EIS process.

The EIS will examine alternatives to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety.

**WHEN IS THE PUBLIC REVIEW AND COMMENT PERIOD?**

A public review and comment period for the EIS/EIR began on July 31, 2012 and will close at 5:00 p.m. on October 11, 2012. Public agencies and the public are invited to comment.

**HOW CAN YOU COMMENT ON THE EIS/EIR?**

Written comments may be submitted to Mitchell A. Alderman, P.E., Director of Transit & Rail Programs, SANBAG, 1170 W. 3rd St, 2nd Floor, San Bernardino, CA 92410, or emailed to RPP@Public\_Comments@sanbag.ca.gov. Written comments may also be submitted to Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650 San Francisco, CA 94105.

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