



U.S. Department
of Transportation
**Federal Transit
Administration**

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FEB 17 2015

Mr. Mitchell Alderman
Director of Rail and Transit Programs
San Bernardino Association of Governments
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

RE: Environmental Record of Decision for the
Redlands Passenger Rail Project

MITCH
Dear Mr. Alderman:

The Federal Transit Administration (FTA) has completed its review of the public and agency comments on the Final Environmental Impact Statement (Final EIS) for the Redlands Passenger Rail Project (the Project) located in the Cities of San Bernardino and Redlands, California. In compliance with the National Environmental Policy Act (NEPA), FTA has issued the enclosed Record of Decision (ROD) for the Project. As stated in the ROD, the Project must incorporate all the mitigation measures of adverse effects presented in the Final EIS and the ROD. These mitigation actions include, but are not limited to, all commitments for further consultation on specific issues.

The San Bernardino Association of Governments (SANBAG) is the local lead agency for the Project under the California Environmental Quality Act (CEQA). SANBAG will implement the Project. If SANBAG contemplates any change to the Project, they must notify FTA immediately and refrain from taking any action related to the proposed change until FTA has determined what, if any, additional environmental analysis is necessary, and that analysis has been completed and approved by FTA. For example, if SANBAG wishes to make a change to the mitigation measures in the Final EIS, the ROD, or a change to the Project that would cause new or changed environmental or community impacts not presented in the Final EIS, then SANBAG must notify FTA in writing of the desire to make a change.

Any such change will be reviewed in accordance with FTA environmental procedures (23 CFR § 771.129) on supplemental documentation. FTA will determine the appropriate level of environmental review for this or any other proposed change (i.e., a written re-evaluation of the Final EIS, an environmental assessment of the change, or a supplemental EIS), and the NEPA process for this supplemental environmental review will conclude with a separate NEPA determination or, if necessary, with an amendment to this ROD.

Upon FTA's issuance of the ROD, SANBAG is authorized to take the following Project actions without prejudice to FTA's future financial assistance for these actions:

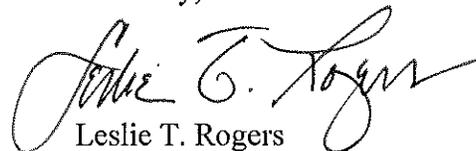
- acquisition of any real property or real property rights identified in the Final EIS or ROD as needed for the Project;
- relocation of persons and businesses on that property;
- advanced utilities relocation for the Project; and
- acquisition of vehicles for the Project.

This pre-award authorization is not a real or implied commitment by FTA to provide any funding for the Project or any element of the Project. However, if FTA were to provide grant funding for the Project, the cost of the actions listed above, performed after the ROD issuance, would be eligible expenses. No other Project action has pre-award authorization at this time. To maintain the Project's eligibility for Federal assistance, all real property acquisitions, and the relocation of persons and businesses thereon, must be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and its implementing regulation (49 CFR Part 24) and any other applicable Federal law or regulation. The acquisition of vehicles must also be in accordance with FTA Buy America requirements to maintain eligibility for reimbursement of vehicle acquisition costs.

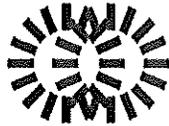
Please make the ROD and supporting documentation available to affected government agencies and the public. Availability of the ROD should be published in local newspapers and should be posted on the Project website. The ROD also should be provided directly to affected government agencies, including the State Inter-governmental Review contact established under Executive Order 12372.

We look forward to continuing to work with you to bring this important Project to fruition. Should you have any questions on the ROD, please contact Ms. Dominique M. Paukowits, Community Planner at (415) 744-2735.

Sincerely,



Leslie T. Rogers
Regional Administrator



REDLANDS
Passenger Rail Project

San Bernardino County, California

**FINAL ENVIRONMENTAL IMPACT STATEMENT AND
RECORD OF DECISION/ENVIRONMENTAL IMPACT REPORT**

PREPARED PURSUANT TO:

National Environmental Policy Act of 1969, § 102 (42 United States Code [USC] § 4332); Federal Transit Law (49 USC Chapter 53); Public Law 112-141, 126 Statute 405, Section 1319(b); 49 USC § 303 (formerly Department of Transportation Act of 1966 § 4(f)); National Historic Preservation Act of 1966, § 106 (16 USC § 470f); Clean Air Act (42 USC § 7401 et seq.); Clean Water Act, Section 404 (33 USC § 1344); Endangered Species Act (7 USC § 136; 16 USC § 1531 et seq.); 49 Code of Federal Regulations (CFR) § 622.101; 23 CFR Parts 771 and 774; 40 CFR Parts 1500-1508; Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Floodplain Management); Executive Order 12898 (Environmental Justice); California Environmental Quality Act (CEQA), Public Resources Code § 21000 et seq.; and the State of California's CEQA Guidelines, California Administrative Code, § 15000 et seq.

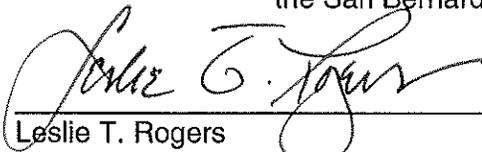
The Federal Transit Administration (FTA) may issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FTA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319.

by the

FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

and the

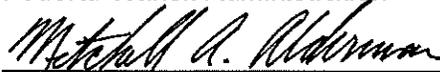
SAN BERNARDINO ASSOCIATED GOVERNMENTS, acting in its capacity as
the San Bernardino County Transportation Commission



Leslie T. Rogers
Regional Administrator, Region IX
Federal Transit Administration

FEB 17 2015

Date of Approval



Mitchell Alderman
Director of Rail and Transit
San Bernardino Associated Governments

FEB 17 2015

Date of Approval

Record of Decision
on the
Redlands Passenger Rail Project
in San Bernardino County, California
by the
Federal Transit Administration

Decision

The Federal Transit Administration (FTA) has determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Redlands Passenger Rail Project (the Project) in San Bernardino County, California.

This environmental Record of Decision (ROD) applies to the locally preferred alternative (LPA) as described and evaluated in the *Redlands Passenger Rail Project Final Environmental Impact Statement/Environmental Impact Report* (Final EIS/EIR). The FTA served as the federal lead agency under NEPA, and the San Bernardino Associated Governments (SANBAG) served as the local lead agency under the California Environmental Quality Act of 1970, as amended (CEQA).

SANBAG will seek financial assistance from FTA to implement the Project final design and construction. If FTA provides financial assistance for final design or construction of the Project, FTA will require the Project to be designed and built as presented in the Final EIS/EIR and in the ROD. Any proposed change must be evaluated in accordance with 23 Code of Federal Regulations (CFR) Section 771.129, and must be approved by FTA before the agency requesting the change can proceed.

Background

The purpose of the Project is to provide improvements to transit service in a way that maintains existing freight service in the Redlands Corridor between the Cities of San Bernardino and Redlands. The existing transit system does not offer the level of service needed to meet the region's goals for mobility, accessibility, reliability, and efficiency. The speed and reliability of bus service along the corridor is constrained by roadway congestion and the Santa Ana River, which bisects the roadway network. Roadway congestion is projected to increase in the future in conjunction with forecasted growth in population and employment. Therefore, the level of service, reliability, and efficiency of the bus transit system will decrease.

The Project will create new passenger rail operations along an approximately nine-mile corridor between E Street in San Bernardino and University Street in Redlands. The Project will provide a frequency of service, speed, and reliability that will better serve existing transit riders, serve future transit demand, and attract new ridership. The Project will reduce travel times, improve transit reliability and on-time performance, and improve connectivity to destinations in Redlands, Loma Linda, and San Bernardino.

Planning for the Project

In 1992, following the passage of San Bernardino County's Measure I in 1989, SANBAG purchased the Redlands Corridor with a vision to implement passenger rail service in the future. 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. As part of this visioning process, SANBAG prepared various planning studies and reports to

explore transportation alternatives, station locations, and multi-modal transit development opportunities along the Redlands Corridor.

Following the reauthorization of Measure I in 2004 by San Bernardino County voters, SANBAG prepared multiple planning documents, including the Measure I 2010–2040 Strategic Plan (SANBAG 2009) and Long Range Transit Plan, Interim Project Report (2009). These planning documents led to the identification of the Project as a key project in the Measure I 2010–2040 Strategic Plan and inclusion in SCAG’s 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). SCAG’s RTP/SCS specifically identifies the Project as a means to address regional travel patterns within a delineated High Quality Transit Area.

SANBAG conducted public outreach meetings in 2010 and 2011 as part of an initial Alternatives Analysis to solicit public and agency comments on the Project. SANBAG initiated the environmental review process for the Project by filing a notice of preparation (NOP) for an EIR in compliance with CEQA on April 10, 2012 and conducted two public scoping meetings on April 24, 2012 in Redlands and May 2, 2012 in San Bernardino. The Notice of Intent (NOI) to prepare an EIS was published in the *Federal Register* on July 31, 2012. A Notice of Correction was issued in the *Federal Register* on August 17, 2012 to clarify the location and dates of the scoping meetings and to extend the scoping comment period, which originally had ended on August 31 to October 11, 2012. SANBAG conducted two additional public scoping meetings on September 25, 2012 in San Bernardino and September 27, 2012 in Redlands.

The Notice of Availability (NOA) of the Draft EIS/EIR was published in the *Federal Register* on August 15, 2014. In addition, on August 6, 2014, the NOA for the Project’s Draft EIS/EIR was filed with the San Bernardino County Clerk’s Office and sent to the government agencies, interested parties, and property owners and mailing addresses for all parcels adjacent to the nine-mile stretch of the Project. Copies of the Draft EIS/EIR, including the NOA, were also mailed to each of the Participating and Cooperating Agencies in the NEPA process (which also included Responsible Agencies as defined by CEQA). The Draft EIS/EIR was circulated for public review and comment over a 45-day period that concluded on September 29, 2014. Two public meetings were conducted during the course of the public review period on September 4, 2014 in Redlands and September 9, 2014 in San Bernardino.

Alternatives Considered

In early 2009, SANBAG acting in its capacity as the San Bernardino County Transportation Commission, embarked on an effort to prepare an Alternatives Analysis (AA). Early modal alternatives considered by SANBAG included transit infrastructure for commuter rail, DMU, bus rapid transit (BRT), and light rail transit (LRT). The alternatives screening considered the need to maintain freight movements along the railroad corridor, minimization of property acquisitions through the use of SANBAG’s existing ROW, and avoidance of environmental resources. Transit modes requiring the construction of a separate, parallel track system or substantially increasing the Project’s footprint, were not carried forward. Through this screening process, the use of diesel-powered locomotives or a DMU were determined to be vehicle options that would be compatible vehicle technologies to the existing freight service. The EIS/EIR considered the following build alternatives and design options:

- Alternative 1 – No Build Alternative
- Alternative 2 – Preferred Project Alternative
- Alternative 3 – Reduced Footprint Alternative
- Design Option 1 – Train Layover Facility (Waterman Avenue)
- Design Option 2 – Use of Existing Train Layover Facilities
- Design Option 3 – Waterman Avenue Station

Alternative 1 – No Build Alternative. Under the No Build Alternative, SANBAG would not implement passenger rail service. Local freight service would continue along the existing railroad requiring future maintenance to Class 1 standards. Routine maintenance of the existing track alignment and corresponding improvements at existing bridge structures, at Bridges 1.1, 2.2, and 3.4, and at-grade roadway crossings would be required in order to facilitate continued freight service. Existing bus service operated by Omnitrans would continue to provide transit service between San Bernardino and Redlands. This would include Omnitrans' bus routes 8 and 9 that operate at 60-minute headways with transit times ranging from 45 to 50 minutes between San Bernardino and Redlands.

Alternative 2 – Preferred Project Alternative. The Preferred Project Alternative involves the implementation of passenger rail service between E Street in the City of San Bernardino and the University of Redlands in the City of Redlands. Major components include: reconstruction of track, at-grade roadway crossings, and existing bridge crossings; construction of four new rail stations; various drainage and roadway improvements, and a new train layover facility at California Street. Passenger train operations would include local transit service, which would operate on 30-minute headways during peak hours and one-hour headways during non-peak hours during weekdays, and up to two express trains during the AM and PM peak hours.

Alternative 3 – Reduced Footprint Alternative. This alternative includes the development of the Preferred Project Alternative within a reduced footprint with the primary objective of minimizing disturbance to biological and historic resources that border and intersect the railroad corridor. Train operations and the remaining track infrastructure under this alternative would be the same as those identified for the Preferred Project. The changes in the Project's footprint under involve:

- Alternative design for Bridge 3.4 at the Santa Ana River;
- Reduced length of bank improvements along the Mission Zanja Channel (Gage Canal to Richardson Street);
- Reduced construction limits at the California/I-10 Citrus Grove; and
- Reduced roadway improvements at Sylvan Park.

Design Option 1 – Train Layover Facility (Waterman Avenue). Under Design Option 1, the proposed train layover facility would be constructed at an alternate site located in the City of San Bernardino, east of Waterman Avenue and immediately north of the existing railroad ROW.

Design Option 2 – Use of Existing Train Layover Facilities. Under Design Option 2, Project-related layover operations would be integrated with existing layover operations at Metrolink's Eastern Maintenance Facility (EMF) and Inland Empire Maintenance Facility (IEMF). This design option would not require bridge improvements at Bridge 5.78 (Bryn Mawr Road) or the flood control improvements of layover infrastructure.

Design Option 3 – Waterman Avenue Station. Under Design Option 3, the rail station located at Tippecanoe Avenue would be relocated to a vacant site east of Waterman Avenue and south of the railroad ROW.

After the consideration of comments received on the Draft EIS/EIR, the Preferred Project Alternative, as described in the Final EIS/EIR with the integration of Design Option 2-Use of Existing Layover Facilities) and Design Option 3-Waterman Avenue Station, was identified as the LPA. This alternative is also the preferred alternative under NEPA. Additional information on the LPA is provided in the section below.

Description of the Project

The Redlands Passenger Rail Project, or Preferred Project Alternative, as described in the Final EIS/EIR, is the subject of this ROD. The Project involves the operation of local transit service along the Redlands Corridor from the E Street Station and San Bernardino Transit Center (SBTC) in Downtown San Bernardino to the University of Redlands, east of Downtown Redlands. Metrolink service would also be extended to Downtown Redlands during peak commute hours. The Project would include construction of new single track infrastructure along a nine mile section of SANBAG right-of-way with an approximately 10,000-foot-long section of passing track or siding, from mile post (MP) 5.5 to MP 7.4. Operations would extend from the E Street Station and four new stations would be built at the following locations: Waterman Avenue, New York Street, Downtown Redlands (Eureka Street) and University Street. Construction is scheduled to begin in late 2015, with revenue service estimated to start in 2018 or 2019.

New service involves local transit operations between downtown San Bernardino and the University of Redlands on 30-minute headways during the peak morning and evening periods, and on one-hour headways during off peak hours and weekends. Up to two Metrolink express trains would run westbound in the AM peak period and eastbound in the PM peak period, originating/terminating at the Downtown Redlands Rail Station. The local transit service consists of three DMU train sets with the express trains being composed of a typical five or six-car Metrolink train set.

Alignment. The alignment would be located primarily within existing SANBAG right-of-way, which varies from 38 to 100 feet in width. In instances where the ROW is 50 feet or less, temporary construction activities could extend up to an additional 10 feet on each side of the ROW. From the Project's western extent, the track alignment would extend east from the E Street Station for approximately a half mile and across Warm Creek (MP 1.1) before turning south, east of Sierra Way. The alignment extends south one and half miles and across Twin Creek (MP 2.2) before transitioning back east, south of Orange Show Road. The alignment then runs east through southeastern portions of San Bernardino for approximately 3.5 miles and crosses the Santa Ana River (MP 3.4) and parallels the Mission Zanja Flood Control Channel, east of the Santa Ana River, for 2.5 miles to MP 6. Bridge replacements would occur at the Warm Creek Bridge, the Santa Ana River Bridge, Bryn Mawr Bridge (Mission Zanja Flood Control Channel), Gage Canal Crossing, and Mill Creek Zanja Bridge. Twin Creek Bridge would require retrofits. The Project would utilize the existing grade separation at the western crossing of Interstate 10 (I-10) and construct new pier protection walls.

South of I-10 and west of California Street, the alignment proceeds east through western portions of Redlands for approximately 2.5 miles before entering Downtown Redlands at MP 8.5. The alignment then proceeds through Downtown Redlands and the Redlands Santa Fe Depot Historic District for approximately one mile before crossing the Mill Creek Zanja at MP 9.4. The existing bridge would be replaced as part of the Project. East of the bridge crossing, the alignment passes under an existing grade separation at the eastern crossing with I-10. East of I-10, the alignment continues south of Sylvan Park and extends into the University of Redlands, east of University Street (MP 10).

The roadway and at-grade crossing closures proposed as part of the Project include D Street, Stuart Avenue, 7th Street, 9th Street and Hilda Street (adjacent to Arrowhead Road). Additionally, Dorothy Street (east of Sierra Way) would be modified to become a one-way right turn out only roadway, and a private at-grade crossing near New York Street would be closed.

Stations. The Project includes five station stops with four new at-grade rail stations proposed. Two station stops (E Street and Waterman Avenue) would be located in the City of San Bernardino, while the other three (New York Street, Downtown Redlands, and the University of Redlands) would be located in the City of Redlands. The Project would tie into the E Street Station, which is currently under construction by the Downtown San Bernardino Passenger Rail Project. Each station platform would be

approximately 200 feet in length and constructed within SANBAG's right-of-way; however parking and other improvements may require right-of-way acquisition.

- *E Street Station* – Track improvements and an additional boarding platform would be required west of E Street to align the Project tracks with the E Street Station.
- *Waterman Avenue Station* – The station includes pedestrian and bike facilities and a surface parking lot consisting of 20 parking spaces. This would require the acquisition of the northern portion of an undeveloped, two-acre parcel located immediately north of the intersection of Park Center Circle and Waterman Avenue. The southern portion of the property would be made available for future development consistent with the site's current zoning.
- *New York Street Station* – This station would be constructed at-grade, north of Redlands Boulevard and west of New York Street. The station improvements include pedestrian and bike facilities and a 30-space surface parking lot. This station would be developed jointly with ESRI, which owns properties surrounding the station site.
- *Downtown Redlands Station* – This station would be constructed at-grade east of Eureka Street in Downtown Redlands. Station improvements include pedestrian and bike facilities and connections to the City of Redland's Park Once Project or a 70-space at-grade surface parking lot.
- *University of Redlands Station* – This station would be located at-grade east of University Street and south of the University of Redlands. Station improvements include pedestrian and bike facilities and connections to the University, including parking facilities. This station would be developed jointly with the University of Redlands, which owns properties surrounding the station site.

Train Layover Facility. The Project-related layover operations would be integrated with existing train layover operations at Metrolink's Eastern Maintenance Facility (EMF) and Inland Empire Maintenance Facility (IEMF). Heavy maintenance or repair activities for the train vehicles would be conducted at the existing EMF facility in the City of Colton.

Basis for Decision

FTA has determined that the Project meets the purpose and need of the Project, as outlined in Chapter 1.0 of the Final EIS/EIR and discussed below.

Travel Demand. The Project will accommodate current and future travel demand. The growing travel demand is parallel with the population and employment forecasts that estimate significant growth in southwestern San Bernardino County through 2035. Though 2035, employment growth within San Bernardino and Redlands is projected to increase by 22 percent. Over that same period, population growth is anticipated to increase by 12 percent in San Bernardino and 14 percent in Redlands. Increased growth will contribute to more roadway congestion and generates more demand for alternative forms of transportation. Accordingly, the Project will meet this objective by providing a new transit option that would provide connectivity to the regional Metrolink system and the existing bus and non-motorized transportation network.

Transit Performance and Travel Time. Currently, travel times for existing bus transit service routes between Redlands and San Bernardino range between 45 to 60 minutes, depending on the bus route used. Due to existing roadway congestion along these routes, the current on-time performance for transit bus service averages approximately 70%. The Project will improve mobility options for the traveling public and reduce travel delays. The operation of passenger rail service along a dedicated transit route would improve transit reliability and on-time performance when compared to existing transit service, which operates in mixed-flow traffic. Implementation of the Project will reduce transit travel times along the

nine-mile Redlands Corridor to approximately 17 minutes, thereby substantially reducing existing transit travel times.

Regional connectivity. The Project will improve regional connectivity and mobility. 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. 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. Commuters rely on highways, such as I-10 to access major employment centers west of the Redlands Corridor in Orange and Los Angeles Counties. The Project will provide an alternative to travel on congested roadways and will improve connections to the regional multimodal transportation system. The Redlands Corridor will serve as a critical transit linkage for local population, activity, and employment centers situated along the corridor and in the Inland Empire, Orange County and Los Angeles County.

Public Involvement and Outreach

As described in Chapter 6.0 of the Final EIS/EIR, extensive outreach to the public and federal, state, and local agencies occurred as part of the preliminary design and environmental process since 2010. The public outreach activities included presentations for community, business, and transportation organizations; meetings with stakeholders; updates to the SANBAG Rail and Transit Committee; distribution of e-blasts; meetings of the Rail to Redlands Working Group; briefings of elected officials; and public meetings and hearing during circulation of the NOP, NOI, and Draft EIS/EIR. Notices and advertisements for public meetings were published in ten publications, including the *Asian Journal* and two Spanish-language publications (*El Latino* and *La Prensa*). SANBAG provided bilingual English/Spanish materials and Spanish-speaking and American Sign Language (ASL) interpreters at all public meetings. Public outreach will continue through construction of the Project.

In April 2012, the Native American Heritage Commission (NAHC) sent a letter recommending outreach to nine Native American groups. In April 2012, in compliance with Section 106 of the National Historic Preservation Act, FTA sent consultation letters to nine Native American groups (including the Fort Mojave Indian Tribe, Gabrielino Tongva Nation, Gabrielino Tongva San Gabriel Band of Mission Indians, Morongo Band of Mission Indians, Pechanga Band of Luiseno Mission Indians, Ramona Band of Cahuilla Mission Indians, San Manuel Band of Mission Indians, Serrano Nation of Indians, and the Soboba Band of Luiseno Indians) and additional local interested parties, public historic or cultural organizations, such as the Chinese Historical Society of Southern California and Redlands Conservancy. SANBAG also directly coordinated with Supervisor James Ramos, past Chairman of the San Manuel Band of Mission Indians, who chairs the Rail to Redlands Working Group.

On July 31, 2012, FTA published a NOI in the Federal Register to provide opportunities for public and agency comments on the purpose and need, scope, and alternatives. The FTA issued the NOA in the Federal Register on August 15, 2014, and circulated the Draft EIS/EIR for public review and comment through September 29, 2013. More than 120 people attended the two public meetings. Two meetings were hosted by SANBAG at ESRI Cafe in Redlands and the "Hotel" in San Bernardino. In total, 68 comment submissions (e.g., comment cards, e-mails, and letters) were received containing 431 individual comments. Responses to these comments were incorporated into Appendix P (Volume 10) of the Final EIS/SEIR.

During and after the close of the Draft EIS/EIR comment period, SANBAG briefed property owners along the alignment, community groups and other stakeholders. Since initiating the outreach program, SANBAG has coordinated and consulted with state and federal agencies, including, but not limited to, U.S. Army Corps of Engineers (USACE), the U.S. Fish and Wildlife Service (USFWS), the Federal Railroad Administration (FRA), the California Department of Fish and Wildlife (CDFW), the California State Historic Preservation Officer (SHPO), the Santa Ana Regional Water Quality Control Board

(RWQCB), the California Public Utilities Commission (CPUC), and the Cities of Redlands and San Bernardino.

Determinations and Findings

Section 106 of the National Historic Preservation Act

Nine architectural resources listed on the National Register of Historic Places (NRHP) are located within the area of potential effect (APE). This includes the Redlands Santa Fe Depot Historic District and eight contributing properties at 345 North Fifth Street, 337 Orange Street, 346 Orange Street, 348 Orange Street, 351 Orange Street, 409 Orange Street, 360 Orange Street, and 21 West Stuart Avenue. Nine additional properties within the APE were determined eligible for listing in the NRHP: 1505 Richardson Street, 337 North Cook Street, 620 New York Street, 440 Oriental Avenue, 1267 West Redlands Boulevard, 420 East Stuart Avenue, 510 East Stuart Avenue, 610 East Stuart Avenue, and 411 North University Street. Construction and operation of the Project would not alter, relocate, or demolish historic architectural properties within the APE in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. With the implementation of mitigation, there would be no adverse effect on historic architectural properties within the APE.

There are five previously recorded archaeological resources within the APE; however none of these resources were found to be eligible for the NRHP. The Gage Canal and Elephants Orchards Packing House have been previously determined not to be eligible to the NRHP. The Mill Creek Zanja, east of Division Street, is listed on the NRHP. The portion of the Mill Creek Zanja within the Project APE located west of Division Street was evaluated and was determined to lack integrity. Therefore, it was deemed ineligible for the NRHP. Although no NRHP-eligible archaeological resources were identified within the APE, the potential for unanticipated discoveries remains within the APE. Therefore, measures for the treatment of unanticipated archeological resources discovered during construction are set forth in the Final EIS/EIR and the Mitigation Monitoring and Reporting Program (MMRP). The MMRP is included as an attachment to this ROD.

FTA determined that the Project would have no adverse effects on historic properties. The SHPO concurred with the delineation of the APE on April 24, 2013 and concurred with the eligibility determinations and finding of no adverse effect to historic properties on August 14, 2014 (See Appendix M of the Final EIS/EIR).

Air Quality and Transportation Conformity

The Project conforms to the Clean Air Act Amendments (40 CFR Part 51) and the Final Transportation Conformity Rule (40 CFR Parts 51 and 93). The Project is identified in the 2012-2035 RTP/SCS adopted on April 4, 2012. The regional emission analysis for the RTP/SCS and, therefore, the individual projects contained in the plan including the Redlands Passenger Rail Project, were determined to be conforming and will have air quality impacts consistent with those identified in the State Implementation Plan (SIP) for achieving the National Ambient Air Quality Standards (NAAQS). Pursuant to 40 CFR Parts 51 and 93 and 23 CFR 450, the Federal Highway Administration (FHWA) and FTA determined that the 2012-2035 RTP/SCS and the 2013 Federal Transportation Improvement Program (FTIP) conformed to the SIP on June 4 and December 13, 2012 respectively. The FHWA and FTA determined that the 2012-2035 RTP/SCS through Amendment No. 1 and the 2013 FTIP through Amendment No. 13-04 (adopted on June 6, 2013) conformed to the SIP on July 15, 2013.

The Project is not considered a project of air quality concern as defined in U.S. Environmental Protection Agency's (EPA) Transportation Conformity Guidance; therefore, a hotspot analysis for PM_{2.5} and PM₁₀ is not required to demonstrate conformity with the SIP as required by the Clean Air Act. SCAG's

Transportation Conformity Working Group concurred with this determination on October 3, 2014. Based on Carbon Monoxide (CO) hot-spot modeling, the peak hour implementation of the Project is not expected to result in violations of the state or federal 1- or 8-hour CO standards. Consequently, the Project would not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of CO NAAQS.

Section 4(f) Findings

Seven park and recreational resources eligible for protection under Section 4(f) were identified along the Redlands Corridor: Meadowbrook Park and Fields, Jennie Davis Park, Orangewood High School, Franklin Elementary School, Victoria Elementary School, Sylvan Park, and the Santa Ana River Trail. The Project would not result in any use of Meadowbrook Park and Fields, Jennie Davis Park, Orangewood High School, Franklin Elementary School, and Santa Ana River Trail.

Eight historical resources eligible for Section 4(f) protection also border the Redlands Corridor. These include the Victoria Elementary School, the Second Baptist Church, the Redlands Lawn Bowling Club at Sylvan Park and five properties (Redlands Santa Fe Depot, Cope Commercial Company Warehouse, Haight Packing House, Redlands City Transfer, and the brick warehouse at 440 Oriental Avenue), which are contributors to the Redlands Santa Fe Historic District. After implementation of avoidance and minimization measures described in Chapter 3.0 of the FEIS/EIR, the Project would not result in a direct use or constructive use to historic resources protected under Section 4(f). The Project requires temporary occupancy of Redlands Santa Fe Depot, Cope Commercial Company Warehouse, Haight Packing House, Redlands City Transfer, and the brick warehouse at 440 Oriental Avenue. Temporary construction easements would be required for construction access at these locations. These temporary occupancies would be minimized through the application of mitigation measures. The SHPO concurred with the finding of no adverse effect to historic properties under Section 106 on August 14, 2014.

SANBAG has entered into a memorandum of understanding (MOU), dated February 4, 2015, with the Cities of Redlands and San Bernardino to facilitate the implementation of Quiet Zones at all of the at-grade crossings throughout the Project corridor. As a result, the Project does not include sound barriers in the vicinity of any of the Section 4(f) resources. With the implementation of Quiet Zones, Project would not otherwise result in a direct use or temporary occupancy or at Victoria Elementary School and Park, Second Baptist Church, and the Redlands Lawn Bowling Club. With the implementation of avoidance and minimization measures described in the MMRP, the Project would not result in a constructive use of any Section 4(f) resources.

With the implementation of Quiet Zones, the Project would not construct a sound barrier at the Redlands Lawn Bowling Club at Sylvan Park. Access improvements at Park Avenue would be primarily within SANBAG's right-of-way, but it requires approximately 1,380 square foot area at Sylvan Park. This minor encroachment would affect less than 0.02 percent of the park's total 23.3 acre area. The FTA has determined that the Project, including measure(s) to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures) committed to by the SANBAG, will have a *de minimis* impact, as defined in 23 CFR § 774.17, on the resource. The City of Redlands provided a letter in February 2015, indicating its concurrence with this determination.

Endangered Species Act

At the Santa Ana River, the project area includes a small area of designated critical habitat for the federally endangered San Bernardino kangaroo rat (*Dipodomys merriami parvus*) and the federally threatened Santa Ana sucker (*Catostomus santaanae*) at the Santa Ana River. The Project will impact San Bernardino Kangaroo Rat Critical Habitat and Santa Ana Sucker Critical Habitat where the river provides a sediment source for occupied habitat downstream. Project impacts to the respective designated

critical habitats will be temporary and not significant. The Project may affect, but are not likely to adversely affect critical habitat for the species. Focused surveys did not detect San Bernardino kangaroo rat within the action area. The Santa Ana sucker is not anticipated to occur within the action area due to the lack of suitable habitat. Therefore, the Project is not likely to affect these species.

Suitable habitat occurs within the action area in the vicinity of the Santa Ana River for the federally endangered least Bell's vireo (*Vireo bellii pusillus*) and the federally endangered Southwestern willow flycatcher (*Empidonax traillii extimus*) and the federally threatened Western yellow-billed cuckoo (*Coccyzus americanus*). As described in Final EIS/EIR, the Preferred Project Alternative was modified after the Draft EIS/EIR just east of the Santa Ana River and south of SANBAG's right-of-way to avoid a two-acre area of southern cottonwood willow riparian forest that is considered suitable habitat for federally listed species. Focused surveys did not detect Southwestern willow flycatcher or Western yellow-billed cuckoo within the Project action area; therefore, the Project is not likely to affect these listed species.

Focused surveys identified four least Bell's vireo territories, including at least one nesting pair, in the vicinity of the action area. Based on the proximity of the nesting pair to the proposed construction area and with the implementation of the mitigation measures in the MMRP and conservation measures in the Biological Opinion (BO), the Project may affect, but is not likely to jeopardize the continued existence of the least Bell's vireo.

Additionally, a federally endangered Santa Ana River woolly star (*Eriastrum densifolium ssp. sanctorum*) was observed within the project area. The Project is not expected to result in an appreciable reduction in the numbers, reproduction, or distribution of the Santa Ana woolly star. With the implementation of the mitigation measures in the MMRP and conservation measures in BO, the Project may affect, but is not likely to jeopardize the continued existence of the Santa Ana woolly star.

On May 1, 2013, FTA sent a letter to USFWS initiating formal consultation under the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). On August 9, 2013, USFWS requested additional information. FTA responded accordingly on December 12, 2013 and the consultation was reinitiated on January 7, 2014. Mitigation Measures to avoid and minimize impacts to special-status species developed in consultation with USFWS are described in Chapter 3.0 of the Final EIS/EIR and the MMRP. The USFWS concurred with FTA's effects determinations and issued a BO on February 9, 2015 (included in Appendix I6 of the Final EIS/EIR, Volume 5).

Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act

Within the Project corridor, receiving water bodies include the Santa Ana River, Warm Creek, Twin Creek, Mill Creek Zanja, and the Mission Zanja Flood Control Channel. The majority of these receiving water bodies are unlined, natural streambeds, with the exception of concrete-lined, trapezoidal channel sections at Warm and Twin Creeks. No alterations to these USACE-constructed facilities regulated under Section 10 of the Rivers and Harbors Act are required.

The Project involves activities regulated by Sections 401, 402, and 404 of the Clean Water Act. The Project requires a Clean Water Act Section 404, Nationwide Permit 7, 14, and 33, from USACE for the discharge of fill material into waters of the U.S. as part of the Project's construction. A Clean Water Act Section 401, Water Quality Certification is also required from the Santa Ana Regional Water Quality Control Board (RWQCB), which has been delegated authority by the EPA, to certify that Project-related discharges into waters of the U.S. comply with water quality standards. SANBAG initiated consultation for permit applications with the Los Angeles District of the USACE, and the RWQCB, under Sections 404 and 401 of the Clean Water Act on October 28, 2014.

Earth-disturbing construction activities (e.g., surface grading and removal of vegetation) could increase soil erosion in disturbed areas and deposition of sediments in water bodies. The total disturbed area during construction is roughly 135 acres. The Project will comply with the Clean Water Act and National Pollution Discharge Elimination System (NPDES) standards during and following construction. The Project will be required to comply with the NPDES Construction General Permit and the Statewide Storm Water Permit and incorporate their requirements into construction plans (e.g., temporary erosion control plans) and specifications, including Best Management Practices (BMPs) to manage water quality and runoff from disturbed areas and to prevent uncontrolled storm-water flows, except as allowed for discharge in a public storm-water system.

Additionally, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared for construction activities per the Construction General Permit. The SWPPP will help identify the sources of sediment and other pollutants that affect the quality of storm-water discharges, and include BMPs to reduce or eliminate sediment and other pollutants in storm-water and non-storm-water discharges. Prior to construction and in accordance with the SWPPP, a Spill Prevention, Containment, and Counter-Measure Plan will be prepared to avoid and minimize accidental contamination of water resources.

Executive Order 11988: Floodplain Management

The Project facilities including track infrastructure, bridges, new station structures, and layover facilities would be constructed within a 100-year flood hazard area as mapped on the most recent FIRMs produced by FEMA. The alignment would cross flood zones associated with Santa Ana River, Twin Creek, and Mill Creek. Several sections of the rail corridor are subject to inundation by flooding along the Mission Zanja Channel, Mission Storm Drain, Mill Zanja Creek, and Twin Creek. The Project has been designed in order to minimize potential harm to or within the floodplain consistent with the regulations issued in accordance with Section 2(d) of Executive Order 11988 (Flood Plain Management). The Project-related bridge improvements include floodproofing and other flood protection measures to avoid or minimize flood-related effects, consistent with Section 3(d) of the Executive Order.

As described in Chapter 2 of the FEIS, all new bridges and their associated abutments would be designed to maintain existing flow capacity within each of the respective channel crossings at Warm Creek, Twin Creek, the Santa Ana River, the Mission Zanja Channel, and Mill Creek Zanja. The Project includes bridge supports designed to minimize blockage from waterway debris, thereby reducing obstructions and elevated upstream flood levels. The project would improve capacity of the Mission Zanja Channel east of Bridge 3.9 and reduce the reoccurrence of flooding along this section of the railroad corridor; however, channel capacity restrictions would remain upstream. Construction activities would not alter 100-year floodways, except as approved through project review and permitting, and required design features would comply with conditions included in permits issued under Sections 404 and 401 of the Clean Water Act.

Existing topographical grades along the rail corridor would generally be maintained in the post-construction condition to avoid any major changes to surface drainage within the Mission Zanja Drainage Basin. The Project would develop a storm drainage network in accordance with local flood-control requirements and design criteria on a site-specific basis. Drainage management measures (e.g., channel stabilization, low impact development, etc.) would avoid or accommodate any increase in peak runoff, and proposed structures, channel modifications. Based on hydraulic modeling for the Mission Zanja Channel, west of Tippecanoe, a raise in the current track profile of up to two feet would not result in substantial increases in flood elevations to the south. As a result, the proposed track improvements would not cause an adverse effect to the 100-year water surface profile or result in any increase in flooding associated with the 100-year event on adjacent properties, including existing buildings, structures, or other beneficial uses.

Executive Order 12898: Environmental Justice

High concentrations of minority and/or low-income populations (environmental justice populations) were identified along the railroad corridor within the Cities of San Bernardino, Loma Linda, and Redlands. The Project would result in adverse construction and operational effects related to noise and vibration, hazards and safety concerns, traffic and circulation, land use and land acquisitions, and visual quality. These adverse effects would be predominately borne by environmental justice populations. Given that the impacts are distributed across the project area, effects on environmental justice populations are not appreciably more severe or greater in magnitude than effects that will be suffered by non-environmental justice populations. Mitigation Measures proposed throughout Chapter 3 of the EIS/EIR and contained within the MMRP would minimize or avoid adverse effects throughout the corridor.

Environmental justice populations would experience the most benefit by the Project because of their close proximity and distribution throughout the Study Area. The benefits of the new regional transit service include improved travel times as well as increased access to employment and activity centers. In accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, in view of the anticipated adverse effects, proposed mitigation measures, and the off-setting benefits, the Project would not result in disproportionately high and adverse human health or environmental effects on low-income or minority populations.

Measures that Mitigate the Adverse Effects of the Project

The proposed mitigation measures were considered during planning and development, in coordination with interested parties. The mitigation commitments are described in the MMRP to ensure fulfillment of all environmental and related commitments in the Final EIS/EIR (see Appendix Q). Any change in such mitigation from the description in the Final EIS/EIR will require a review in accordance with 23 CFR Section 771.129, and must be approved by FTA.



Leslie T. Rogers

FEB 17 2015

Date

Regional Administrator
Federal Transit Administration, Region IX

Attachments: Mitigation Monitoring Reporting Program (MMRP)