Redlands Passenger Rail Project

Environmental Impact Statement/Environmental Impact Report

Agency Coordination Plan

June 2013

Federal Transit Administration

San Bernardino Associated Governments

Table of Contents

1.0 INTRODUCTION 1-X
1.1 Purpose of the Agency Coordination Plan 1-X
1.2 Plan Organization 1-X

2.0 PROJECT OVERVIEW 2-X
2.1 Project History 2-X
2.2 Current Proposed Project 2-X
2.3 Summary of Purpose and Need 2-X

3.0 LEAD, COOPERATING, AND PARTICIPATING AGENCIES 3-X
3.1 Overview 3-X
3.2 Lead Agencies 3-X
3.3 Cooperating Agencies 3-X
3.4 Participating Agencies 3-X
3.5 Initial List of Cooperating and Participating Agencies 3-X

4.0 COORDINATING STRUCTURE AND RESPONSIBILITIES 4-X
4.1 Agency Coordination Structure 4-X
4.2 Agency Coordination Structure 4-X
4.2.1 Coordination Prior to Circulation of the Draft EIS/EIR 4-X
4.2.2 Coordination During Circulation of the Draft EIS/EIR 4-X
4.2.3 Coordination Before Publication of the Final EIS/EIR and the Record of Decision 4-X
4.2.4 Coordination After the Issuance of Record of Decision 4-X
4.3 Schedule Milestones 4-X
4.4 Issue Resolution Process 4-X

List of Appendices

Appendix A Public Involvement Plan

List of Figures

Figure 2-1. Project Location Map 2-X
Figure 2-2. Project Components 2-X

List of Tables

Table 3-1. Invited Cooperating and Participating Agencies 3-X

-Page Intentionally Blank-

1.0 INTRODUCTION

The Federal Transit Administration (FTA) and the San Bernardino Associated Governments (SANBAG) have initiated the preparation of a joint Environmental Impact Statement and Environmental Impact Report (EIS/EIR) for the Redlands Passenger Rail Project (RPRP or Project). The RPRP would be developed between the City of San Bernardino and the City of Redlands in San Bernardino County, California. The FTA is the lead agency for the National Environmental Policy Act (NEPA) environmental clearance and SANBAG is lead agency for the California Environmental Quality Act (CEQA) environmental clearance. As part of the environmental review process and in compliance with U.S. Code Title 23, Section 139, the two lead agencies have prepared this Agency Coordination Plan. Although this document has been prepared to satisfy federal regulations, this document is also consistent with agency coordination requirements under CEQA. This section provides a description of the purpose of the agency coordination plan and an outline of the report.

1.1 Purpose of the Agency Coordination Plan

As part of FTA and SANBAG's efforts to prepare the upcoming EIS/EIR for the RPRP, the lead agencies have prepared this Agency Coordination Plan to guide agency involvement in decision-making related to the completion of the NEPA environmental review process. In addition to agency coordination, the project team will implement an ongoing public involvement program, which is described in a separate *Redlands Passenger Rail Project Public Involvement Plan*.

This Agency Coordination Plan builds upon the agency and public coordination that has already occurred as part of prior environmental review processes. It complies with U.S. Code Title 23, Section 139, and serves as a plan for ongoing agency coordination. U.S. Code Title 23, Section 139, provides the programmatic framework for Federally funded surface transportation projects. U.S. Code Title 23, Section 139, Efficient Environmental Reviews for Project Decision-Making, was intended to streamline the review process without compromising environmental protections. Among the tools mandated by U.S. Code Title 23, Section 139, the lead agencies must develop a coordination plan to address how coordination and communication with agencies will occur through the completion of the NEPA environmental review process. This includes the preparation of the upcoming EIS/EIR (both Draft and Final) and the Record of Decision (ROD).

This Agency Coordination Plan is designed to expedite and to improve the environmental review process by clearly establishing interactions and expectations at key decision points. In the plan, the lead agencies and their roles are identified. Participating agencies are identified and timeframes for opportunities for their involvement are presented. For this Project, the key decision points include the following:

- Definition of the purpose of and need for the Project
- Identification of the range of alternatives
- Collaboration on impact assessment methodologies and level of detail of environmental analysis
- Completion of the Draft EIS/EIR
- Identification of an environmentally preferred alternative
- Completion of the Final EIS/EIR
- Completion of the ROD for NEPA
- Issuance of permits, licenses, or approvals for the Project

The lead agencies, FTA and SANBAG, will work together to follow this Agency Coordination Plan to capture agency input during the environmental review process and to document the consideration of agency input in the decision-making process.

This Agency Coordination Plan is considered a "living document" and will provide flexibility, as needed, to address changes in the Project. Therefore, this plan will be modified from time to time in response to the evolving communication needs of the project.

1.2 Plan Organization

The remainder of this Agency Coordination Plan has the following three chapters:

- Project Overview (Chapter 2.0)
- Lead, Cooperating, and Participating Agencies (Chapter 3.0)
- Coordinating Structure and Responsibilities (Chapter 4.0)

References cited in document are provided at the end of the report.

2.0 PROJECT OVERVIEW

This chapter presents the Project history, provides a description of the current proposed Project, and summarizes the purpose and need for the RPRP.

2.1 Project History

In 1989, San Bernardino County voters approved Measure I to ensure that needed transportation projects were implemented countywide through 2010. In 1992, SANBAG purchased a freight rail corridor that extends from San Bernardino to Redlands from the Atchison Topeka & Santa Fe Railroad (AT&SF), predecessor to the Burlington Northern Santa Fe Railway (BNSF). In 2001, the Southern California Association of Governments (SCAG) initiated a visioning process, known as the Compass Blueprint Program, resulting in a regional strategy to accommodate projected growth in southern California. The program seeks to accommodate growth through the development of demonstration projects that capitalize on the collaboration of regional planning agencies, local

communities, and jurisdictions. As part of this visioning program, SANBAG prepared various planning studies and reports to explore the feasibility of establishing passenger rail service between the City of San Bernardino and the City of Redlands, while identifying transportation alternatives, potential rail platform locations, and multi-modal transit development opportunities along the Redlands Corridor. Previous actions and studies in the rail corridor have included:

- Voters approved Measure I, November 1989
- Purchase of the Redlands Subdivision right-of-way from the Burlington Northern Santa Fe in 1993 from downtown San Bernardino to the vicinity of the University of Redlands
- Redlands Passenger Rail Feasibility Report, August 2003
- Measure I Reauthorization by Voters, 2006
- SANBAG Draft Redlands Passenger Rail Station Area Plans, January 2007
- Redlands Subdivision Study of Operating Alternatives and Infrastructure Requirements, October 2007
- Measure I 2010-2040 Strategic Plan, April 2009
- Long Range Transit Plan, Interim Project Report, 2009
- SANBAG Draft Definition of Alternatives Report, October 2009
- Redlands Passenger Rail Project Final Report, November 2011
- 2012-2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) Final Program EIR, April 2012

In early 2009, SANBAG embarked on an effort to prepare an Alternatives Analysis with the goal of identifying a Locally Preferred Alternative (LPA) that would qualify for FTA Section 5309 New Starts/Small Starts funding requirements. The immediate goal was to define a fixed-guideway transit project that could be designed, implemented, funded, and operated. Numerous options were discussed to minimize capital costs (such as reducing trackwork, stations, and vehicles) and operating costs such as reducing service frequencies and hours of operation. Following consideration of numerous options (including alternate modes of transit), SANBAG concluded it was necessary to develop the corridor with basic rail infrastructure to allow for the use of multiple funding mechanisms and maintain the momentum of current local support for the development of transit in the corridor.

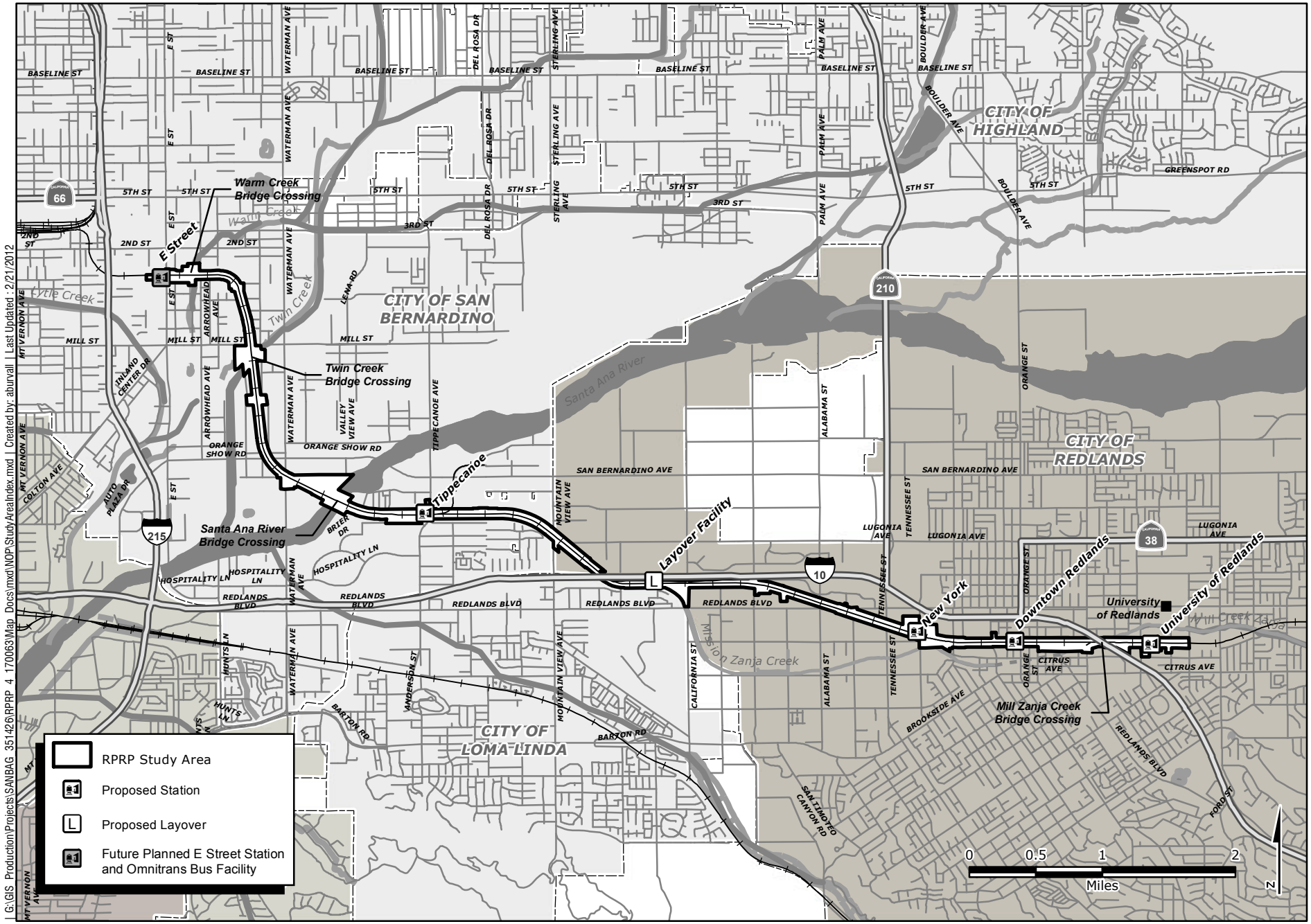
2.2 Current Proposed Project

The Project proposes the introduction of passenger rail service along an existing railroad right-of-way (ROW) owned by SANBAG from the City of San Bernardino on the west to the City of Redlands on the east, in southwestern San Bernardino County, California (Figure 2-1). This ROW is commonly referred to as the “Redlands Branch Line” and is also commonly referred to as the “Redlands Subdivision, Redlands Spur, or Redlands Corridor.” The entire Redlands Corridor is an approximately ten mile rail segment that extends east from BNSF’s Cajon Subdivision near the Santa Fe Depot in the City of San

Bernardino. As a part of this Project, most of the existing railroad infrastructure would be reconstructed as described in more detail below. The Project Study Area for the RPRP extends from E Street in the City of San Bernardino to Cook Street in the City of Redlands. This linear corridor area will be evaluated in the EIS/EIR and is generally limited to a 200-foot corridor that extends off the existing railroad ROW and, in limited instances, includes areas immediately adjacent this corridor where supporting improvements would be constructed (e.g. train layover facilities).

The Project would include replacement of rail infrastructure along the easterly most nine-mile section of rail corridor owned by SANBAG. The Project would include passenger rail operations along the existing rail corridor with stops at five stations. Each station would include rail platforms with supporting amenities, parking, and pedestrian access improvements. The Project would require the development of a new train layover facility to include sufficient storage tracks for maintenance activities and operational activities including offices, training rooms, and a crew break room. Track upgrades would include signal improvements, replacement or retrofit of existing bridge structures, and safety improvements at approximately 28 at-grade highway-rail crossings. Some existing at-grade rail crossings may be closed (or blocked off) as a part of the Project. Passenger rail service would occur from five stations located at E Street and Tippecanoe Avenue in the City of San Bernardino and New York Street, Orange Street (Downtown Redlands), and University Street (University of Redlands) in the City of Redlands.

SANBAG proposes the construction of a single track and maintenance road with a one-mile long passing siding located near the midpoint of the alignment. Project components would include the following with construction planned to start in 2015:



RPRP Study Area

FIGURE 2

SANBAG | Redlands Passenger Rail Project | NOP

HDR
ONE COMPANY | *Many Solutions*℠

G:\GIS_Production\Projects\SANBAG_351426\RPRP_4_170063\Map_Docs\mxd\NOP\StudyAreaIndex.mxd | Created by: aburvall | Last Updated : 2/21/2012

- Track Improvements. Redesign of the existing single track alignment and track ballast and subgrade foundation from E Street in San Bernardino to Cook Street in Redlands.
- E Street, Tippecanoe Avenue, New York Street, Downtown Redlands, and University of Redlands Rail Stations. The proposed rail stations will include the installation of new station boarding platforms (with the exception of the E Street Station), ticket vending machines, a shade canopy with some seating, accessible walkways to the public right of way or parking area, lighting, and parking area(s).
- Grade Crossings. Twenty-eight (28) existing highway-rail at-grade crossings and two (2) existing grade separated crossings at Interstate 10 are within the limits of the project and may be modified to improve and update the safety warning systems at each crossing. Some crossings may be closed to improve roadway related safety associated with the project.
- Parcel Acquisitions and Relocations. Acquisition of additional right-of-way is required. At this time, SANBAG is not certain on the number of affected parcels as the project is currently in preliminary design phases.
- Culvert Replacements, Extensions, and Relocations. Drainage facilities along the rail corridor, such as culverts that extend under the existing railroad track, will require replacement, extension, or relocation.
- Utility Replacement and Relocation. Storm drains, sewer lines, water lines, under drains, railroad signal houses, street lights, power poles and conductors, telephone and/or fiber optic communications lines, commercial billboards, and an oil line will require replacement, relocation, or extension.
- Traffic and Rail Signals. Additional rail and traffic signals will be installed for the corridor based on the final project design. The new passenger rail system will operate under Automatic or Centralized Traffic Control (ATC or CTC) with a single passing siding. A new communications fiber optic backbone communications line will be constructed within the railroad corridor.
- Rail Operations. An operating plan has been developed using Rail Traffic Controller (RTC) modeling and operational analysis based on input from SANBAG, Metrolink, and BNSF. Operations are projected to commence in 2018. Passenger rail service would utilize previously owned rail vehicles consisting of a single trainset composed of one locomotive and up to two cars.
- Maintenance. Typical railroad maintenance will be required during the operational phase of the project and would be completed from a centralized layover facility proposed to the west of California Street; immediately south of I-10.

2.3 Summary of Purpose and Need

Over the past 30 years, robust population growth in southwestern San Bernardino County has contributed to increased travel demand and a decline in the performance of the regional transportation system. As a result, roadway congestion has impacted the quality-of-life for the region by increasing commute travel times for work or recreational purposes, contributing to hours of lost productivity, increased fuel consumption

contributing to air pollution, interference for emergency response vehicles, and spillover effects to secondary and alternative routes. These poor operating conditions also contribute to elevated travel times for existing bus transit service routes along the Redlands Corridor with on-time performance averaging approximately 70%. Existing bus transit service must operate on the same congested roadways as cars, follow circuitous routes, and make frequent stops.

Physical features within the corridor also contribute to the impedance of an efficient route structure that is capable of minimizing transit travel times. Additionally, the physical geography of the Redlands Corridor, which is bisected by numerous waterways including the Santa Ana River, has resulted in a discontinuous street network that requires transit buses to make multiple north-south movements for routes that are otherwise intended to go east to west.

Among the many challenges facing the San Bernardino region is the continued growth in travel demand that for many years has outpaced the region's capacity to expand transportation facilities. The region's major highways have limited expansion potential, due in large part to constrained rights-of-way and the cost of right-of-way acquisition, but yet are heavily relied upon by commuters to access major employment centers west of the Redlands Corridor in Orange and Los Angeles Counties. The Project is identified as a critical transportation need for the region and represents a critical first step in the implementation of transportation solutions as identified in the following planning documents prepared by SCAG:

- Federal Transportation Improvement Program (FTIP), 2008;
- Regional Transportation Improvement Program (RTIP), 2009;
- Regional Comprehensive Plan and Guide (RCPG), 2008; and
- Regional Transportation Plan (RTP), 2012.

SANBAG is proposing the RPRP to address the transportation needs of the Redlands Corridor as identified in SANBAG's Measure I Strategic Plan and the SCAG 2012-2035 RTP, which identify regional travel patterns and transportation corridors in need of improvements. The overall purpose of the Project is 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 while minimizing adverse environmental impacts and allowing for the continuation of existing freight service. The RPRP would provide travelers and commuters with a new mobility option within a dedicated ROW that would be capable of achieving shorter travel times than automobiles.

3.0 LEAD, COOPERATING, AND PARTICIPATING AGENCIES

This chapter describes the roles and responsibilities of lead, cooperating, and participating agencies in the environmental review process. A list of the Federal, tribal, State, and local government agencies with these responsibilities for the RPRP is included.

3.1 Overview

U.S. Code Title 23, Section 139, describes the roles of the project sponsor and the lead, cooperating, and participating agencies, and it sets new requirements for coordination among these agencies.

For transit projects, FTA must serve as the Federal lead agency. The local transit agency is the project sponsor and typically is the direct recipient of project funds. As such, the local transit agency serves as a joint lead agency along with FTA.

A cooperating agency is, according to the Council on Environmental Quality (40 *Code of Regulations* [CFR] 1508.5), any Federal agency (other than the lead agency) that has jurisdiction, by law or expertise, with respect to any environmental impacts that may be caused by the proposed project or project alternative.

Participating agencies are Federal, tribal, State, regional, or local government agencies that may have an interest in the project. Although cooperating agencies, are, by definition, participating agencies, not all participating agencies are cooperating agencies. Accepting the designation of participating agency does not indicate project support, nor does it provide the agency with increased oversight or approval authority beyond its statutory limits.

3.2 Lead Agencies

The FTA is lead agency for NEPA environmental review. If the proposed action is approved for funding, SANBAG will be the direct recipient of project funds and will be the joint lead agency.

The lead agencies must perform the functions that they have traditionally performed in the preparation of NEPA environmental documents consistent with 23 CFR part 771 and 40 CFR parts 1500-1508. Consistent with U.S. Code Title 23, Section 139, the lead agencies also will be responsible for identifying, extending an invitation, and involving as early as practicable other Federal and non-Federal agencies and Indian tribes that may have an interest in the project. The lead agencies must invite such agencies to become cooperating or participating agencies in the NEPA environmental review process. The lead agencies are responsible for developing a coordination plan and providing opportunities for cooperating and participating agencies to be involved. In addition, the lead agencies must provide oversight of the environmental review process and help resolve issues.

3.3 Cooperating Agencies

As defined in the CEQ Regulations (40 CFR Section 1508.5), a cooperating agency is any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involve in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. A State or local agency of similar qualifications, or when the effects are on a reservation, an Indian tribe, may by agreement with the lead agency become a cooperating agency.

The agencies invited to be cooperating agencies are:

- United States Army Corps of Engineers
- United States Fish and Wildlife Service

The responsibilities of cooperating agencies are to:

- Fulfill the responsibilities of the participating agencies
- Assume responsibility as requested by the lead agency for developing information and preparing environmental analyses, including portions of the environmental document where the cooperating agency has a special expertise
- Participate in meetings and field reviews, as necessary
- Make support staff available at the request of the lead agency
- Use agency resources and funds to fulfill responsibilities
- Review Administrative Drafts of the EIS/EIR and Final EIS/EIR
- May adopt the lead agency Final EIS/EIR without recirculation

The latter responsibility is particularly important for Federal permitting agencies. In such cases, the cooperating agency must conclude after independent review that its comments and suggestions have been satisfied for purposes of the cooperating agency's own compliance with NEPA prior to making permitting decisions.

3.4 Participating Agencies

Participating agencies are any other Federal and non-Federal agencies that may have an interest in the project and have accepted an invitation from the lead agency to participate in the environmental review process for the project.

The responsibilities of participating agencies, include those also designated as cooperating agencies, include, but are not limited to:

- Participate in the NEPA process helping to define the purpose and need for the proposed project, helping to determine the range of alternatives to be considered in the EIS, and collaborating with the lead agency(ies) on the impact assessment methodologies to be used to analyze the alternatives
- Identify, as early as practicable, any issues or concerns regarding the potential environmental or socioeconomic impacts of the project, including any issues that

could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project

- Participate in the issue resolution process, described in Section 4.4 of this plan
- Provide meaningful and timely input on unresolved issues
- Participate in the scoping process
- Review and comment on the published Draft EIS/EIR

3.5 Initial List of Cooperating and Participating Agencies

Table 3-1 lists the initial cooperating and participating agencies for the project, and summarizes each agency's respective jurisdiction and interest in the project. A specific contact person for each agency and corresponding contact information will be identified at the first coordination meeting with the agencies. SANBAG, in coordination with the FTA, will prepare invitation letters to send to the cooperating and participating agencies. FTA will mail these letters. This list will be updated as agencies respond to the letters inviting the agencies to become cooperating and participating agencies and indicate their interest in participating, as appropriate.

4.0 COORDINATING STRUCTURE AND RESPONSIBILITIES

As the project leads, the FTA and SANBAG are responsible for preparing the Draft EIS/EIR and Final EIS/EIR for the RPRP. In accordance with U.S. Code Title 23, Section 139, SANBAG will verify and involve Federal, tribal, State, regional, and local agencies in developing the project and the environmental review process. Agency coordination has and will occur throughout project development; and opportunities for agency participation will occur at several key stages of the process both prior to and during circulation of the Draft and Final EIS/EIR as outlined in the following sections. Based on information received from the lead agency, participating agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Issues of concern include any issues that substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

TABLE 3-1. Invited Cooperating and Participating Agencies

Agency	Cooperating Agency	Participating Agency	Jurisdiction and Interest
Federal Agencies:			
U.S. Army Corps of Engineers (USACE), Los Angeles District	X	X	Discharges of dredge or fill material into waters of the U.S. or jurisdictional wetlands and bridge replacements; modifications to USACE constructed flood control facilities
Federal Emergency Management Agency (FEMA) Region 9		X	Potential impacts to floodplains, floodways, and construction of structures in 100-year flood zones
Federal Railroad Administration (FRA), Region 7		X	Project alignment is within a commuter and freight railroad corridor and the agency has responsibility for safety during project operation
Transportation Security Administration (TSA), TSA-1 Administration		X	Project is the extension of an existing transit system, and the agency has responsibility for transportation safety and security subject to the Aviation and Transportation Security Act
U.S. Environmental Protection Agency (USEPA), Region 9		X	Potential impacts to air and water quality based on requirements of the Clean Air Act and the Clean Water Act, respectively. USEPA will have review authority of the EIS/EIR per 42 U.S.C. 7609.
U.S. Fish and Wildlife Service (USFWS), Pacific Southwest Region	X	X	Potential impacts to listed species subject to Section 7 of the Endangered Species Act.
Tribes:			
Fort Mojave Indian Tribe		X	Federally recognized tribe in San Bernardino County
Gabrielino Tongva Nation		X	Federally recognized tribe in San Bernardino County
Gabrielino Tongva San Gabriel Band of Mission Indians		X	Federally recognized tribe in San Bernardino County

Morongo Band of Mission Indians		X	Federally recognized tribe in San Bernardino County
Pauma Band of the Luiseno Mission Indians of the Pauma and Yuima Reservation		X	Federally recognized tribe in San Bernardino County
Pechanga Band of Luiseno Mission Indians		X	Federally recognized tribe in San Bernardino County
Ramona Band of Cahuilla Mission Indians		X	Federally recognized tribe in San Bernardino County
San Manuel Band of Mission Indians		X	Federally recognized tribe in San Bernardino County
Serrano Nation of Indians		X	Federally recognized tribe in San Bernardino County
Soboba Band of Luiseno Indians		X	Federally recognized tribe in San Bernardino County
State Agencies:			
State Historic Preservation Officer (SHPO)		X	Potential impacts to register eligible prehistoric or historic resources subject to federal protection requirements
California Air Resources Board, Air Quality and Transportation Planning Branch (PTSD/AQTPB)		X	Generation of criteria pollutants subject to Clean Air Act. Generation of GHG subject to AB32.
California Department of Fish and Game (CDFG), Region 6		X	Potential impacts to the Santa Ana River and other streams along the alignment subject to agency jurisdiction and biological resources subject to Section 1600 of the California Fish and Game Code
California Department of Transportation (Caltrans), District 8		X	Encroachment across the I-10 Right of Way
California Environmental Protection Agency (Cal/EPA)		X	Potential impacts to water quality, air quality, and public health
Department of Toxic Substances Control (DTSC)		X	Disturbance to listed hazardous material sites

California Native American Heritage Commission (CNAHC)		X	Potential impacts to Native American resources subject to Section 106 of the National Historic Preservation Act
California Public Utilities Commission (CPUC)		X	Approval of all proposed at-grade crossings and associated safety improvements
Regional Water Quality Control Board (RWQCB), Region 8		X	Potential impacts to water quality subject to Section 401 of the Clean Water Act. Potential impacts to the Santa Ana River and other streams along the alignment from stormwater discharge and hydrostatic test water discharge
Regional:			
Southern California Association of Governments (SCAG)		X	RPRP is listed as a project in the SCAG 2011 Federal Transportation Improvement Program and the 2012-2035 Regional Transportation Plan as a major transit project.
Southern California Regional Railroad Authority (SCRAA)		X	Metrolink Service. Track improvements subject to SCRRA standards.
Local:			
San Bernardino County Public Works Department		X	Drainage improvements and work within flood control easements
City of San Bernardino		X	Project alignment is within the City of San Bernardino and may require the following approvals: • Approval of a Conditional Use Permit for layover facilities • Approval of development permits for parking and platform and layover facilities • Improvements to roadways and intersections
City of Redlands		X	Project alignment is within the City of Redlands and may require the following approvals: • Approval of development permits for parking and platform facilities • Improvements to roadways and intersections
City of Riverside		X	Approve redesign and encroachment of Gage Canal easement
The Redlands Conservancy		X	Interested in the preservation of historical resources and

(Non-government)			conservation of open space in the City of Redlands
San Bernardino County Parks and Recreation			Potential impacts to 4(f) resources owned and/or managed by the San Bernardino County Parks and Recreation.

4.1 Agency Coordination Objectives

The primary objectives of FTA and SANBAG, relating to the involvement of these and other agencies throughout the project development process, are:

- To provide for an open and timely exchange of information, ideas, and concerns between the coordinating and participating agencies, the FTA, and SANBAG throughout the project development and environmental review process
- To identify and resolve issues that could delay completion of the environmental process or could result in denial of any approvals required for the project
- To avoid substantial design changes during the permitting process by identifying and addressing the permitting requirements and mitigation measures for individual agencies during conceptual engineering (CE) and preliminary engineering (PE), as practicable

4.2 Agency Coordination Structure

Coordination with cooperating and participating agencies will occur through all phases of the project, beginning with the project development process and extending into the preparation of the Draft EIS/EIR, Final EIS/EIR, and the issuance of the ROD.

If requested by a lead agency, cooperating and/or participating agencies will provide written comments on the administrative drafts of environmental documents and other project documents, prior to full public review of these documents. If such a review is requested, then comments are to be provided within 30 days of both the request for comments and the receipt of information. If the 30-day review and comment period cannot be met or if additional information is required, the agency must (within the initial 30-day period) request a 15-day extension or additional information. The agency must generate documentation that describes any missing information and why it is needed for the review. If the agency has not commented within 45 days, the lack of comment signifies that the agency has no comment on the information received.

All cooperating and participating agencies also will have the opportunity to review and provide comments on the Draft EIS/EIR released for public review. The review periods for cooperating and participating agencies for this activity will be the same as provided to other agencies and the general public.

On October 1, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) went into effect. U.S. Code Title 23, Section 139 was amended by MAP-21. Specifically, Section 1305(c) of MAP-21 amends 23 U.S.C. 139(d) by:

- Directing participating agencies to comply with the environmental review process requirements in Section139, as amended by MAP-21;
- Requiring participating and cooperating agencies to carry out their obligations under applicable laws concurrently with the lead agency's environmental review

process, unless doing so would impair their ability to conduct needed analysis or otherwise carry out those obligations; and

- Requiring participating and cooperating agencies to formulate and implement administrative, policy, and procedural mechanisms to enable the agency to ensure completion of the environmental review process in a timely, coordinated, and environmentally responsible manner.

All participating agencies must concur on the project schedule contained in this coordination plan.

4.2.1 Coordination Prior to Circulation of the Draft EIS/EIR

Ongoing coordination with the cooperating and participating agencies will be undertaken at each major project milestone prior to the publication of the Draft EIS/EIR. This coordination will occur in accordance with each agency's role, responsibility, jurisdiction, and environmental expertise as well as consistent with the requirements of the U.S. Code Title 23, Section 139. The milestones identified in U.S. Code Title 23, Section 139 are:

- Development of the project's purpose and need
- Determination of the range of alternatives to be considered and identification of key environmental issues to be addressed in the environmental documents
- Collaboration on the methodologies to be used and the level of detail required in the analysis of alternatives

SANBAG will coordinate with the coordinating and participating agencies by holding individual or group meetings, or by communicating through written correspondence. This coordination process will be ongoing and will focus on the specific issues, concerns, and responsibilities of individual agencies. The purpose of these meetings and communications with agencies will be to identify and to resolve substantive issues, as early as practicable. Individual and group meetings with the agencies will be scheduled, as needed, to ensure that the appropriate level of coordination and communication with the agencies is attained, especially as the project proceeds.

Agencies agreeing to serve as participating agencies will be kept informed of project milestones and will receive timely follow-ups to inquiries, issues, and concerns. This coordination process will support the documentation of official communications and any agreements between SANBAG and these agencies.

Specific coordination will occur with Southern California Regional Railroad Association (SCRRA) to ensure that replacement of the existing rail line will meet the standards. As the prospective operator the project, coordination will also occur with Metrolink. SANBAG will also ensure that active coordination occur with the cities of San Bernardino

and Redlands because these are the local government jurisdictions within which the corridor lies.

To date, coordination with the following coordinating and participating agencies has commenced:

USACE

On February 8, 2013, the wetland delineation prepared for the project was sent to USACE for verification. On February 14, 2013, correspondence was conducted with USACE with regards to the applicability of a Section 408 permit for the Warm Creek Bridge Crossing. A Pre-application meeting is scheduled for sometime in June 2013.

FEMA

To date, there has been no coordination with FEMA regarding the proposed project.

FRA

To date, there has been no coordination with FRA regarding the proposed project.

TSA

To date, there has been no coordination with TSA regarding the proposed project.

USEPA

The USEPA submitted a comment letter on the Notice of Preparation (NOP) on May 17, 2012. A follow up meeting via conference call was completed in July 2012.

USFWS

A Section 7 formal consultation letter, along with the Biological Resources Technical Report prepared for the project was submitted to the USFWS on May 1, 2013. A Field-Walk meeting to start the consultation period is scheduled to start on July 15, 2013.

Tribes

On February 14, 2013, FTA initiated consultation with appropriate tribes (pursuant to Senate Bill (SB) 18 Tribal Consultation requirements) notifying them of known cultural resources within the Study Area and requesting comments in regards to those resources. The following cultural resources have been identified within the Study Area:

- The Gage Canal (CA-SBR-7168);
- The Elephant Orchards Packing House site (P-36-11856H);
- The Redway House (CA-SBR-5313H);
- The Redlands Chinatown site (CA-SBR-5314H); and
- The Mill Creek Zanja.

SHPO

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. Revised regulations, "Protection of Historic Properties" (36 CFR Part 800), became effective January 11, 2001. In accordance with these regulations, on August 24, 2012, a letter was sent to SHPO initiating formal consultation for cultural, archaeological, and historical resources (see Appendix N). The letter also requested SHPO concurrence on the Area of Potential Effect (APE) for the Project and delegation of Section 106 coordination to SANBAG. SANBAG is currently in consultation with SHPO for the following historic properties:

- Redlands Santa Fe Depot;
- California/I-10 Citrus Grove;
- Mill Creek Zanja; and
- Redlands Chinatown.

On November 29, 2012, SANBAG sent a formal letter requesting SHPO's approval of the APE. SHPO sent a letter to FTA and SANBAG on December 21, 2012 and January 14, 2013, respectively, stating that the APE should include historic properties in their entirety. In addition, in the letter that SHPO sent to SANBAG on January 14, 2013, SHPO stated that they concur with the streamlined approach for documenting architectural resources. On February 14, 2013, FTA mailed out the tribal letters. Consequently, on March 15, 2013, SANBAG sent a formal letter including a hardcopy map of the updated APE that more clearly demonstrates the inclusion of historical properties (in their entirety) within the APE. In response, on April 24, 2013, SHPO concurred with the revised APE. On June 4, 2013, SHPO approved the testing plan for two historic properties, the Redway House site and Redlands Chinatown site. The testing for the two historic properties began on June 25, 2013.

CARB

To date, there has been no coordination with CARB regarding the proposed project.

CDFW

A field meeting is scheduled for July 15, 2013.

CALTRANS

A public records request form for signal timing sheets was requested on January 10, 2012. Caltrans sent the requested signal timing sheets via email on January 25, 2012.

CalEPA

To date, there has been no coordination with CalEPA regarding the proposed project.

DTSC

The DTSC submitted a comment letter on the Notice of Preparation (NOP) on April 30, 2012.

CNAHC

The CNAHC submitted a comment letter on the Notice of Preparation (NOP) on April 16, 2012.

CPUC

On November 1, 2011, an onsite diagnostic meeting occurred with representatives of the CPUC, as well as BNSF Railway Company and the City of San Bernardino. The diagnostic team evaluated conditions at the 11 grade crossings within the City of San Bernardino. On November 15, 2011 an onsite diagnostic meeting occurred with the CPUC, Caltrans, and the City of Redlands. The diagnostic team evaluated conditions at the 16 grade crossings within the City of Redlands. The goal of these two meetings was to make determinations or recommendations concerning safety needs at the grade crossings.

On July 17, 2012 an onsite diagnostic meeting occurred with representatives of the CPUC, the cities of San Bernardino, Loma Linda and Redlands, and the Inland Valley Development Agency to evaluate conditions at the Mountain View Avenue Crossing.

RWQCB

To date, there has been no coordination with RWQCB regarding the proposed project.

SCAG

The SCAG submitted a comment letter on the Notice of Preparation (NOP) on May 7, 2012.

SCRAA

The SCRAA submitted a comment letter on the Notice of Preparation (NOP) on May 11, 2012.

San Bernardino County Public Works Department

The San Bernardino County Public Works Department submitted a comment letter on the Notice of Preparation (NOP) on May 11, 2012.

A meeting with the San Bernardino Flood Control District occurred on March 26, 2013 to discuss mitigation opportunities/coordination regarding the Mission Zanja Channel.

City of San Bernardino

In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012 and June, 2013, SANBAG sent a letter to the City of San Bernardino to provide notice that improvements associated with the RPRP would occur in close proximity to Meadowbrook Park and Meadowbrook Fields. To date, there has been no formal response from the City of San Bernardino concerning the contents of the notification letter and potential 4(f) use of the Santa Ana River Trail.

The traffic study prepared for the project was sent to the City of San Bernardino on February 12, 2013. The City provided their comments on the traffic study on March 28, 2013 via e-mail. The Draft EIS/EIR is scheduled to be released on August 15, 2013.

City of Redlands

In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012 and June, 2013, SANBAG sent a letter to the City of Redlands to provide notice that improvements associated with the RPRP would occur in close proximity to Jennie Davis Park, Sylvan Park, and the Orange Blossom Trail. To date, there has been no formal response from the City of Redlands concerning the contents of the notification letter and potential 4(f) use of Jennie Davis Park, Sylvan Park, and the Orange Blossom Trail. The Draft EIS/EIR is scheduled to be released on August 15, 2013.

City of Riverside

On November 5, 2012, SANBAG met with Blake Yamamoto and Matthew Bates from the City of Riverside to review the existing conditions at the Gage Canal and discuss potential design alternatives. The City of Riverside indicated the water treatment facility would be able to operate at peak performance levels if the existing 12-inch influent line within the Gage Canal is upsized to a 16-inch line. It was also understood that the City would be willing to entertain potential design alternatives along the canal that would accommodate the RPRP project.

The Redlands Conservancy

On October 30, 2012, SANBAG initiated consultation with the Redlands Conservancy notifying them of known cultural resources within the Study Area and requesting comments in regards to those resources.

In accordance with 23 CFR – Part 774, SANBAG sent a letter to the Redlands Conservancy on August 1, 2012 to provide notice that improvements associated with the

Project would occur in close proximity to the Orange Blossom Trail, a resource owned and/or managed by the Redlands Conservancy.

San Bernardino County Parks and Recreation

In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012 and June, 2013, SANBAG sent a letter to provide notice that improvements associated with the RPRP would occur in close proximity to the Santa Ana River Trail. To date, there has been no formal response from the San Bernardino County Parks and Recreation concerning the contents of the notification letter and potential 4(f) use of the Santa Ana River Trail.

4.2.2 Coordination During Circulation of the Draft EIS/EIR

Cooperating and participating agencies will receive a Notice of Availability of the published Draft EIS/EIR, and will be invited to attend the public hearing on the Draft EIS/EIR and to review and comment on the document. Coopering and participating agencies will also be invited to attend the meetings of the SANBAG Commuter and Transit Committee and the SANBAG Board on the Draft EIS/EIR and on actions to advance the project.

4.2.3 Coordination Before Publication of the Final EIS/EIR and the Record of Decision

Coordination before the public release of the Final EIS/EIR and the ROD will be similar to coordination that will occur before circulation of the Draft EIS/EIR. The participating agencies will receive a Notice of Availability of the Final EIS/EIR and will be invited to attend the meetings of the SANBAG Commuter Rail and Transit Committee and the SANBAG Board on the Final EIS/EIR and on project approval actions. All cooperating and participating agencies will be notified of the Resolution of Approval by SANBAG and issuance of the ROD by FTA.

4.2.4 Coordination After the Issuance of Record of Decision

Coordinating and participating agencies with permitting authority will continue to be consulted throughout the permit application development process. Permit applications will be submitted and data will be developed to support the needs identified by the permitting agencies.

4.3 Schedule Milestones

At this time, a tentative list of schedule milestones for the preparation and publication of the Draft EIS/EIR has been prepared. These milestones for the upcoming Draft EIS/EIR include the following:

- Review of the purpose and need statement
- Determination of the alternatives and design options
- Collaboration on the analysis methods and level of detail

- Review of the administrative draft for the Draft EIS/EIR

These milestones will be keyed to the project schedule and distributed to the cooperating and participating agencies. Following the close of the public review period, a new schedule for the preparation of the Final EIS/EIR will be prepared and distributed to the cooperating and participating agencies.

4.4 Issue Resolution Process

The FTA and SANBAG (as lead agencies) and the cooperating and participating agencies will work cooperatively in accordance with this section to identify and to resolve issues that substantially delay the completion of the environmental review process, and that could substantially delay or prevent the issuance of permits or approvals needed for the project.

Every attempt will be made to resolve issues of concern between the two lead agencies and the cooperating and participating agencies as they arise. Coordination will take place during the environmental review process to discuss and to resolve the issues of concern. The coordination will be specific to the issue and agency involved. Therefore, as appropriate, the coordination could involve technical staff of the cooperating or participating agency and the lead agencies, to coordination involving incrementally higher, executive-level participation from the cooperating or participating agency and the lead agencies. An effort will be made to coordinate regularly (within a reasonably available time period that is consistent with the project development process and schedule) to resolve an issue of concern quickly before proceeding to the next step of the process, as described below.

If direct coordination between the lead agencies and the cooperating or participating agency is not sufficient to resolve an issue of concern in a timely manner:

1. An official issue resolution session will be scheduled.
2. If a resolution cannot be reached within 30 days following such a session and the FTA has determined that all information necessary to resolve the issue has been obtained, then:
    a. The Secretary shall notify the lead agency, the heads of relevant participating agencies and the project sponsor that an issue resolution will be convened. The Secretary shall identify the issues to be addressed at the meeting and convene the meeting not later than 30 days after the date of issuance of the notice.
    b. If resolution is not achieved by not later than 30 days after the date of an issue resolution, the Secretary shall refer the matter to the Council on Environmental Quality.

c. If resolution is not achieved by not later than 30 days after the date of an issue resolution, the Secretary shall refer the matter to the President.

Section 1306 of MAP-21 amends U.S. Code Title 23, Section 139 with three distinct processes: one to accelerate interim decision-making prior to the issuance of a record of decision (new Section 139(h)(4)), another involving a revised issue resolution and referral process (new Section 139(h)(5)), and a third prescribing penalties to Federal agencies for not making decisions within prescribed timelines (new Section 139(h)(6)).

Public Involvement Plan

Redlands Passenger Rail Project

EIS/EIR

Prepared for:

Federal Transit Administration, Region 9

Prepared by:

HDR Engineering, Inc.

July 2012

TABLE OF CONTENTS

1.0 INTRODUCTION 1

2.0 PUBLIC PARTICIPATION GOALS 1

3.0 AUDIENCES 1

4.0 STRATEGIES AND APPROACH 2

5.0 ACTIVITIES 3

1.0 INTRODUCTION

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. Coordination with stakeholders is necessary to determine the necessary scope of environmental documentation as well as the level of analysis required and to evaluate potential effects and identify appropriate mitigation measures. This Public Involvement Plan outlines the methods and procedures that the San Bernardino Associated Governments (SANBAG), as the local project sponsor, and the Federal Transit Administration (FTA) will implement to maximize opportunities for the public to become informed about the Redlands Passenger Rail Project (RPRP or proposed Project) and provide comments and concerns. Public participation for RPRP will be accomplished through a variety of formal and information outreach methods, including various forms of public noticing.

2.0 PUBLIC PARTICIPATION GOALS

The goals of the public participation plan are to:

- Conduct a public outreach effort that is open, honest and transparent with all stakeholders throughout the various phases of the environmental review process
- Accurately document public input and meet all National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements
- Identify and address public interests and issues to help shape and refine project alternatives
- Provide multiple, convenient ways for interested parties to provide comments
- Engage a broad, representative cross section of the public to help ensure the Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) reflects and incorporates agency and public input
- Increase project awareness among stakeholders, especially those directly impacted by the project

3.0 AUDIENCES

An important step of this Public Involvement Plan is to identify target audiences. With the Project study area spanning the cities of San Bernardino and Redlands, it is important to communicate with organizations, entities, and key stakeholders that are representative of each community. Additionally, with state and federal implications as it relates to permitting and approvals, target audiences will need to reflect the appropriate agencies/entities. The following is a list of target audiences by sector:

- Businesses/Institutions
    - Priority: Directly impacted/affected (e.g. ESRI; University of Redlands; Businesses affected by right-of-way temporary construction easements, and partial and full property takes)
    - General: within cities of Redlands and San Bernardino – Downtown Redlands, Downtown San Bernardino, San Bernardino International Airport, Inland Valley

Development Agency, Citrus Plaza, University/College Satellite Campuses off of Hospitality Lane near Waterman Avenue; Hospitality Lane Business Corridor

- Residents/Community Organizations
    - Redlands, San Bernardino, Loma Linda
    - Prominent community members/opinion leaders
    - Service organizations, neighborhood organizations/associations
    - Faith-based entities
    - Redlands Unified School District; San Bernardino City Unified School District

- Elected Officials – City, County, State, Federal
    - Redlands and San Bernardino city councils, leadership, key department officials (public works, planning, emergency responders, etc)
    - County Supervisors Josie Gonzales and Neil Derry
    - State Senators Gloria Negrete McLeod and Bob Dutton
    - State Assemblymembers Wilmer Amina Carter and Mike Morrell
    - U.S. Congressman Joe Baca and Jerry Lewis
    - U.S. Senator Barbara Boxer and Dianne Feinstein
- Agencies and Project Coordination
    - San Bernardino County Flood Control District
    - Burlington Northern Santa Fe Railway
    - Metrolink/Southern California Regional Rail Authority
    - Caltrans
    - Omnitans
    - California Public Utilities Commission
    - FTA
    - SANBAG
    - Southern California Associated Governments
    - South Coast Air Quality Management District
    - Federal Railroad Administration
    - Federal Emergency Management Agency
- Local Media
    - Dailies: Redlands Daily Facts, San Bernardino Sun, Press-Enterprise
    - Weeklies: Inland Empire Community Newspapers, La Prensa
    - Broadcast: KVCR TV & Radio, Inland News Today, Inland Empire Media Group
    - SANBAG Website

4.0 APPROACH

The overall approach is to inform and update the public throughout the environmental review process. Public and agency outreach will be conducted in a manner that meets the requirements of CEQA and NEPA with specific emphasis on FTA's implementing guidelines. This includes:

- Publishing and advertising the notice of the intent (NOI) and notice of preparation (NOP) of the lead agencies' plans to prepare an environmental document
- Establishment of a public comment period for scoping, including the facilitation of public scoping meetings
- Publishing a notice of availability (NOA) of the draft environmental document
- Establishment of a public comment period for the draft document, including public meetings
- Provisions to make responses to public and agency comments available for review
- Public hearing for certification of the document
- Preparation of a notice of determination (NOD) under CEQA by SANBAG and record of decision under NEPA by FTA

5.0 ACTIVITIES

Notice of Preparation

In accordance with Section 15063 of the CEQA Guidelines, a NOP was prepared and distributed to the State Clearinghouse (SCH), responsible and trustee agencies, as well as private organizations and individuals that may have an interest in the Project. The 30-day public comment period for the NOP began on April 10, 2012, and ended on May 12, 2012. The NOP was posted with the San Bernardino County Clerk's office and SCH at the Governor's Office of Planning and Research (OPR) to officially solicit statewide agency comments on the scope of the environmental document. The purpose of the NOP was to provide notification that SANBAG, as the lead agency under CEQA, planned to prepare an EIR for the Project.

Notice of Intent

Early in 2012, FTA and SANBAG began preparation of an Environmental Assessment (EA) and 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 by community, including the provision of written comment letters, and preliminary findings from ongoing technical studies, FTA determined that an EIS is required. In accordance with NEPA regulations, a NOI will be prepared to provide notice that an Environmental Impact Statement will be prepared and considered by FTA. The purpose of the NOI is to describe the proposed action, possible alternatives, and lead agency's proposed scoping process. The NOI was published in the Federal Register on July 31, 2012, triggering the start of the 30-day public review period (July 31, 2012 to September 25, 2012) and, in parallel, advertised in local media.

Coordination Plan

Consistent with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), FTA and SANBAG, as the lead agencies, will be responsible for identifying, extending an invitation, and involving as early as practicable Federal and non-Federal agencies and Indian tribes that may have an interest in the Project. The lead agencies

must invite such agencies to become cooperating or participating agencies in the NEPA environmental review process. The lead agencies are responsible for developing a coordination plan and providing opportunities for cooperating and participating agencies to be involved. As part of FTA and SANBAG's efforts to prepare a joint EIS/EIR, the lead agencies will prepare an Agency Coordination Plan to guide agency involvement in decision-making related to the completion of the NEPA environmental review process.

Stakeholder and Community Outreach

As a first step prior to scoping, SANBAG identified and met with a mix of agency, local community, environmental and other stakeholders during the course of 2011 for early input on issues and interests to consider and preferred ways of informing and involving them throughout the Project. This process led to the compilation of a list of interested parties to be included in future public noticing. Moving forward, SANBAG will be engaging these representatives and groups through the following means:

- Presentations and updates at standing meetings/bodies
- Small group meetings on specific topics of interest
- Newsletters and media outreach

Scoping Meetings

As part of the community outreach for the Project, scoping meetings will be held to provide the public the opportunity to comment on the project purpose and need, the alternatives to be considered, and issues and areas of concern to be considered in the EIS/EIR. To date, scoping meetings were held in Redlands and San Bernardino on April 24 and May 2, 2012, respectively. Two additional scoping meetings will be held on August 14 and August 15, 2012. The locations and dates of the scoping meetings are shown in Table 1.

Table 1: RPRP Scoping Meetings

Location	Date and Time	Notice Type
ESRI Café 380 New York Street Redlands, CA 92373	Tuesday, April 24, 2012 5:00 to 7:00 p.m.	NOP
San Bernardino Hilton, University Room 285 East Hospitality Lane San Bernardino, CA 92408	Wednesday, May 2, 2012 5:00 to 7:00 p.m.	NOP
ESRI Café 380 New York Street Redlands, CA 92373	Tuesday, August 14, 2012 5:30 to 7:30 p.m.	NOI
San Bernardino Hilton, University Room 285 East Hospitality Lane San Bernardino, CA 92408	Wednesday, August 15, 2012 5:30 to 7:30 p.m.	NOI

The scoping meetings will be conducted in the following format:

- Introduction: 10-15 minutes
- Presentation and Project Overview: 30 minutes
- Public Comment and Open Forum: 45 minutes

The meetings will start with a brief introduction of SANBAG's representatives for the Project and its consultant team. As part of the introduction, SANBAG will provide a brief overview of the goals and objectives for the meeting along with the format of the meeting.

Following the introductions, a PowerPoint presentation will be utilized to provide a general overview of the Project. The presentation will provide information regarding the purpose of scoping and information on the Project's purpose and need, background, and the alternatives being carried forward for consideration in the EIS/EIR.

An open forum comment period will follow the presentation which will provide attendees the opportunity to state their comments. This will include an opportunity for the public to have the comments transcribed. A language interpreter will be present during the public meeting to assist any non-English speaking community members. This portion of the scoping meeting will be utilized to hear the community's comments and concerns on the Project. Comment cards will be provided to allow the public to note any questions or concerns. Following the open forum comment period, the meeting will transition into an open house forum to provide attendees with an opportunity to review project information and to ask project team members with questions. Five members of the Project team will be oriented at different locations in the room to provide information on particular aspects of the Project (i.e., engineering, environmental, grade crossings). Project information will be provided on large-sized display boards. The display boards will depict the general location of the Project as well as the locations of proposed track improvements, platforms, bridges, layover facilities, and grade crossings.

Prior to the public meetings, information regarding the opportunity for public comments on the Project will be made available through a variety of sources, including display advertisements, certified mail, email blasts, and information flier distribution.

Advertisements

Display advertisements for the scoping meetings will be placed in newspapers within the Project area, selected based on geographic focus and language needs. Newspaper advertisements will be strategically placed in local newspapers to reach out to the population residing and/or working along the nine-mile entire nine-mile stretch of the Project area. To date, scoping meetings were advertised in the *San Bernardino Sun, Redlands Daily Facts,* and *Inland Empire Community Newspapers.* These newspapers target the following audience: San Bernardino County, City of

Redlands, communities in Loma Linda, Highland, Rialto, and Colton, and Spanish-speakers. A list of newspapers and advertisement publication dates is provided in Table 2.

Table 2: RPRP Scoping Period Display Advertising

Newspaper(s)	Publication Date	Notice Type
San Bernardino Sun, Redlands Daily Facts, and Inland Empire Community Newspapers	April 12, 2012	NOP
San Bernardino Sun, Redlands Daily Facts, and Inland Empire Community Newspapers	July 31 , 2012	NOI

Agency Mailings

To support FTA's outreach and scoping requirements, an agency mailing list was developed to ensure early notification is provided to applicable federal, state, and local agencies who would not otherwise receive formal notification from the State Clearinghouse. This will be used to distribute meeting and milestones notices such as the release of the NOP, NOI, scoping meetings, release of the draft EIS/EIR and associated public hearings. To date, the outreach team has developed a targeted list of approximately 100 agency/key stakeholder contacts to receive a mailing of the NOP informing them of the upcoming scoping meetings and an opportunity to provide comment during the 30-day review period. These mailings were sent out on April 10, 2012. Additionally, an e-mail about the NOP was sent out electronically on April 10, 2012.

City Council Notification

Scoping meeting information was announced at the San Bernardino city council meeting on April 16, 2012. Additionally, the outreach team requested that the City of Redlands announce scoping meeting information at the April 17, 2012 city council meeting.

Mailings to Adjacent Properties

In addition to the agency mailing list, a broader mailing list was developed to include all property owners and mailing addresses for all parcels adjacent to the entire nine-mile stretch of the Project area. This will be used to distribute meeting and milestones notices such as the release of the NOP, NOI, scoping meetings, release of the draft EIS/EIR and associated public hearings. Mailing addresses were obtained from the City of San Bernardino Economic Development Agency. To date, approximately 400 NOPs were mailed out to property owners on April 11 and 12, 2012. A similar number of NOIs were mailed out on July 31, 2012.

Informational Flier Distribution

The outreach team strategically distributed approximately 200 information fliers near proposed platform locations in the cities of San Bernardino and Redlands.

Database Notification

The database will be used to distribute meeting and milestones notices such as the release of the NOP, NOI, scoping meetings, release of the draft EIS/EIR and associated public hearings. To date, notification of the NOP and scoping meeting information was sent to approximately 900 contacts in the project database. First round notification emails were sent on April 18, 2012, followed by reminder emails on April 23, 2012 and May 1, 2012.

A second round of emails was sent in conjunction with the NOI that was issued on July 31, 2012. This email notification was sent to the same database contacts. Reminder emails were then sent on August 13 and August 14, 2012 to notify database contacts about the NOI and scoping meetings.

Other Channels of Communication Used to Notify the Public

In addition to the NOP filed with the State Clearinghouse, the following are other activities implemented to inform the public:

- NOP made available on the SANBAG website (http://sanbag.ca.gov/projects/redlands-transit.html) on April 10, 2012 throughout the 30-day review period.
- Notification of scoping meetings sent to SANBAG board of directors and announced at SANBAG board meeting.
- Notification of scoping meeting at ESRI sent to all ESRI employees via email on behalf of the company encouraging attendance.
- Downtown San Bernardino Constant Contact database notification to approximately 400 local business leaders, residents, elected and community-based organizations.
- Pre-meeting media outreach to get information covered in local newspapers. Resulted in coverage in April 17, 2012 edition of the *Redlands Daily Facts.*
- PowerPoint presentation used at meetings was made available to the public on the SANBAG website on April 25, 2012 – providing people unable to attend the meeting an opportunity to see the information presented.
- Publication of the NOI in the Federal Register on July 31, 2012.
- NOI will be made available on the SANBAG website

Media Outreach

Notice of milestone meetings and events will be provided to local and regional media. To date, proactive and targeted media outreach resulted in coverage of the meetings and project.

- April 17, 2012 – The San Bernardino Sun and Redlands Daily Facts
    - Description: Pre-notification of meetings at ESRI on April 24 and in San Bernardino on May 2, 2012.
- April 25, 2012 – The San Bernardino Sun and Redlands Daily Facts
    - Description: Recap of meeting held at ESRI.

- April 26, 2012 – Metro's Los Angeles Transportation Headlines
    - Description: Link to Redlands Daily Facts article on coverage of April 24 meeting.
- May 6, 2012 – Redlands-Loma Linda Patch
    - Description: Recap of the meeting held in San Bernardino.

Additional targeted outreach will occur in conjunction with the release of the NOI in the months of July and August 2012.