

DATE FILED & POSTED

Posted On: 06/06/18

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Receipt No: 36-010002018-373

Notice of Determination

Appendix D

To:

Office of Planning and Research
U.S. Mail: Street Address:
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
County of: San Bernardino
Address: 222 W. Hospitality Lane, 1st Floor
San Bernardino, CA 92415-0022

From:

Public Agency: San Bernardino County Transportation Authority
Address: 1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
Contact: Andres Ramirez
Phone: (909) 884-8276

Lead Agency (if different from above):
Address: _____
Contact: _____
Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2012041012

Project Title: Redlands Passenger Rail Project (RPRP)

Project Applicant: San Bernardino County Transportation Authority (SBCTA)

Project Location (include county): City of Redlands, San Bernardino County

Project Description:

RPRP is an approximately nine mile corridor extending east from the City of San Bernardino to the City of Redlands and includes local and express train service. SBCTA certified a Final EIR for the project in March of 2015. Following additional coordination with local stakeholders, SBCTA is proposing minor refinements to the project in the vicinity of Downtown Redlands. These refinements include the construction of separate Metrolink and DMU platforms at the downtown Redlands Station and relocation of the DMU platform to a position south of the track alignment and immediately north of the Redlands Santa Fe Depot. Expanded improvements at Eureka Street will also be required.

This is to advise that the San Bernardino County Transportation Authority has approved the above
(Lead Agency or Responsible Agency)

described project on June 6, 2018 and has made the following determinations regarding the above
(date)
described project.

1. The project will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan was was not] adopted for this project.
5. A statement of Overriding Considerations was was not] adopted for this project.
6. Findings were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410

Signature (Public Agency): [Signature] Title: Director of Transit & Rail

Date: 6/6/18 Date Received for filing at OPR: _____

CLERK OF THE BOARD OF SUPERVISORS
2018 JUN -6 PM 1:34
COUNTY OF SAN BERNARDINO
CALIFORNIA



State of California - Department of Fish and Wildlife
2018 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (Rev. 01/03/18) Previously DFG 753.5a

Print **StartOver** **Finalize&Email**

RECEIPT NUMBER:
 36 — 06062018 — 373
 STATE CLEARINGHOUSE NUMBER (if applicable)
 2012041012

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY San Bernardino County Transportation	LEAD AGENCY EMAIL	DATE 06062018
COUNTY/STATE AGENCY OF FILING San Bernardino	DOCUMENT NUMBER	

PROJECT TITLE Redlands Passenger Rail Project (RPRP)		
PROJECT APPLICANT NAME San Bernardino County Transportation Authority	PROJECT APPLICANT EMAIL	PHONE NUMBER (909) 884-8276
PROJECT APPLICANT ADDRESS 1170 W. 3rd Street, 2nd Floor	CITY San Bernardino	STATE CA
		ZIP CODE 92410

PROJECT APPLICANT (Check appropriate box)

Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,168.00	\$	<u>0.00</u>
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,280.75	\$	<u>0.00</u>
<input type="checkbox"/> Certified Regulatory Program document (CRP)	\$1,077.00	\$	<u>0.00</u>

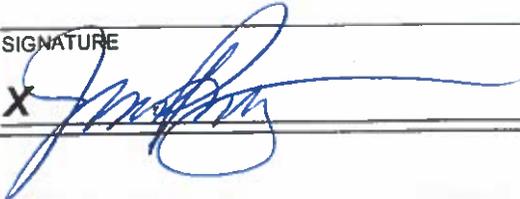
- Exempt from fee
- Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
- Fee previously paid (attach previously issued cash receipt copy)

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	<u>0.00</u>
<input checked="" type="checkbox"/> County documentary handling fee		\$	<u>50.00</u>
<input type="checkbox"/> Other		\$	<u> </u>

PAYMENT METHOD:

Cash Credit Check Other

TOTAL RECEIVED \$ 50.00

SIGNATURE 	AGENCY OF FILING PRINTED NAME AND TITLE Jessica Ruiz, Deputy Clerk
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Addendum No. 6 to the EIR

San Bernardino County Transportation Authority |
Redlands Passenger Rail Project

SCH No. 2012041012

March 2018



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1 Purpose and Background

On March 4, 2015, the San Bernardino Associated Governments (SANBAG) certified the Final Environmental Impact Report (EIR) for the Redlands Passenger Rail Project (RPRP or Project) (State Clearinghouse No. 2012041012). The Project is proposed to encompass passenger rail operations along an approximately 9-mile corridor extending east from the City of San Bernardino to the City of Redlands. As approved, the Project would include local and express train service via five station stops: two in the City of San Bernardino; and three in the City of Redlands.

Effective January 1, 2017, Senate Bill 1305 consolidated several transportation-related functions into a statutory entity to be called the San Bernardino County Transportation Authority (SBCTA). The joint powers authority San Bernardino Associated Governments (SANBAG) will no longer perform transportation-related functions.

Following additional coordination with local stakeholders, including the City of Redlands, Omnitrans, and the Southern California Regional Rail Authority (SCRRA or Metrolink), SBCTA is proposing a few minor design refinements to the approved Project. If approved, these proposed design refinements will be integrated into the Project's final design and SBCTA's invitation for contractor bids (IFB) package.

SBCTA has prepared this addendum to the EIR for the RPRP to address the potential environmental impacts associated with the proposed design refinements (refined Project). This addendum is prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code § 21000, et. seq.) and the CEQA Guidelines (California Administrative Code, Title 14, § 15000, et. seq.).

1.1 Applicability and Use of an Addendum

SBCTA's intent through preparation of this addendum is to demonstrate whether the previously adopted CEQA document (i.e., Final EIR), including mitigation measures, are still both adequate and valid for the refined Project. Pursuant to Public Resources Code Section 21166 and the CEQA Guidelines, Sections 15162 through 15164, SBCTA as the CEQA lead agency is required to conduct a fact-based evaluation of proposed changes to a Project to determine whether supplemental environmental documentation is required. CEQA Guidelines, Section 15162(a), states that when an EIR is certified for a Project, no Subsequent EIR shall be prepared for that Project unless the lead agency determines that one of the conditions described in Section 15162(a) has occurred. Section 15164 (a) provides that an addendum is appropriate if none of the conditions described in Section 15162 (a) have occurred.

Based on the analysis set forth in this addendum, SBCTA has concluded that the refined Project does not trigger any of these circumstances, and that an addendum is the appropriate form of documentation to comply with CEQA.

1.2 Format of This Addendum

The previously certified Final EIR serves as the initial environmental compliance document for the Project, and this addendum provides additional clarification and information about the refined Project. This addendum should be read together with the full text of the previously certified Final EIR (2015). All mitigation measures applicable from the Final EIR would be applicable to the refined Project and, therefore, are incorporated by reference into this addendum.

This addendum relies on the use of an Environmental Checklist Form (Checklist), as suggested in Section 15063(d)(3) of the CEQA Guidelines.

1.3 Summary of Findings

Based upon the Checklist prepared for the refined Project and supporting responses (Section 3), implementation of the refined Project would not result in substantial changes requiring major revisions to the EIR. Further, the refined Project would not result in any environmental impacts that have not already been addressed in the Final EIR, and no new mitigation measures are required for the refined Project. Since only minor additions and clarifications are required to the Final EIR, and none of the conditions described in Public Resources Code Section 21166 or CEQA Guideline Section 15162 have occurred, SBCTA finds that the preparation of an addendum to the Final EIR is appropriate and consistent with Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164.

1.4 Lead Agency and Discretionary Approvals

This addendum and the previously certified Final EIR are intended to serve as the environmental documentation for the design refinements being proposed under the refined Project. SBCTA is the lead agency under CEQA and maintains authority to approve the addendum.

2 Description of Refined Project

2.1 Introduction

The approved Project proposes passenger rail operations along an approximately 9-mile corridor extending east from the City of San Bernardino to the City of Redlands. The approved Project would overlay local and express train service using a diesel multiple unit (DMU) and standard Metrolink trainset, respectively. Local service would occur via five station stops: E Street and Tippecanoe Avenue¹ located in the City of San Bernardino; and New York Street, Orange Street (Downtown Redlands) and University Street (University of Redlands) located in the City of Redlands. Metrolink express service would be limited to Downtown Redlands and E Street. Components approved as part of the Project include replacement of the existing railroad tracks and ties, reconstruction or rehabilitation of existing bridge structures, and construction of station platforms and a train layover facility. The Final EIR also considered auxiliary improvements such as parking, at-grade roadway crossings, pedestrian access, and new and relocated utilities, including water, sewer, storm drain, power, gas, fiber optic, and telephone lines.

SBCTA staff is currently negotiating an operations and maintenance agreement with Omnitrans and SCRRA (Metrolink) to operate and maintain the Project. Omnitrans, as the San Bernardino Valley transit provider, will operate and maintain the DMU service, and Metrolink, as the Southern California regional commuter rail operator, will operate the express service, provide maintenance-of-way services, and dispatching. Revenue service will commence following the completion of construction in late 2020.

2.2 Project Location

The refined Project encompasses the same general Study Area as described for the approved Project in Section 2.3, which extends along existing railroad right-of-way (ROW) owned by SBCTA between the cities of San Bernardino and Redlands, San Bernardino County, California (Attachment A, Figure 1). Section 2.3 of the Final EIR provides a detailed description of the Project's location and Study Area. This Addendum focuses on design refinements to the approved Project in Downtown Redlands, between Eureka Street and Orange Street.

2.3 Refined Project

Subsequent to Project approval in 2015, SBCTA has advanced the Project's design to 100 percent. As part of the Project's final 100 percent design, SBCTA is proposing two minor design refinements to the approved Project, as was previously defined and analyzed in the Final EIR and refined in Addenda 1 through 5. The design refinements comprise a series of physical improvements and are derived from design coordination

¹ SBCTA has considered the environmental effects of relocating the station stop from Waterman Avenue, as proposed in the Final EIR, to Tippecanoe Avenue. Addendum #1 to the EIR provides an assessment of the station relocation to Tippecanoe Avenue, as considered as part of the Preferred Alternative in the EIR.

with Redlands, coordination with adjacent landowners, and other stakeholders (e.g., Omnitrans, Metrolink, etc.).

Proposed Refinements Addressed in Addendum 6: SBCTA is proposing two design refinements to the approved Project (Attachment A, Figure 2). Table 1 provides a summary of these refinements in relation to the improvements originally contemplated in the approved Project and Final EIR. These refinements include the following as described further below.

Refinement 1 – Downtown Station DMU Platform Relocation: The approved Project and 90 percent engineering plans reflect a platform configuration at the Downtown Redlands Station that places the boarding platforms north of the track centerline and west of Third Street and the Redlands Santa Fe Depot (Attachment A, Figure 3). As considered in the Final EIR, SBCTA proposed to construct a single boarding platform that would serve both the DMU and Metrolink express services. Following additional design, SBCTA split the platform into two separate Metrolink and DMU platforms, as reflected in the 90 percent design for the Downtown Redlands station.

As presented in Section 3.12 of the Final EIR, the Redlands Santa Fe Depot (Depot) is listed as a contributing element to the Redlands Santa Fe Depot Historic District and is listed on the National Register of Historic Places (NRHP). During the approved Project's preliminary design, SBCTA attempted to avoid the Depot property and any integration of the Depot into the approved Project's design. As part of the approved Project, SBCTA proposed minor alterations to the brick walkway at the eastern end of the grand plaza to facilitate adjustments in the grade along Orange Street (Attachment A, Figure 4). In addition, the Final EIR considered the removal of the existing narrow landing (bricks) within SBCTA's right-of-way, placement of security fencing, and construction of an at-grade pedestrian crossing (west of the Depot).

In the fall of 2017, the Depot's ownership changed. Following discussions with the City of Redlands, the new owner approached SBCTA regarding relocating the DMU platform to a location south of the track centerline, and directly north of the Depot. Following additional coordination with City of Redlands, Omnitrans, and Metrolink, SBCTA is proposing to relocate the DMU platform as part of the Project's 100 percent design. The relocated platform would have a maximum width of 16 feet and a length of 170 feet, similar to the 90 percent design. Attachment A, Figure 5 illustrates the preliminary DMU platform design concept. As shown, the platform would largely be contained within SBCTA's right-of-way. A small easement would extend into the northern perimeter of the Depot property (as steps) and into the existing lawn area². The platform would extend approximately two feet above the existing grade with pedestrian access and Americans with Disabilities Act (ADA) accessible ramps (with railings) extending off the east and west ends of the platform. A series of wide-stair steps (with railings) may also be integrated to provide enhanced access from the platform to the grand plaza (south). No canopy structure(s) are proposed. Platform lighting would be included as depicted in Attachment A, Figure 5.

² The lawn area previously contained a second track and for this reason is considered "altered" per the prior Final EIR.

Beyond the platform, the owner of the Depot would be responsible for other secondary improvements on the Depot, such as ADA improvements to the existing brick walkway (along the grand plaza), interior and exterior lighting, and security systems. These improvements would be in addition to other re-purposing activities currently being implemented by the owner (e.g., café, salon, etc.).

As expressed in Section 2.4.2.9 of the Final EIR, an existing agreement between SBCTA and the City of Redlands requires the City to provide up to 200 parking spaces to support the parking needs for Downtown Redlands. The City of Redlands remains in the process of developing this parking capacity within the downtown area. At this time, SBCTA anticipates an at-grade parking lot to the north of the railroad right-of-way with a capacity of up to 70 spaces. This assumption remains consistent with the Final EIR.

As a part of Refinement 1, the pedestrian at-grade crossing and Metrolink platform, as reflected in the 90 percent design, would be maintained in their current positions as reflected in the 100 percent engineering design (Attachment A, Figure 5).

Refinement 2 – Refinements at Eureka Street At-Grade Crossing: Following additional design coordination with the City of Redlands for the at-grade crossing at Eureka Street, SBCTA is proposing additional pedestrian and related safety improvements south of the at-grade crossing (Attachment A, Figure 2). These improvements would extend further south than previously identified in the Final EIR. In addition, the revised at-grade crossing design would require the relocation of a signal house and antenna from SBCTA's ROW to the southwest quadrant of the at-grade crossing.

Table 1. Comparison of Approved Project (2015 EIR) and Proposed Design Refinements (March 2018)

Design Basin for Refinement	Refinement Number	Approved Project (2015 EIR)	Proposed Refinements (100 Percent Design)	Milepost(s)*	Figure No.
Downtown Station Platform Relocation	1	<ul style="list-style-type: none"> • Combined DMU and Metrolink platform placed north of the track centerline and west of the Depot property • Existing narrow landing (north of Depot) would be removed and replaced with proposed graded track way and maintenance access • Adaptive reuse of the bricks from the narrow landing • At-Grade pedestrian crossing contemplated between Eureka and Orange Streets 	<ul style="list-style-type: none"> • Downtown Redlands DMU platform moved south of track centerline and east to align with the Redlands Historic Depot • No canopy would be constructed on the DMU platform; a canopy would still be constructed on the Metrolink platform as contemplated in the Final EIR • Improvements on the Depot property would be undertaken by the owner, including access improvements within the Grand Plaza • Lighting, walkway, signage, and fencing would fit in the context of the historic structure • Bricks from the narrow landing (to be removed) • At-Grade pedestrian crossing maintained in current position per 90 percent plans 	8.77	2, 3, 4, and 5
Refinements at Eureka Street At-Grade Crossing	2	<ul style="list-style-type: none"> • Approved Project contemplated at-grade crossing improvements at Eureka Street, including safety, signage, and signal improvements 	<ul style="list-style-type: none"> • Additional construction area south of Eureka Street at-grade crossing for pedestrian improvements • Signal crossing relocated to southwest quadrant 	8.6	2

* Mileposts correspond to historic Redlands Subdivision.

2.4 Status of Current Project

SBCTA has completed the 100 percent plans and specifications for the approved Project. The 100 percent design has been revised for the proposed refinements. Construction of the approved Project is phased into three major construction contracts: (1) E Street Demolition; (2) Early Utilities Relocation; and (3) Mainline Track Construction. The E Street Demolition work commenced in September 2017 and finished in October. Construction related to the Early Utilities Relocation is scheduled to start in the first quarter of 2018 and extend through 2018. Construction of the mainline track improvements, including station platforms, is scheduled to start in early 2019, following the selection of a qualified contractor, and extend through 2020 with operations commencing shortly thereafter.

3 Environmental Analysis Checklist

The following Environmental Analysis Checklist (Checklist) (~~Table 2~~~~Table-2~~) was developed for projects with previously certified/approved environmental documents. This Checklist takes into consideration the preparation of an environmental document prepared at an earlier stage of a project (e.g., RPRP), evaluates the adequacy of the earlier document in assessing potential environmental impacts resulting from refinements proposed to the Project, and is consistent with Section 21166 of the Public Resources Code and Section 15162 of the CEQA Guidelines. The results of this evaluation are summarized below with the detailed analysis provided in subsequent sections.

Table 2. Environmental Analysis Checklist Summary

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
1. Aesthetics (Table 3 Table-3)	Yes	No	No	No
2. Agriculture and Forestry Resources (Table 4 Table-4)	Yes	No	No	No
3. Air Quality (Table 5 Table-5)	Yes	No	No	No
4. Biological Resources (Table 6 Table-6)	Yes	No	No	No
5. Cultural Resources (Table 7 Table-7)	Yes	No	No	No
6. Geology/Soils (Table 8 Table-8)	Yes	No	No	No
7. Greenhouse Gas Emissions (Table 9 Table-9)	Yes	No	No	No
8. Hazards and Hazardous Materials (Table 10 Table-10)	Yes	No	No	No
9. Hydrology and Water Quality (Table 11 Table-11)	Yes	No	No	No
10. Land Use and Planning (Table 12 Table-12)	Yes	No	No	No
11. Mineral Resources (Table 13 Table-13)	Yes	No	No	No
12. Noise (Table 14 Table-14)	Yes	No	No	No
13. Population and Housing (Table 15 Table-15)	Yes	No	No	No
14. Public Services (Table 16 Table-16)	Yes	No	No	No
15. Recreation (Table 17 Table-17)	Yes	No	No	No



Table 2. Environmental Analysis Checklist Summary

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
16. Transportation/Traffic (Table 18 Table 18)	Yes	No	No	No
17. Utilities and Service Systems (Table 19 Table 19)	Yes	No	No	No
18. Mandatory Findings(Table 20 Table 20)	Yes	No	No	No

Note: See preceding checklist sections for detailed discussion of each environmental issue area.

Table 3. Aesthetics

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

a) Have a substantial adverse effect on a scenic vista?	Yes	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	Yes	No	No	No
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Yes	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Yes	No	No	No

Discussion: The refined Project features would be located in Downtown Redlands. Notwithstanding incremental development within the downtown area since the certification of the Final EIR, no substantial changes to the existing aesthetic environment as described in Section 3.4, Visual Quality and Aesthetics, have occurred. The refined Project features are located within the previously analyzed project footprint, which does not contain any designated scenic vistas or natural scenic resources. Additionally, the refined Project features are not located within the viewshed of a State designated scenic highway.

Once constructed, the refined Project features would be located at-grade within Eureka Street and the corresponding signal and safety improvements were considered in the Final EIR analysis. The relocated platform would still be contained within SBCTA's right-of-way between Eureka and Orange Streets, just south of the south track centerline and approximately 400 feet east of the Metrolink platform. A canopy structure would be constructed at the Metrolink platform as initially considered in the Final EIR; however, none would be erected at the DMU platform. As a result, no new vertical intrusions would be added to the relocated platform beyond required railings and lighting, thereby better conforming to the Depot's grand plaza. By relocating the platform to the Depot, this refinement would realize desirable aesthetic benefits by reconnecting the Depot with its original historic intent (i.e., railroad Depot) and better integrating the Depot's grand visual display with the Project. This refinement would be consistent with the intent of Mitigation Measure VQA-2 and enhancing the visual character of the approved Project.

The Final EIR concluded that with implementation of Mitigation Measures VQA-1, VQA-2, VQA-3, and VQA-5, the approved Project would not substantially degrade the existing visual character or quality of the site and its surroundings or create significant sources of light or glare. As a result, the adopted mitigation measures remain applicable to the refined Project features. In this context, the refined Project would not result in new or substantially more severe impacts to aesthetics, and no new mitigation measures would be required.

Table 4. Agricultural Resources

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Yes	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Yes	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Yes	No	No	No
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Yes	No	No	No
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Yes	No	No	No

Discussion: Since the adoption of the Final EIR, there have been no substantial changes to the agricultural environment as described in Section 5.4, Less Than Significant Impacts of the Build Alternatives and Design Options, of the Final EIR. The refined Project features would be constructed on land identified as “Urban and Built-up” as previously identified in the Final EIR. Therefore, the refined Project features would not result in new or substantially more severe impacts to agricultural resources and no new mitigation measures would be required.

Table 5. Air Quality

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	Yes	No	No	No
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Yes	No	No	No
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	Yes	No	No	No
d) Expose sensitive receptors to substantial pollutant concentrations?	Yes	No	No	No
e) Create objectionable odors affecting a substantial number of people?	Yes	No	No	No

Discussion: Since the certification of the Final EIR, there have been no substantial changes to the existing air quality environment as described in Section 3.5, Air Quality and Climate Change, of the Final EIR. The Final EIR identified that the approved Project would generate short-term construction emissions due to construction activities that include demolition/reconstruction of the railroad corridor, construction employee and haul-related vehicle trips, and construction-related fugitive dust. These impacts were determined to be less than significant based on detailed air quality modeling completed in support of the Final EIR and included in Final EIR Appendix G. The refined Project features would require similar construction activities of comparable duration and intensity as described for the approved Project and analyzed in the Final EIR. The construction of the refined Project features would not result in a substantial increase in construction activities and related emissions as analyzed in the Final EIR because the refined Project features are similar in nature and scale, and would involve similar construction equipment operation and durations, as was analyzed in the Final EIR. The refined Project features would be constructed within the previously approved footprint and operated consistent with the assumptions applied in the Final EIR. Therefore, the refined Project would not result in new or substantially more severe construction-related air quality impacts and no mitigation would be required.

Operations under the refined Project would remain similar to that of the approved Project and as analyzed in the Final EIR; therefore, long-term operational emissions would be comparable. The refined Project would not result in new or substantially more severe operational air quality impacts and no new mitigation would be required.

Table 6. Biological Resources

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Yes	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Yes	No	No	No
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Yes	No	No	No
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	Yes	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Yes	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Yes	No	No	No

Table 6. Biological Resources

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Discussion: Since the adoption of the Final EIR, there have been no substantial changes to the existing environmental conditions as described in Section 3.7, Biological and Wetland Resources and Appendix I, of the Final EIR. The refined Project features, including the relocated DMU platform, would be constructed in an urbanized area in Downtown Redlands and within the previously approved footprint. No special status species, sensitive vegetation communities, or jurisdictional water features would be affected by the proposed refinements. In this context, no new or more severe biological resources impacts would occur from that described in the Final EIR. Mitigation Measures BIO-1 through BIO-6 would remain applicable to the refined Project and no new mitigation would be required.

Table 7. Cultural Resources

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Yes	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Yes	No	No	No
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Yes	No	No	No
d) Disturb any human remains, including those interred outside of formal cemeteries?	Yes	No	No	No

Discussion: Since the adoption of the Final EIR, there have been no substantial changes to the existing environmental conditions for historic architectural and archaeological resources as described in Section 3.12, Cultural and Historic Resources, and Appendix M of the Final EIR. Much of the refined Project is located within the previously analyzed approved Project footprint and Area of Potential Effect (APE) and, as a consequence, would not expand or increase the physical footprint as previously evaluated in the Final EIR. Those features that would extend beyond the previously analyzed footprint and APE, including proposed Refinement 2, would generally be constructed adjacent to the approved Project footprint and in previously disturbed urbanized locations (e.g., developed lots, roadways, etc.).

SBCTA prepared an evaluation for Refinements 1 and 2 to determine if they would affect the previous findings regarding cultural resources (both historic built environment and archaeological) within the previously-approved Area of Potential Effects (APE). This evaluation is provided in Attachment B. The relocation of the DMU platform would mostly be contained within SBCTA's existing ROW and within the previously considered APE, as approved by the State Historic Preservation Officer (SHPO). The previous analysis concluded a finding of no adverse effect, with which the Office of Historic Preservation (OHP) concurred on August 14, 2014 (OHP reference number FTA120830A).

The previous cultural resources evaluation for the approved Project identified 28 significant historic properties eligible for listing in the NRHP, CRHR, or as historical resources for purposes of CEQA within the APE. Two of these properties are located in close proximity to Refinement 1 in Downtown Redlands and include 32 E Stuart Avenue and the Depot at 351 Orange Street (Attachment B), also within the boundaries of the Santa Fe Depot Historic District. The Redlands Station is a NRHP-listed contributor to the historic district.

The Final EIR analysis included consideration of the approved Project's effects to character-defining features contained within the northern section of the Depot, including the grand plaza and brick surface at the foot of the colonnade (Attachment A, Figure 6). North of the grand plaza, an unpaved area containing a railroad spur track (currently covered with grass), a narrow brick-paved landing (extant), and the mainline track are present (Attachment A, Figure 6). The bricks of the grand plaza were determined to be a character-defining feature of the Depot dating to the Redlands Santa Fe Depot Historic District's 1889-1941 period of significance. The historic arrangement of the grand plaza, railroad spur tracks, narrow landing brick, and mainline track was also a character-defining feature of the Depot during the period of significance.

As noted in the Final EIR, the historical integrity of the Depot has been somewhat diminished by a number of alterations over the years, including the removal of the spur track and subsequent planting of this area with grass (Appendix M of the Final EIR). Additionally, the original rectilinear concrete sidewalk and curb on the east side of the

Table 7. Cultural Resources

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<p>station building (along Orange Street) was reconstructed to form a predominantly brick sidewalk with curvilinear curbs. The most substantial change in the setting and design of the station includes a layout-altering addition connecting the east end of the station plaza to the Redlands Board of Trade / Chamber of Commerce building to the south (Appendix M of the Final EIR).</p> <p>Despite these previous alterations to the Redlands Station and the original arrangement of the station's grand plaza and associated features (spur track, narrow landing, and main track), as concluded in the Final EIR the property continues to convey its significance and remain a contributor to the Redlands Santa Fe Historic District (Appendix M of the Final EIR). As analyzed in the Final EIR, SBCTA had proposed removal of the brick narrow landing within SBCTA's ROW to be replaced with a graded trackway and maintenance access (Attachment A, Figure 4). The approved Project included pedestrian channelization fence between the grass-covered former spur track area along the northern edge of the station property line and the south side of the narrow landing at the eastern edge of the SBCTA ROW. To achieve ADA compliance, the approved Project would also correct the uneven transition between the east end of the brick grand plaza and the sidewalk along Orange Street. The flattening and associated brick removal involve areas totaling 275 square feet at the east end of the grand plaza, which comprises three percent of the plaza's total area.</p> <p>Similar to the approved Project, the refined Project would require the removal of the narrow landing brick, which is within the SBCTA ROW. However, in place of a maintenance access road to the south of the track centerline and associated fencing under the approved Project, the refined Project would relocate the DMU platform from a location west of the Depot and north of the track centerline to a location south of the track centerline and centered north of the Depot. Figure 7 provides a conceptual layout for the DMU platform in relation to the Depot property and the character-defining features along the northern perimeter. As shown in Attachment A, Figure 7, the platform would extend into the lawn area (via an easement) along the northern edge of the Depot property. As part of the refined Project, SBCTA would enter into an agreement with the new property owner to facilitate the access improvements along the north plaza, including those included in the approved Project.</p> <p>The refined Project would introduce a new, approximately two-foot tall concrete platform that would extend beyond the southern edge of the SBCTA ROW and into the grass-covered former spur track area. The narrow landing and grand plaza to the south of the lawn would be avoided (Attachment A, Figure 7). As described in the Final EIR (Section 3.12), the lawn area is considered to be substantially altered by removal of the spur line and installation of lawn at that location and, therefore, no longer retains integrity to the 1889-1941 period of significance (Attachment B). Minimal vertical encroachments would be included on the platform (e.g., railings), so views of the Depot would not be obstructed from the north. Based on these considerations, the refined Project and proposed alterations to the immediate setting on the north and northeast sides of the Depot property would not affect the essential Classical Revival architectural features that convey its significance under Criteria A and C: the waiting room/warehouse and the colonnade's Doric columns, tile roof, brick grand plaza, pediments, monitors, and molded concrete panels with vegetable designs. For these reasons, the refined Project would result in a less than significant impact to the significance of the Redlands Santa Fe Depot Historic District to which it contributes (Appendix M).</p> <p>The brick work at the east end of the grand plaza will be conducted in accordance with the Secretary of the Interior's Standards for Rehabilitation with Guidelines for Applying the Standards and Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings (Appendix M of the Final EIR). With these rehabilitation provisions incorporated into the refined Project, the Redlands Depot's grand plaza will retain integrity of design, materials, and workmanship as a character-defining feature. The Depot will continue to exhibit its essential Classical Revival architectural features and will maintain its status as a contributor to the Redlands Santa Fe Depot Historic District. Based on this determination under Section 106 (Attachment B), a less than significant impact would result.</p> <p>As proposed in Figure 7, the relocated DMU Platform would be placed within an area approved for project construction. The Final EIR considered construction-related effects to the Depot, including its susceptibility to construction-related vibration. Similar to the approved Project, the refined Project would require the implementation of Mitigation Measure CUL-1 to avoid and minimize any alteration to the Depot's distinctive physical or historical characteristics or its integrity of location, design, materials, workmanship, feeling, or association. With the</p>				

Table 7. Cultural Resources

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<p>implementation required mitigation, indirect impacts to the Depot from construction would be less than significant.</p> <p>Finally, Refinement 2 expands the approved Project work area in the vicinity of Eureka Street. This portion of the approved Project overlaps with a previously identified archaeological resource, Redlands Chinatown (CA-SBR-5314). Although the site was not detected in the APE during testing within SBCTA's ROW, areas beyond the right-of-way are assumed to be eligible for the CRHR or NRHP (Appendix M of the Final EIR). Based on this determination, archaeological monitoring is required for portions of the approved Project that overlap with the Redlands Chinatown resource. Given that the Refinement 2 would extend this overlap and APE, Mitigation Measure CUL-4 would be required for the refined Project.</p> <p>Overall, the proposed refinements would not be considered to have a significant impact to historical resources under CEQA. The updated cultural resources analysis confirms that the proposed refinements to the approved Project do not change the previous conclusions regarding cultural resources. No new or more severe cultural resources impacts would occur and Mitigation Measures CUL-1, CUL-3, and CUL-4, as contained in SBCTA's MMRP for the approved Project, would continue to apply to the refined Project features and no new mitigation is required.</p>				

Table 8. Geology and Soils

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification ?
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Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Yes	No	No	No
ii. Strong seismic ground shaking?	Yes	No	No	No
iii. Seismic-related ground failure, including liquefaction?	Yes	No	No	No
iv. Landslides?	Yes	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	Yes	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Yes	No	No	No
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Yes	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Yes	No	No	No

Table 8. Geology and Soils

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification ?
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Discussion: Since the certification of the Final EIR, there have been no substantial changes to the existing geological environment as described in Section 3.9, Geology, Soils and Seismicity, and Appendix K of the Final EIR. The refined Project features would be constructed in the same general vicinity as the approved Project. Similar to the approved Project, the refined Project would be required to conform to applicable seismic standards in the Uniform Building Code and mitigation adopted as part of the Final EIR’s certification. No new or more severe geological impacts would occur. Mitigation Measure GEO-1 would continue to apply to the refined Project and no new mitigation would be required.

Table 9. Greenhouse Gas Emissions

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have an adverse effect on the environment?	Yes	No	No	No
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Yes	No	No	No

Discussion: Since the adoption of the Final EIR, there have been no substantial changes to the existing environmental conditions as described in Section 3.5, Air Quality and Climate Change, and Appendix G of the Final EIR. The refined Project features would be constructed and operated consistent with the assumptions applied in the Final EIR. No increase in the emission of GHGs would result from the refined Project. As a result, no new or more severe impacts would occur with the refined Project and no mitigation is required.

Table 10. Hazards and Hazardous Materials

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Yes	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Yes	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Yes	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Yes	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Yes	No	No	No
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Yes	No	No	No
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Yes	No	No	No

Table 10. Hazards and Hazardous Materials

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Yes	No	No	No
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Discussion: Since the certification of the Final EIR, there have been no substantial changes to the existing environmental conditions as described in Section 3.10, Hazardous Waste and Materials, and Appendix L of the Final EIR. Similar to the approved Project, the refined Project features would be located within the approved Project footprint as previously evaluated in the Final EIR. No additional demolition of existing structures would be required that would otherwise require the implementation of Mitigation Measure HAZ-2.

Similar to the approved Project, the transport, use, and storage of hazardous materials during construction would be conducted in accordance with all applicable State and Federal laws. For this reason, the refined Project features, as applicable, would be subject to the hazardous materials management requirements contained in Mitigation Measure HAZ-1.

SBCTA has completed additional Phase 2 testing in compliance with Mitigation Measure HAZ-3. The Phase 2 (HDR 2016) recommends that soil excavated from the top two feet adjacent to the Former Canyon City Transfer and Storage and Former Grigsby Brothers should be segregated, profiled, and disposed of as non-RCRA hazardous waste during construction. The Phase 2 further recommends that the excavated soil should not be reused in the project area, or exported for use offsite. If required, the removed soil should be replaced with certified clean fill material. Compliance with these recommendations would be consistent with Mitigation Measures HAZ-3 and no new or more severe hazardous materials impact would result under the refined Project.

The refined Project features are not identified as being located on a hazardous materials site compiled pursuant to Government Code Section 65962.5. Mitigation Measure HAZ-4 would continue to apply to the refined Project in order to reduce the potential impacts associated with the discovery of hazardous materials and/or contaminants. Based on the above analysis, no new or more severe hazards and hazardous materials impacts would occur as a result of the refined Project features. All mitigation measures contained in the Final EIR would remain applicable to the refined Project and no new mitigation measures would be required.

Table 11. Hydrology and Water Quality

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	Yes	No	No	No
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Yes	No	No	No
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Yes	No	No	No
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	Yes	No	No	No
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Yes	No	No	No
f) Otherwise substantially degrade water quality?	Yes	No	No	No
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Yes	No	No	No
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	Yes	No	No	No

Table 11. Hydrology and Water Quality

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Yes	No	No	No
j) Inundation by seiche, tsunami, or mudflow?	Yes	No	No	No

Discussion: Since the certification of the Final EIR, there have been no substantial changes to the existing hydrological environment as described in Section 3.8, Floodplains, Hydrology, and Water Quality, and Appendix J of the Final EIR. Similar to the approved Project, the refined Project features would be located within the approved footprint as previously evaluated in the Final EIR. Similar to the approved Project, the refined Project features, as applicable, would be subject to Mitigation Measure HWQ-1, which requires the preparation of a site-specific drainage plan for all structural components associated with the Project, including the relocated platform.

Similar to the approved Project, the refined Project features would include grading and land disturbance activities that would require compliance with Mitigation Measure HWQ-2, which requires compliance with the NPDES General Construction Permit. Construction of the refined Project would entail the same types of construction activities as analyzed in the Final EIR and, therefore, no greater or more severe water quality impacts are expected from the construction of the refined Project features. The treatment of project-related stormwater would be addressed through compliance with Mitigation Measure HWQ-6, such that long-term water quality impacts would be less than significant.

Similar to the approved Project, the proposed refinements would be constructed in Downtown Redlands, which is subject to flooding during a 100-year storm event. As a result, Mitigation Measures HWQ-4 and HWQ-5 would continue to apply to the refined Project. Notwithstanding conformance with these mitigation measures, SBCTA identified regional floodplain issues as significant in the Final EIR.

Based on the above analysis, no new or more severe hydrology or water quality impacts would occur as a result of the proposed refinements. Mitigation Measures HWQ-1, HWQ-2, HWQ-3, HWQ-4, HWQ-5, and HWQ-6 in the Final EIR would remain applicable to the refined Project and no new mitigation is required.

Table 12. Land Use and Planning

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

a) Physically divide an established community?	Yes	No	No	No
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Yes	No	No	No
c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan?	Yes	No	No	No

Discussion: Since the adoption of the Final EIR, there have been no substantial changes to the existing environmental conditions as described in Section 3.2, Land Use, Planning and Communities, and Appendix D of the Final EIR. The refined Project features would be located within the approved Project footprint as previously evaluated in the Final EIR. As proposed, the refined Project features would not introduce new land uses that were not otherwise previously considered as part of the Final EIR. For this reason, no substantive changes to the previous analysis of plan consistency would result and the project refinements would not change the previous determination of a less than significant impact.

Similar to the approved Project, the refined Project features would not physically divide the community or conflict with any applicable habitat conservation plan or natural communities' conservation plan. Temporary and permanent encroachments into adjacent properties, as applicable to the refined Project features, would be required to comply with Mitigation Measure LU-1.

Based on the above evaluation, no new or more severe land use, planning and communities impacts would occur as a result of the refined Project. Mitigation Measure LU-1 as identified in the Final EIR would remain applicable to the refined Project and no new mitigation measures would be required.

Table 13. Mineral Resources

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Yes	No	No	No
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Yes	No	No	No

Discussion: Since the certification of the Final EIR, there have been no changes to the existing environmental conditions for mineral resources as described in Section 5.4, Less Than Significant Impacts of the Build Alternatives and Design Options, of the Final EIR. The refined Project features would be located within the same physical footprint of the approved Project as previously evaluated in the Final EIR and, therefore, would not result in the loss of the availability of a known mineral resource. As a result, implementation of the refined Project would not result in the loss of a known mineral resource and no new or more severe impacts would result from the refined Project. No new mitigation measures would be required.

Table 14. Noise

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Yes	No	No	No
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Yes	No	No	No
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Yes	No	No	No
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Yes	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Yes	No	No	No
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Yes	No	No	No

Table 14. Noise

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<p>Discussion: Since the certification of the Final EIR, there have been no substantial changes to the ambient noise environment as described in Section 3.6, Noise and Vibration, and Appendix H of the Final EIR. The refined Project would be located within the same vicinity of the approved Project as previously evaluated in the Final EIR. The refined Project features would result in construction noise levels similar to that evaluated in the Final EIR. Construction of the refined Project features would be subject to the requirements of Mitigation Measure NV-1 and NV-2; however, as identified in the Final EIR, construction noise levels could remain significant.</p> <p>Operational noise levels and related impacts to noise sensitive land uses associated within the refined Project would be similar to the approved Project. Under the refined Project, DMU and Metrolink operations would function as described and analyzed in the Final EIR. The two exceptions are the relocation of the Metrolink Siding to downtown Redlands, east of 9th Street, and the maintaining of an at-grade crossing at 7th Street. These refinements were considered in Addendum 2 to the Final EIR (August 2017) and determined to not result in new or more severe operational noise impacts. Under the current operational scenario, the calculated noise levels for the closest noise sensitive receiver to the track alignment (R54) is 60 dBA LDN (with quiet zones), which is one dBA greater than existing, ambient noise levels (see Table 3.6-7 of the Final EIR). As a result, with the continued implementation of Mitigation Measure NV-3, no substantial changes to the previous impact analysis would result and no additional mitigation, including Mitigation Measure NV-4 (Sound Barriers), would be required.</p> <p>Construction and operational vibration were also considered in the Final EIR. Similar to the approved Project, construction-related vibration levels for the refined Project features would require compliance with Mitigation Measures NV-1, NV-2, and CUL-1. With the optimization of the track alignment as a result of Refinement 2, the placement of track would not occur as close to several structures in Downtown Redlands due to the placement of only one track as opposed to two (in the ultimate condition). As a result, operational vibration levels may be slightly reduced. Nonetheless, Mitigation Measures NV-5 and NV-6 would continue to apply to the refined Project at locations where proposed.</p> <p>Based on the evaluation above, no new or more severe noise impacts would occur as a result of the refined Project. Mitigation Measures NV-1, NV-2, NV-3, NV-5, NV-6, and NV-7 as contained in SBCTA's MMRP for the approved Project would continue to apply to the refined Project and no new mitigation would be required.</p>				

Table 15. Population and Housing

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Yes	No	No	No
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Yes	No	No	No
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	Yes	No	No	No

Discussion: No substantial changes to existing environmental conditions as it relates to population and housing have occurred since the certification of the Final EIR. Similar to the approved Project, the refined Project features would be limited to existing roadway and rail improvements in the vicinity of the approved Project. These improvements would not increase the relocation or displacement impacts from that associated with the approved Project. No new land uses are proposed as part of the refinements that would otherwise increase the population estimates identified in the Final EIR. No new or more severe population and housing impacts would occur and no new mitigation would be required.

Table 16. Public Services

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire Protection?	Yes	No	No	No
b) Police Protection?	Yes	No	No	No
c) Schools?	Yes	No	No	No
d) Parks?	Yes	No	No	No
e) Other public facilities?	Yes	No	No	No

Discussion: Since the certification of the Final EIR, there have been no substantial changes to existing environmental conditions as described in Section 3.13, Parklands, Community Services, and Other Public Facilities, of the Final EIR. Similar to the approved Project, the refined Project features are limited to roadway and rail improvements and would not generate population growth that would otherwise place new demands on local public service providers. Additionally, the refined Project does not include a residential component which would otherwise result in an incremental increase in demand on public services. No new or more severe public or community services and other facilities impacts would occur as a result of the refined Project. No new mitigation would be required.

Table 17. Recreation

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
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Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Yes	No	No	No
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Yes	No	No	No

Discussion: Since the certification of the Final EIR, there have been no substantial changes to the existing environmental conditions as described in Section 3.13, Parklands, Community Services, and Other Public Facilities, of the Final EIR. Similar to the approved Project, the refined Project would not contribute to population growth that could result in an increased use of existing neighborhood and regional parks nor does it include or require construction or expansion of recreational facilities.

No new or more severe impacts to parks and recreation would occur under the refined Project. Final EIR Mitigation Measure PCS-1 would remain applicable to the refined Project.

Table 18. Transportation/Traffic

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Yes	No	No	No
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Yes	No	No	No
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	Yes	No	No	No
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Yes	No	No	No
e) Result in inadequate emergency access?	Yes	No	No	No
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Yes	No	No	No

Table 18. Transportation/Traffic

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<p>Discussion: The existing traffic and circulation conditions described in Section 3.3, Transportation and Circulation, and Appendix E of the Final EIR have not substantially changed since the Final EIR’s certification. Similar to the approved Project, implementation of the refined Project would include various improvements at roadways and at-grade crossings to maintain existing traffic levels of service (LOS) and accommodate future traffic levels as forecasted under each City’s General Plan. Construction of these improvements would require compliance with Mitigation Measures TR-1 to minimize impacts to existing roadway and intersection LOS, including emergency access, during construction of the refined Project.</p> <p>Based on this evaluation, no new or more severe traffic impacts would occur as a result of the refined Project features. Final EIR Mitigation Measures TR-1, TR-2, TR-3, TR-4, and TR-5 would remain applicable to the refined Project. No new mitigation measures would be required.</p>				

Table 19. Utilities and Service Systems

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Yes	No	No	No
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Yes	No	No	No
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Yes	No	No	No
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Yes	No	No	No
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Yes	No	No	No
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Yes	No	No	No
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Yes	No	No	No

Table 19. Utilities and Service Systems

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
---------------------------	---	--	---	---

Discussion: The Final EIR concluded that the approved Project would not result in significant environmental impacts as it relates to utilities and service systems (Section 5.5 of the Final EIR). As provided in Chapter 2 of the Final EIR, the approved Project contemplated the placement of new or relocated utility infrastructure. The refined Project does not entail any substantial changes (or new improvements) that require major revisions to the Final EIR’s discussion regarding utilities and service systems.

Similar to the approved Project, the refined Project would not introduce new land uses that would increase demand for potable water supply or wastewater treatment. Similar to the approved Project, new drainage infrastructure proposed in conjunction with the refined Project would be constructed in compliance with Mitigation Measure HWQ-1, which requires the attenuation of post-project runoff to pre-project levels. Similar to the approved Project, the refined Project would adhere to all applicable local, State, and Federal standards for the disposal of solid waste.

The refined Project does not entail any substantial changes that require major revisions to the Final EIR’s discussion regarding utilities and service systems. No new or more severe utilities and service systems impacts would occur as a result of the refined Project. No new mitigation measures would be required.

Table 20. Mandatory Findings

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Yes	No	No	No
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Yes	No	No	No
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Yes	No	No	No

Table 20. Mandatory Findings

Environmental Issue Area:	Was Impact Analyzed in Prior Environmental Document(s)?	Do Project Refinements Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
<p>Discussion: As discussed in the Biological Resources Section (Table 6), the refined Project features would not create new or more severe impacts when compared to the approved Project. With the implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, and BIO-6, the refined Project would not substantially reduce the habitat of fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Similar to the approved Project and as discussed in the Cultural Resources Section (Table 7), the refined Project in conjunction with other cumulative projects considered in the Final EIR (Table 4-1), including the Downtown Redlands Specific Plan, would not eliminate important examples of the major periods of California history or prehistory through compliance with Mitigation Measures CUL-1, CUL-3, and CUL-4.</p> <p>Cumulative impacts were evaluated for each of the environmental issue areas in Chapter 3 of the Final EIR. Similar to the approved Project, the refined Project would be required to comply with mitigation requirements relating to traffic, noise and vibration, hydrology and water quality, and visual resources. With mitigation, these impacts would be minimized to a less than significant level for the refined Project features and are not cumulatively considerable.</p> <p>Based on this evaluation, the proposed refinements to the approved Project would not result in any significant cumulative impacts or any new or substantially more severe cumulative impacts that were not otherwise considered in the Final EIR. Mitigation measures adopted by SBCTA for the approved Project would continue to be effective in minimizing adverse environmental effects on human beings for the refined Project. Therefore, the refined Project would not result in new or substantially more severe cumulatively considerable impacts and no new mitigation measures would be required.</p>				

Environmental Determination

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the Project:

- Has previously been analyzed** as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State CEQA Guidelines. The proposed project is a component of the whole action analyzed in the previously adopted/certified CEQA document.
- Has previously been analyzed** as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State CEQA Guidelines. **Minor additions and/or clarifications** are needed to make the previous documentation adequate to cover the project which are documented in this addendum to the earlier CEQA document (CEQA §15164).
- Has previously been analyzed** as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State CEQA Guidelines. However, there is important new information and/or **substantial changes have occurred** requiring the preparation of an additional CEQA document (ND or EIR) pursuant to CEQA Guidelines Sections 15162 through 15163.

Signed: _____

4 Mitigation Measures

A listing of applicable mitigation measures from the Redlands Passenger Rail Project's Final EIR is provided as Attachment C of this EIR Addendum. All mitigation measures adopted as part of SBCTA's MMRP for the approved Project would continue to apply following the approval of the refined Project. SBCTA, as the CEQA lead agency, is responsible for adopting and implementing the approved mitigation.

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Attachment A. Figures

Attachment A. Figures

Figure 1. Regional Location

Figure 2. Downtown Redlands Focus Area

Figure 3. Downtown Redlands Station Platform – Design Progression from 90 to 100 Percent Design

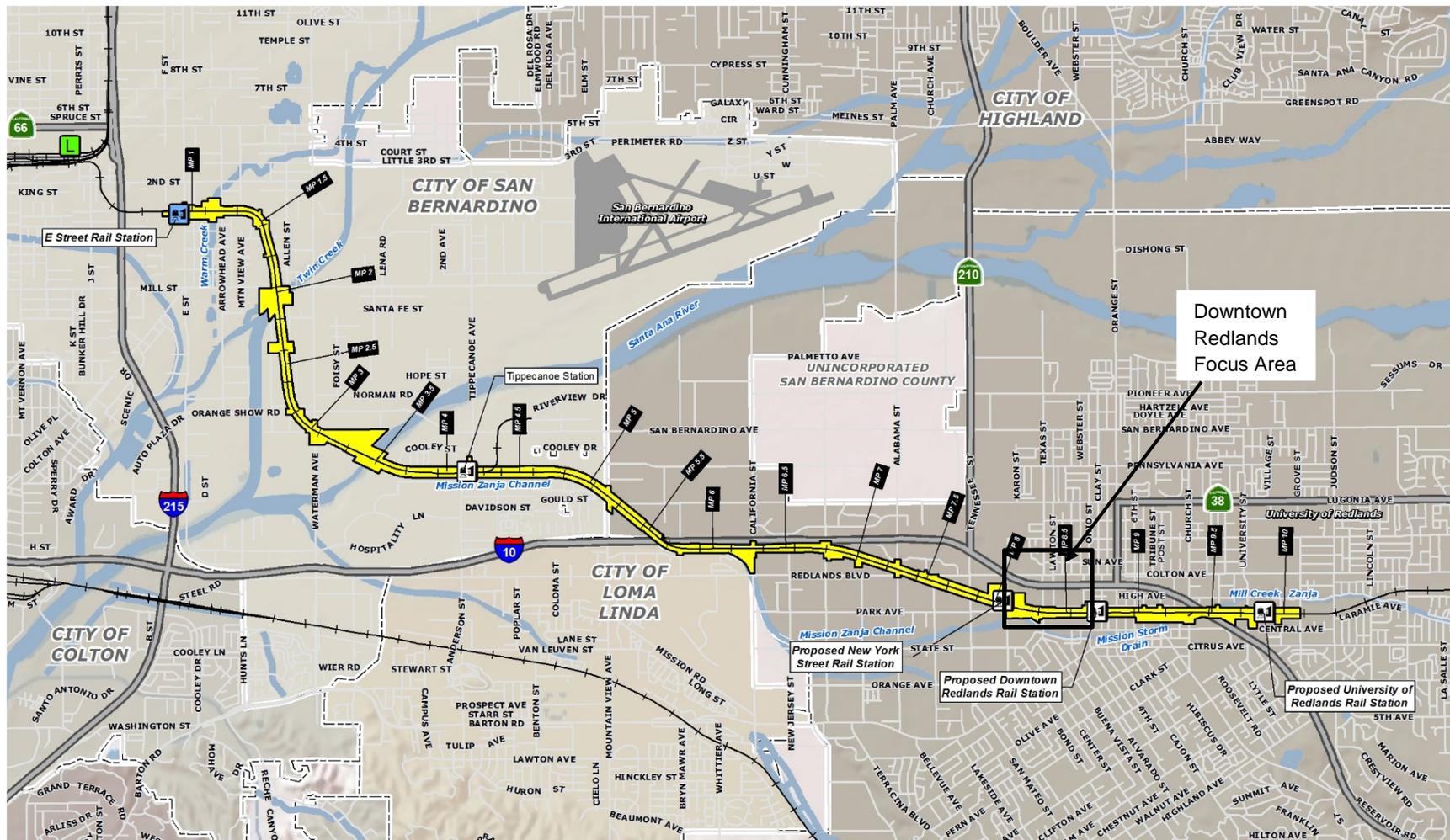
Figure 4. Approved Project at Redlands Santa Fe Depot (from Figure 3.12-2 of the Final EIR)

Figure 5. Proposed Downtown Redlands Station Platform Relocation (100 Percent Design)

Figure 6. Redlands Santa Fe Depot – Existing Conditions (from Figure 3.12-1 of the Final EIR)

Figure 7. Proposed DMU Platform at Downtown Redlands Station

Figure 1. Regional Location



G:\GIS_Production\Projects\SANBAG_351426\RPRP_Final_Design_268339\7.2_Work_In_Progress\map_docs\mxd\Addendum_4\StudyAreaOverview.mxd-aburvall-8/21/2017

LEGEND

- RPRP Study Area
- Proposed Station
- Proposed Layover



Figure 2. Downtown Redlands Focus Area



LEGEND

-  Approved Project Footprint (2015)
-  Refined Project Footprint (2018)

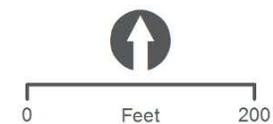
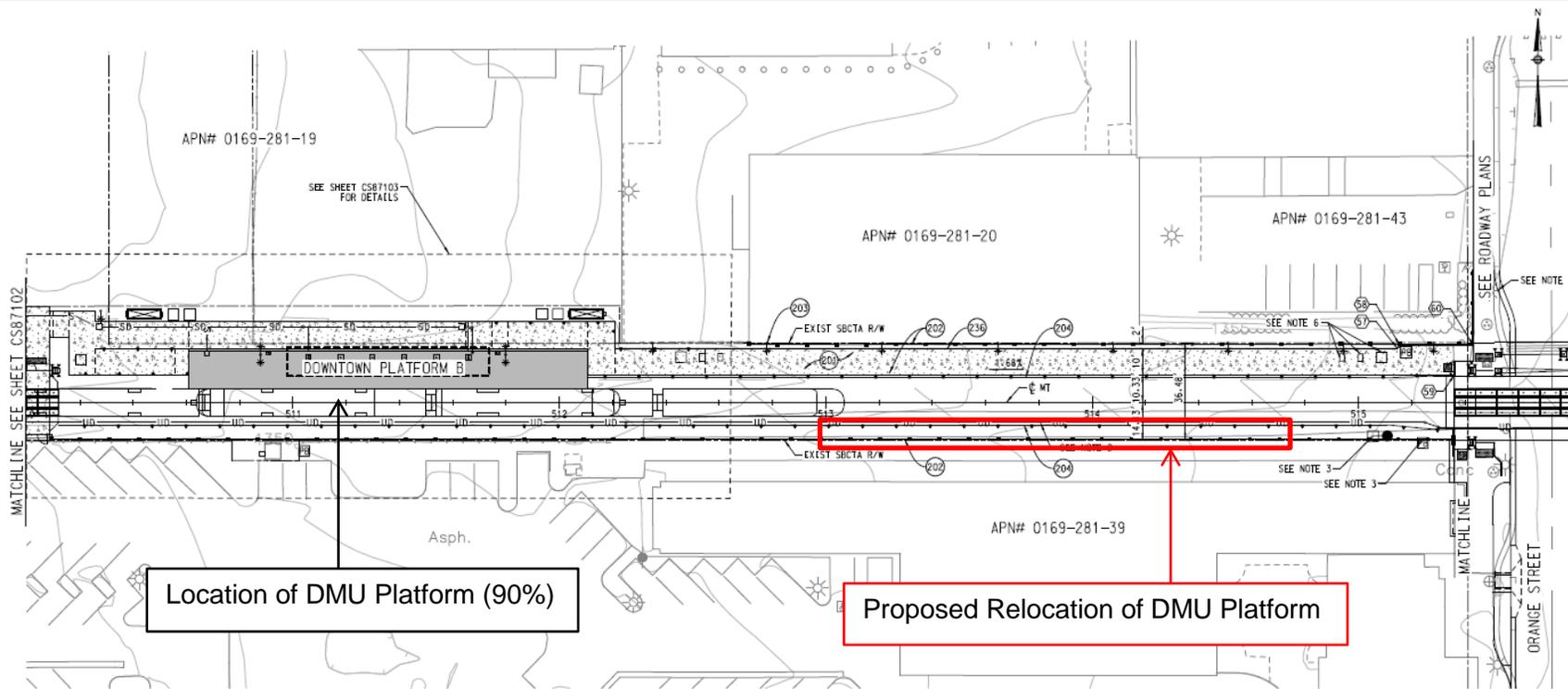


Figure 3. Downtown Redlands Station Platform – Design Progression from 90 to 100 Percent Design



Location of DMU Platform (90%)

Proposed Relocation of DMU Platform

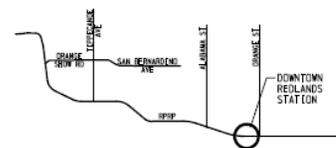
Station	STA.	OFFSET	DESCRIPTION	ELEV
57	515+15.63	20.33' LT	WALKWAY	1356.05 FS
58	515+16.62	21.33' LT	WALKWAY	1356.05 FS
59	515+37.07	10.33' LT	WALKWAY	1356.32 FS
60	515+44.25	21.33' LT	WALKWAY	1356.51 FS

CONSTRUCTION NOTES:

- (20) 4" PCC WALKWAY PER SPPWC 112-2 & 113-2
- (202) HANDRAILS - SEE ARCHITECTURAL PLANS
- (203) LIGHTING - SEE ELECTRICAL PLANS
- (204) RETAINING WALL - SEE STRUCTURAL PLANS

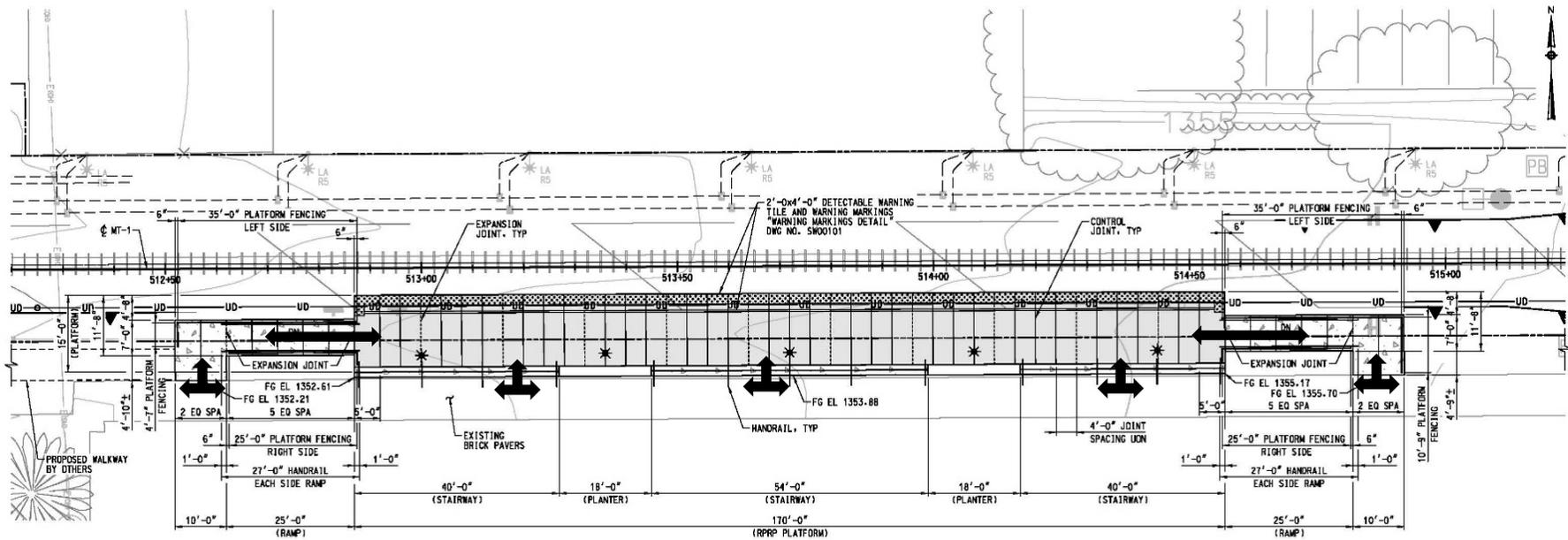
GENERAL NOTES:

1. PLATFORM B INTENDED FOR USE BY RPPR
2. FOR OFFSITE & TRACK STORM DRAIN IMPROVEMENTS SEE TRACK GRADING AND DRAINAGE PLANS
3. FOR SIGNAL IMPROVEMENTS SEE SIGNALS PLANS
4. FOR ROADWAYS SEE CIVIL PLANS
5. FOR ELECTRICAL IMPROVEMENTS SEE ELECTRICAL PLANS
6. FOR COMMUNICATIONS UTILITIES, SEE COMMUNICATIONS PLANS



SCALE: 1"=20'

Figure 5. Proposed Downtown Redlands Station Platform Relocation (100 Percent Design)



PLAN
SCALE: 1"=10'

NOTES:

1. FOR DETAILS NOT SHOWN SEE CIVIL, RAIL, ELECTRICAL AND DRAINAGE PLANS.
2. SEE DWG NO. S000103 FOR PEDESTRIAN FENCING AND HANDRAILING DETAILS.
3. SEE DWG NO. S000101 FOR EXPANSION JOINT AND CONTROL JOINT DETAILS.
4. STAIRWAY JOINT TYPE TO BE SAME AS OCCURRING ON PLATFORM.

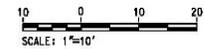


Figure 6. Redlands Santa Fe Depot – Existing Conditions (from Figure 3.12-1 of the Final EIR)

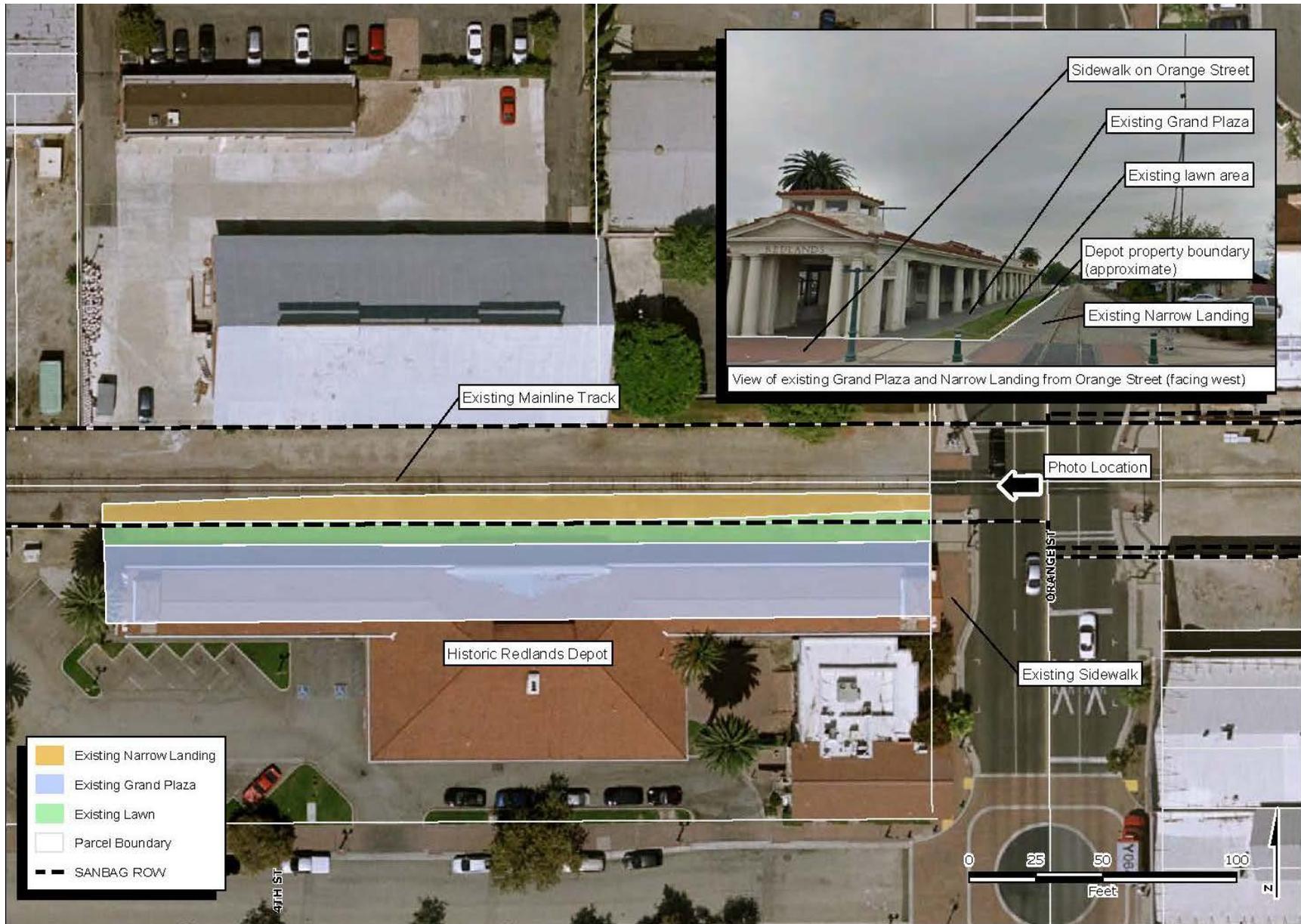
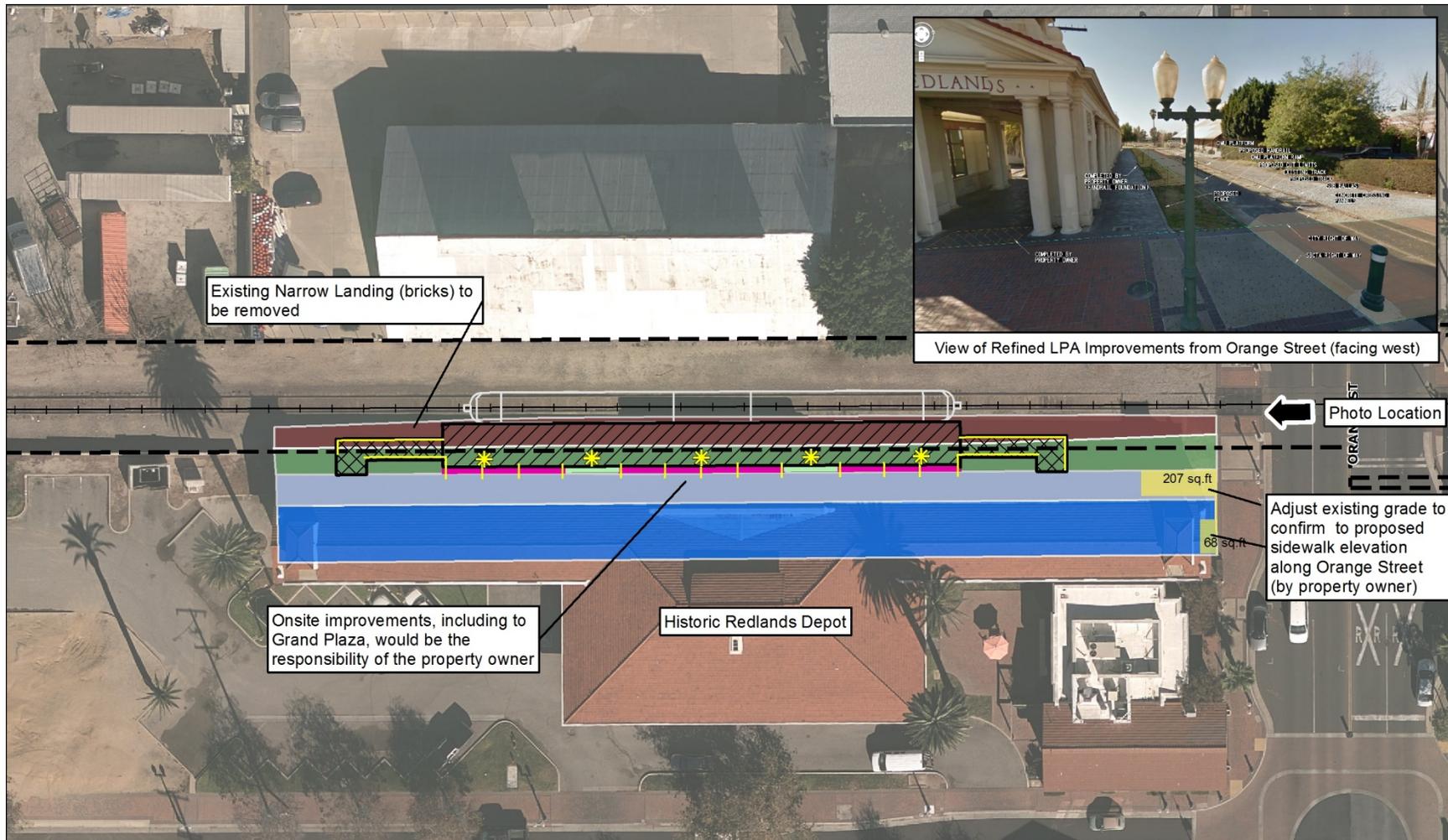


Figure 7. Proposed DMU Platform at Downtown Redlands Station



LEGEND

- | | | | | | |
|--|------------------------|--|---|--|-------------------|
| | Relocated DMU Platform | | Adjust existing grade ~1/2 ft (275 sq.ft) | | Proposed Track |
| | Proposed Walkway | | Existing Narrow Landing (to be removed) | | Proposed Railing |
| | Proposed Planter | | Existing Grand Plaza Covered | | Proposed Lighting |
| | Proposed Stairs | | Existing Grand Plaza Uncovered | | SBCTA ROW |
| | | | Existing Lawn | | |





Attachment B. Cultural Resources Memorandum



Memo

Date: Friday March 30, 2018

Project: Redlands Passenger Rail Project

To: Andres Ramirez, Chief of Transit and Rail Programs, San Bernardino County Transportation Authority

From: Leesa Gratreak/Architectural Historian, HDR and Nina Delu/Environmental Planner & Registered Professional Archaeologist, HDR

Subject: Cultural Resources Technical Memo Update

HDR performed a supplemental cultural resources technical analysis in response to proposed minor design refinements to the Redlands Passenger Rail Project (RPRP or Project). The purpose of this analysis was to identify for the engineering team whether any of the proposed minor design refinements to the approved project would affect the previous findings regarding cultural resources (both historic and archaeological) within the previously approved Area of Potential Effects (APE).

Project Background

On March 4, 2015, the San Bernardino Associated Governments (SANBAG) certified the Final Environmental Impact Report (EIR) for the Project (State Clearinghouse No. 2012041012). The Project is proposed to encompass passenger rail operations along an approximately 9-mile corridor extending east from the City of San Bernardino to the City of Redlands. As approved, the Project would include local and express train service via five station stops; two in the City of San Bernardino; and three in the City of Redlands.

Following additional coordination with local stakeholders, including the City of Redlands, Omnitrans, and the Southern California Regional Rail Authority (SCRRA or Metrolink), the San Bernardino County Transportation Authority (SBCTA)¹ is proposing a few minor design refinements to the approved Project. If approved, these proposed design refinements will be integrated into Project's final design and SBCTA's invitation for contractor bids (IFB) package.

Design Refinements

The following provides a description of the proposed minor design refinements that SBCTA is proposing in response to advancements in the project's engineering design since the approval of the Final EIR in 2015. Table 1 provides a listing of design updates, comparing the description of project features in the approved Final EIR (2015) to the revised description of project features resulting from minor design refinements.

¹ Effective January 1, 2017, Senate Bill 1305 consolidated several transportation-related functions into a statutory entity to be called the San Bernardino County Transportation Authority. The joint powers authority San Bernardino Associated Governments (SANBAG) no longer performs transportation-related functions.



Subsequent to Project approval in 2015, SBCTA advanced the Project's design to 100 percent. As part of the Project's final 100 percent design, SBCTA is proposing two minor design refinements to the approved Project, as was previously defined and analyzed in the Final EIR and refined in Addendums 1 through 5. The design refinements comprise a series of physical improvements and are derived from design coordination with Redlands, coordination with adjacent landowners, and other stakeholders (e.g., Omnitrans, Metrolink, etc.).

Proposed Refinements Addressed in EIR Addendum 6: SBCTA is proposing two design refinements to the approved Project. Table 1 provides a summary of these refinements in relation to the improvements originally contemplated in the approved Project and Final EIR. These refinements include the following as described further below.

Refinement No. 1 – Downtown Station DMU Platform Relocation: The approved Project and 90 percent engineering plans reflect a platform configuration at the Downtown Redlands Station that places the boarding platforms north of the track centerline and west of Third Street and the Redlands Santa Fe Depot (see Figure 1). As considered in the Final EIR, SBCTA proposed to place a single boarding platform that would serve both the DMU and Metrolink express service. Following additional design refinements, SBCTA split the platform into two separate Metrolink and DMU platforms as reflected in the 90 percent design for the downtown Redlands station.

As presented in Section 3.12 of the Final EIR, the Redlands Santa Fe Depot (Depot) is listed as a contributing element to the Redlands Santa Fe Depot Historic District and is listed in the National Register of Historic Places (NRHP). During the approved Project's preliminary design, SBCTA attempted to avoid any alterations to the Depot and, at the time, any integration of the Depot into the approved Project's design. As part of the approved Project, SBCTA proposed minor alterations to the brick walkway at the eastern end of the grand plaza to facilitate adjustments in the grade along Orange Street. In addition, the Final EIR included the removal of the existing narrow landing (bricks) within SBCTA's right-of-way, placement of security fencing, and construction of an at-grade pedestrian crossing (west of the Depot) (see Figure 2).

In the fall of 2017, the Depot's ownership changed. Following discussions with the City of Redlands, the new owner approached SBCTA regarding the relocation of the DMU platform to a location south of the track centerline and directly north of the Depot. Following additional coordination with Redlands, Omnitrans, and Metrolink, SBCTA is proposing to relocate the DMU platform as part of the Project's 100 percent design. The relocated platform would have a maximum width of 16 feet and a length of 170 feet, similar to the 90 percent design. Figures 3 and 4 illustrate the preliminary DMU platform design concept. As shown, the platform would largely be contained within SBCTA's right-of-way. A small easement would extend into the northern perimeter of the Depot property and into the existing, non-historic lawn area.² This area will contain steps necessary to transition from the DMU platform to the original historic grade of the bricks within the grand plaza. Within the footprint of the staircase, two concrete planter boxes will be inserted per the property owner's request in order to visually break-up the staircase and minimize its prominence within the setting. The planters will project minimally from the ground level and be minimally obtrusive within the setting. The platform would extend

² The lawn area previously contained a second rail track and is for this reason considered "altered" per the prior Final EIR.



approximately two feet above the existing grade with pedestrian access and Americans with Disabilities Act (ADA) accessible ramps (with necessary railings) extending off the east and west ends of the platform allowing for transition onto the grand plaza without altering the plaza in any way. The railings associated with the ramps will be minimally obtrusive within the setting of the Depot and will not attach to the historic bricks within the grand plaza. A series of wide-stair steps will also be integrated to provide enhanced pedestrian access from the platform to the grand plaza (immediately south). No canopy structure(s) are proposed at this location. Lighting proposed will be the same as those currently present on the sidewalk adjacent to the depot on Orange Street and within the Depot property adjacent to the parking lot. These lights are replicas of 1913 lights that once lined the streets of Redlands (see Figures 5 and 6). Thus, the lighting will be compatible with the current setting of the Depot. Railings proposed for accessing the staircase inset into the platform will be the responsibility of the property owner. The property owner is still finalizing the design of these proposed handrails, and has been advised that they should be minimally obtrusive within the landscape and should minimally impact remaining historic fabric adjacent to the platform.

Beyond the platform, the owner of the Depot property would be responsible for other auxiliary improvements on the Depot property. These would include improvements to the existing brick walkway within the grand plaza, additional lighting, and security systems. These would be in addition to other re-purposing activities that are already being implemented by the new owner (e.g., café, salon, etc.). To the extent feasible, SBCTA and the property owner would retain and reuse the bricks from the narrowing landing at the transition between the platform and grand plaza, which is consistent with the approach previously approved where bricks from the narrow landing were planned to be reused within the grass strip. In addition, minor alterations to the brick walkway at the eastern end of the grand plaza previously approved in the 2015 EIR will now be undertaken by the property owner, who will to the extent feasible reuse the bricks from the narrow landing at the transition between the sidewalk along Orange Street and the grand plaza, as was originally approved in the 2015 EIR.

Refinement No. 2 – Refinements at Eureka Street At-Grade Crossing: Following additional design coordination with Redlands for the at-grade crossing at Eureka Street, SBCTA is proposing additional pedestrian and related safety improvements south of the at-grade crossing (see Figure 7). These improvements would extend slightly further south than previously identified in the Final EIR, requiring a very minimal alteration to the study area and APE; however, this minimal expansion occurs entirely within the roadway right-of-way. In addition, the revised at-grade crossing design would require the relocation of a signal house from SBCTA's ROW to the southwest quadrant of the at-grade crossing.



Table 1. Comparison of Approved Project (2015 EIR) and Proposed Design Refinements (March 2018)

Design Basin for Refinement	Refinement No.	Approved Project (2015 EIR)	Proposed Refinements (100 Percent Design)	Milepost(s)*	Figure No.
Downtown Station Platform Relocation	1	<p>Combined DMU and Metrolink platform placed north of the track centerline and west of the Depot property</p> <p>Existing narrow landing (north of Depot) would be removed and replaced with proposed graded track way and maintenance access</p> <p>Reuse of the bricks from the narrow landing</p>	<p>Downtown Redlands DMU platform moved south of track centerline and east to align with the Redlands Historic Depot</p> <p>No canopies would be constructed</p> <p>Improvements on the Depot property would be undertaken by the owner</p> <p>Lighting, walkway, signage, and fencing would fit in the context of the historic setting</p> <p>Bricks from the narrow landing (to be removed) would be retained and reused</p>	8.77	1-6
Refinements at Eureka Street At-Grade Crossing	2	Approved Project contemplated at-grade crossing improvements at Eureka Street, including safety, signage, and signal improvements	<p>Additional area south of Eureka Street for use in construction</p> <p>Signal crossing relocated to SW Quadrant</p>	8.6	7



Figure 1. Downtown Redlands Station Platform – Design Progression from 2015 EIR to March 2018

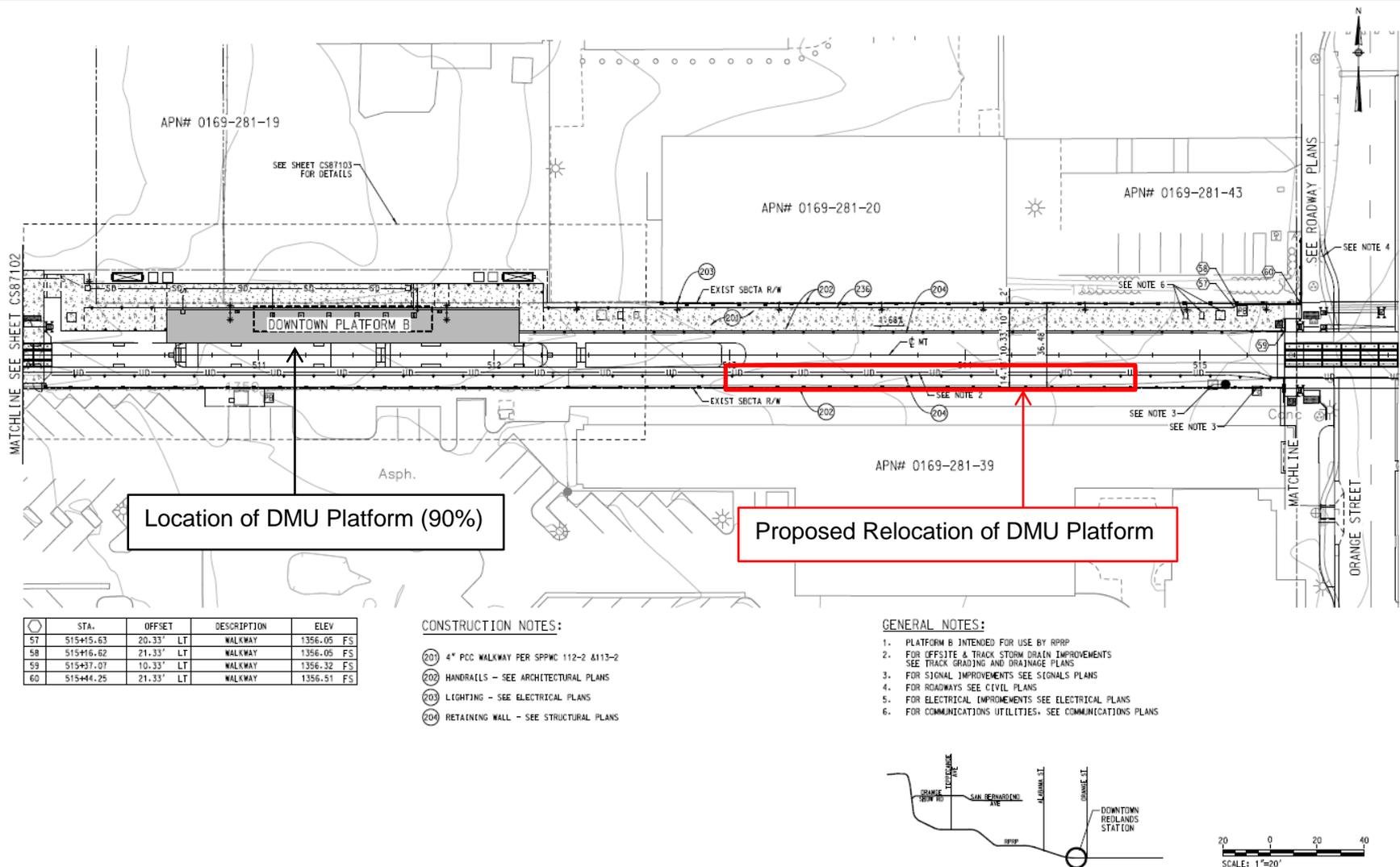




Figure 2. Approved Project at Redlands Santa Fe Depot (from Figure 3.12-2 of the Final 2015 EIR)

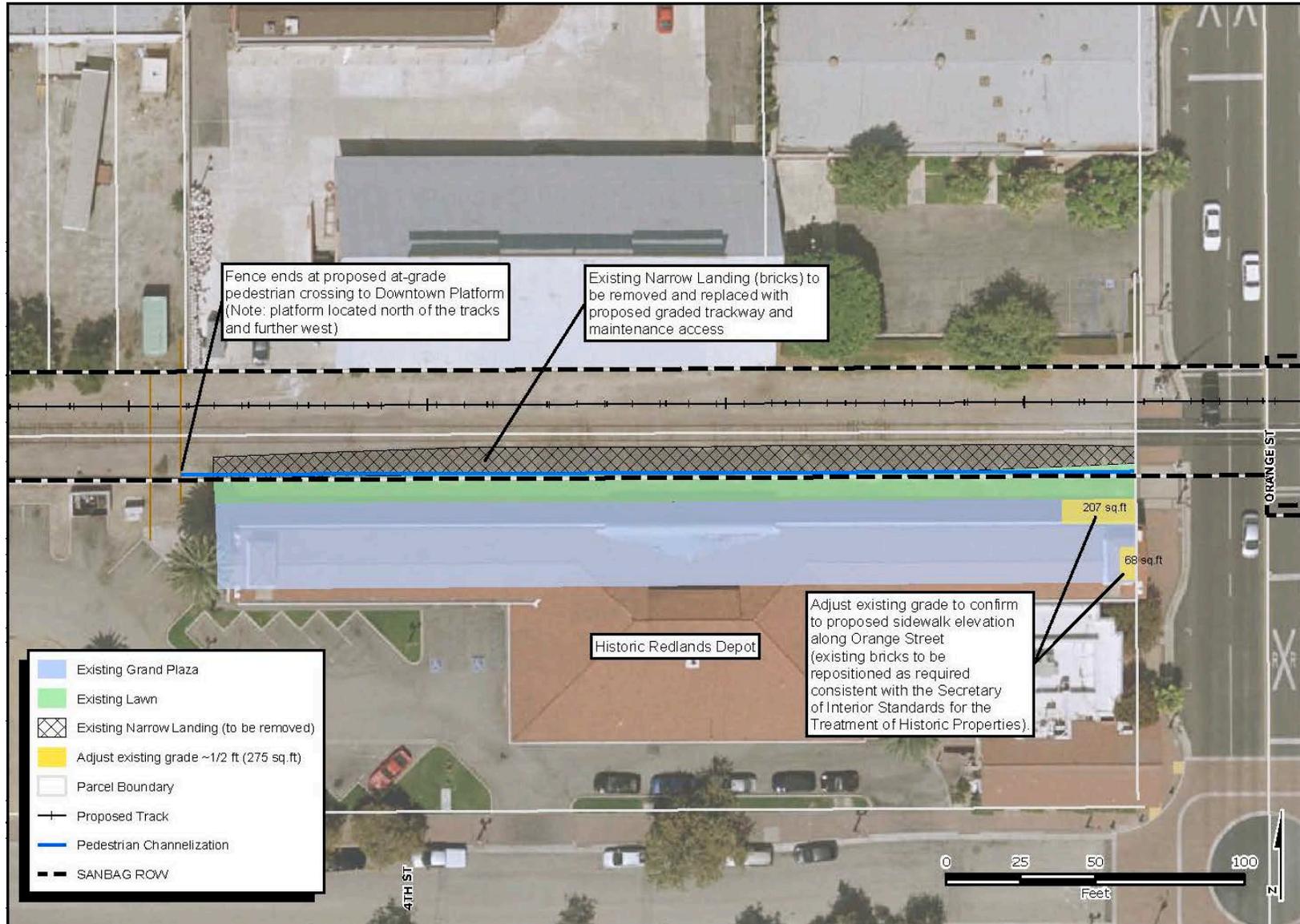
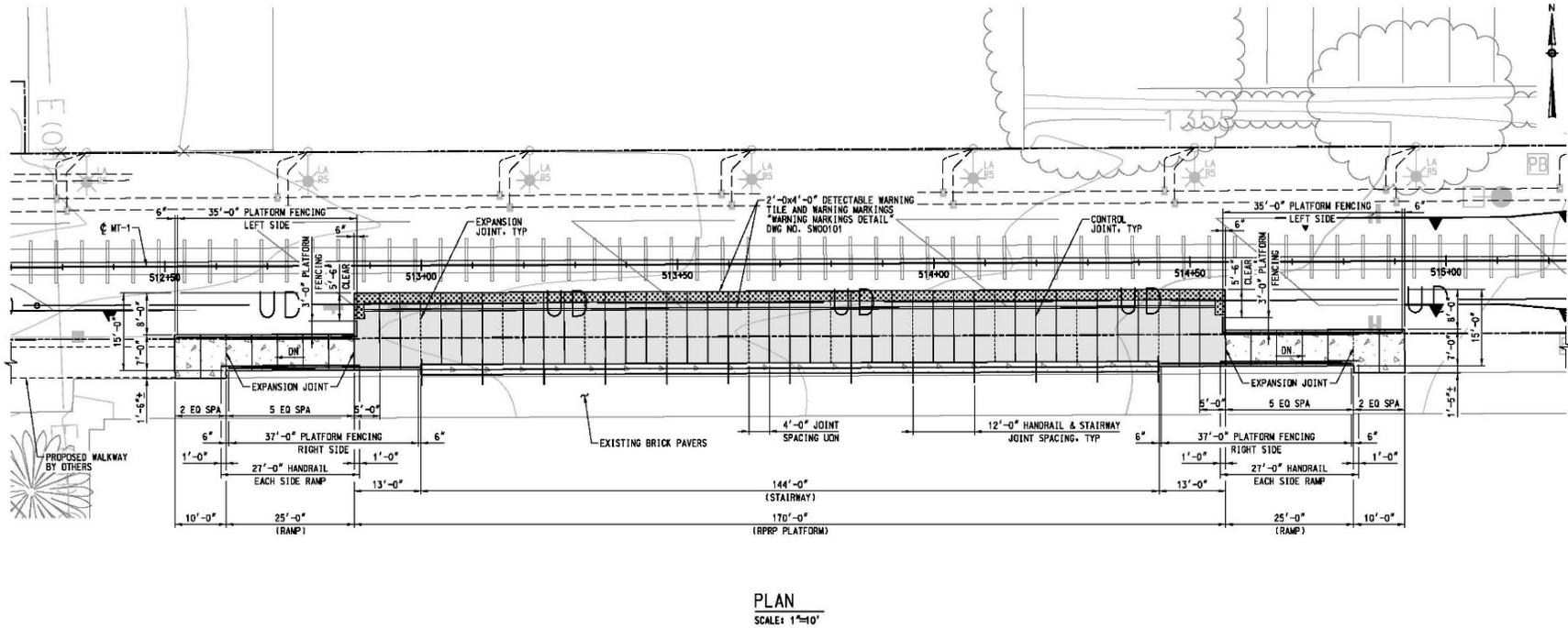


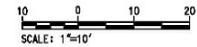


Figure 3. Proposed Downtown Redlands Station Platform Relocation (100 Percent Design, March 2018)



NOTES:

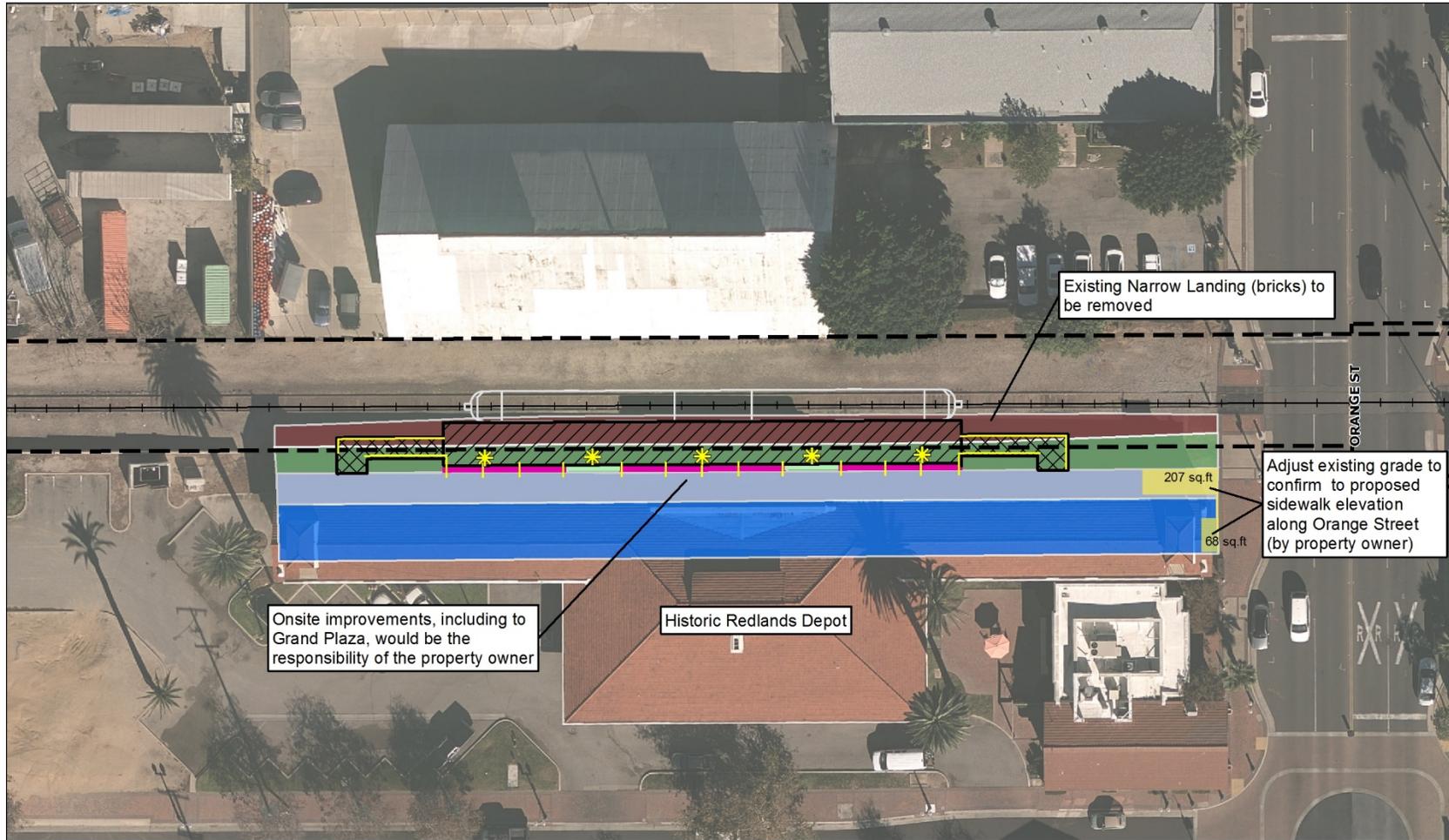
1. FOR DETAILS NOT SHOWN SEE CIVIL, RAIL, ELECTRICAL AND DRAINAGE PLANS.
2. SEE DWG NO. SW00103 FOR PEDESTRIAN FENCING AND HANDRAILING DETAILS.
3. SEE DWG NO. SW00101 FOR EXPANSION JOINT AND CONTROL JOINT DETAILS.
4. STAIRWAY JOINT TYPE TO BE SAME AS OCCURRING ON PLATFORM.



IDR 100%



Figure 4. Proposed DMU Platform at Downtown Redlands Station (March 2018)



LEGEND

- | | | | | | |
|--|------------------------|--|--|--|-------------------|
| | Relocated DMU Platform | | Adjust existing grade ~1/2 ft (275 sq. ft) | | Proposed Track |
| | Proposed Walkway | | Existing Narrow Landing (to be removed) | | Proposed Railing |
| | Proposed Planter | | Existing Grand Plaza Covered | | Proposed Lighting |
| | Proposed Stairs | | Existing Grand Plaza Uncovered | | SBCTA ROW |
| | | | Existing Lawn | | |



Figure 5. Proposed lighting along DMU platform



Figure 6. Proposed lighting detail



Figure 7. Location of Refinements 1 and 2, note slight APE adjustment due to Refinement 2.



LEGEND

- Approved Project Footprint (2015)
- Refined Project Footprint (2018)

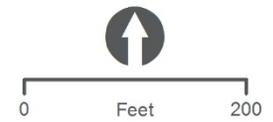


Figure 8. May 1966 photograph of the Depot showing the now-removed second track located where the grass strip is currently (indicated by red arrow). Photo courtesy of the A. K. Smiley Public Library Special Collections.





Area of Potential Effects (APE)

The 2015 APE was originally created to take into consideration both archaeology and architectural resources, encompassing the maximum footprint for construction, ground-disturbance and grading, and generally extended one parcel past the limits of the above-ground project improvements, and/or direct impacts related to the construction of the Project. The APE also included previously recorded cultural resources located adjacent to the above-ground project improvements and direct impact areas. In addition, the APE included parcels adjacent to the proposed project footprint as part of the architectural history field surveys for properties that may be potentially indirectly affected by visual, audible, or atmospheric intrusions; vibrations from construction or operational activities; or change in access or use. These areas of the APE would not be physically demolished, destroyed, relocated/removed, materially altered, or impacted from neglect or deterioration as a result of this project.

The original project APE was compared to the minor design refinements and the adopted EIR, and a revised and expanded APE was developed to address the refinements (see **Appendix A**). The revised APE encompasses the original 2015 APE and was expanded in one small area totaling approximately 0.3 acres to accommodate minor design refinements related to Refinement 2 (see Figure 7). This includes a minor APE expansion within the area south of Eureka Street for use in construction activities and the relocation of a signal house to the southwest quadrant of the intersection of the rail line and Eureka Street. The minor APE expansion that would occur due to Refinement 2 would be entirely located within the roadway right-of-way and would not extend into any adjacent parcels.

No APE alteration was needed as a result of Refinement 1 as all proposed design changes are minor and occur within the currently-approved APE, and there are no proposed project activities requiring expansion of the APE in the vicinity of the Depot. The APE map in Appendix A includes the locations of historic properties. In keeping with the previous methodology, both direct and indirect effects were taken into account when revising the APE and include areas where the rail line and its project components will be visible and/or where there may be effects due to audible or atmospheric impacts or vibration impacts from construction.

Identification of Historic Properties

As alteration to the APE was very minimal and all previously recorded properties located adjacent to the APE expansion have already been identified, an updated records search was not necessary. The small area containing the expanded 2018 APE, located entirely within the right-of-way, does not include any newly identified historic properties and is entirely paved.

Two architectural resources are located within the APE adjacent to Refinement 1 and no historic architectural resources are located adjacent to Refinement 2. One NRHP-eligible archaeological resource, Redlands Chinatown (CA-SBR-5314H), is very large and encompasses both Refinements 1 and 2. The proposed refinements and the expanded APE include the historic properties identified in Table 2.



Table 2. Previously Identified Historic Properties in the Current and Expanded APE

ID Number	Name	NRHP Eligibility
36-017088/NR Ref. No. 91001535	Redlands Santa Fe Depot Historic District (RSFDHD)	Listed
CA-SBR-4185H	Redland Santa Fe Depot	Listed (contributing to RSFDHD)
CA-SBR-5314H	Redlands Chinatown	Eligible

No additional properties, historic or non-historic, are included in the minor APE expansion.

Assessment of Project Effects

The assessment of project effects is limited to the minor design refinements and to the overall project in the expanded APE. The previous assessment of effect for the 2015 project remains unchanged, with the exception of these design refinements.

Archaeological Resources

Refinement 1 is contained entirely within the APE in the approved 2015 EIR and was already surveyed for archaeological resources as part of that effort. This portion of the approved Project overlaps with the boundary of a previously identified archaeological resource, Redlands Chinatown (CA-SBR-5314H). Phase II archaeological testing to evaluate the site was conducted within SBCTA’s ROW (see Appendix M of the Final EIR), and the testing did not encounter any subsurface archaeological deposit. However, the site is still assumed to be eligible for the CRHR or NRHP and archaeological monitoring is required for portions of the approved Project that overlap with the Redlands Chinatown resource (CA-SBR-5314) outside SBCTA’s right-of-way.

Refinement 2 expands the approved Project work area in the vicinity of Eureka Street. This portion of the proposed Project also overlaps with the boundary of Redlands Chinatown (CA-SBR-5314). The same archaeological monitoring would be required for this location, which is currently a paved roadway with adjoining sidewalks in both directions.

Architectural Resources

The previous cultural resources evaluation for this project identified two historic properties eligible for listing in the NRHP, CRHR, or as historical resources for purposes of CEQA with the potential to be affected by the Project due to the design refinements. These include the Redlands Santa Fe Depot Historic District (District) and the Redlands Santa Fe Depot (Depot) (a contributing resource to the District). No additional historic properties were identified within the expanded APE, which is roadway right-of-way that is currently paved.

Refinement 1 does not include any new physical impacts to historic features of known historic properties. The approved Project included the removal of the brick pavers located within the narrow landing located within SBCTA’s right-of-way and called for the placement of brick within the grass strip between the narrow landing and the grand plaza (see Figure 2). With the proposed refinement, the narrow landing would still be removed and some brick would be

reused within the transition between the proposed DMU platform and the grand plaza within the grass strip. Additional brick would also be reused at the transition between the grand plaza and the sidewalk along Orange Street, as was proposed and approved in the 2015 EIR. The ADA work required at that transition point is now planned to be completed by the property owner, who is aware of the need to reuse bricks at that location to the extent feasible.

Beyond the removal of the brick within the narrow landing, which was previously approved, no additional physical alteration is proposed to historic fabric within the Depot property or District. The alteration proposed within the narrow grass strip includes land that once contained an additional track that was converted to grass lawn after May of 1966 (see Figure 8). As is noted in the National Register Historic District evaluation for the Redlands Santa Fe Depot Historic District, the period of significance for the district is 1889-1941 and thus this grass strip is considered altered and a non-historic feature within the Depot's setting. Sprinkler piping and controls are located within the grass strip, indicating additional recent alteration and excavation within the narrow grass strip.

The stairs located on the south edge of the DMU platform would be inset into the platform so as to avoid any direct impacts to the grand plaza or other adjacent historic fabric. Concrete planters planned to be located within the staircase will also not impact historic fabric and will be minimally obtrusive. Both the ramps associated with the platform and their railings will be included entirely within the narrow grass strip. Lighting associated with the platform will be located directly on the platform and will match those located immediately adjacent to the Depot along Orange Street, as well as those located on the Depot property adjacent to the parking lot. There will be no canopy associated with this platform.

As is noted in the 1991 District nomination, the Depot is significant for its architecture and the District overall is significant for its association to local commerce, industry and transportation. Significant character-defining features of the Depot include its unique design, most predominantly its Classical Revival architecture, and associated grand plaza. Refinement 1 proposes to shift new material approximately 80 feet east within the setting of the Depot, specifically a new concrete platform for passenger rail service, which is a compatible use as the Depot historically served passenger traffic. A platform had already been planned to be located adjacent to the Depot approximately 20 feet west of the Depot building, north of the track centerline, and was previously approved in 2015. Thus, the change in impact to setting from the approved Project and proposed refinement is minimal and may actually improve the setting as the platform will now be located south of the track centerline and in a more historically accurate location adjacent to the Depot. In addition, the previous platform was also to be located within the immediate setting of the greater District and thus the impact of the setting of the District is also very minimal and consistent with the historic use and function of the District.

The overall impact on the Depot would be minimal and similar to the impact in the previously approved Project. Physical impacts would include alteration of the brick landing (approved in 2015) and non-historic grass strip, and visual impacts are also similar as the platform has only been moved approximately 80 feet east, complimenting the property's historic use. These alterations will not impact the Depot's significance or alter, directly or indirectly, the



characteristics of the historic property that qualify it for inclusion in the NRHP. Thus, the overall effect to the Depot is recommended as not adverse. The overall impact on the District is the same as to the Depot, with minimal physical alteration to the Depot property and the same visual impact. These alterations will not impact the District's significance or alter, directly or indirectly, the characteristics of the historic property that qualify it for inclusion in the NRHP. Thus, the overall impact to the District is also recommended as not adverse. Overall, the minor design changes associated with Refinement 1 will have no adverse effect on historic properties.

No historic architectural properties have the potential to be impacted by Refinement 2 as it is located entirely within roadway right-of-way and involves roadway improvements. The signal house is only moving approximately 80 feet and thus the visual impact to architectural resources located beyond the APE remains nearly identical and did not warrant additional visual impact assessment.

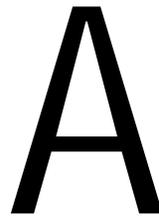
Overall, the proposed refinements/engineering refinements to the approved 2015 EIR would not be considered to have an adverse effect or significant impacts to historic properties under NEPA, Section 106 of the NHPA, or a significant impact to historical resources under CEQA.

Conclusions

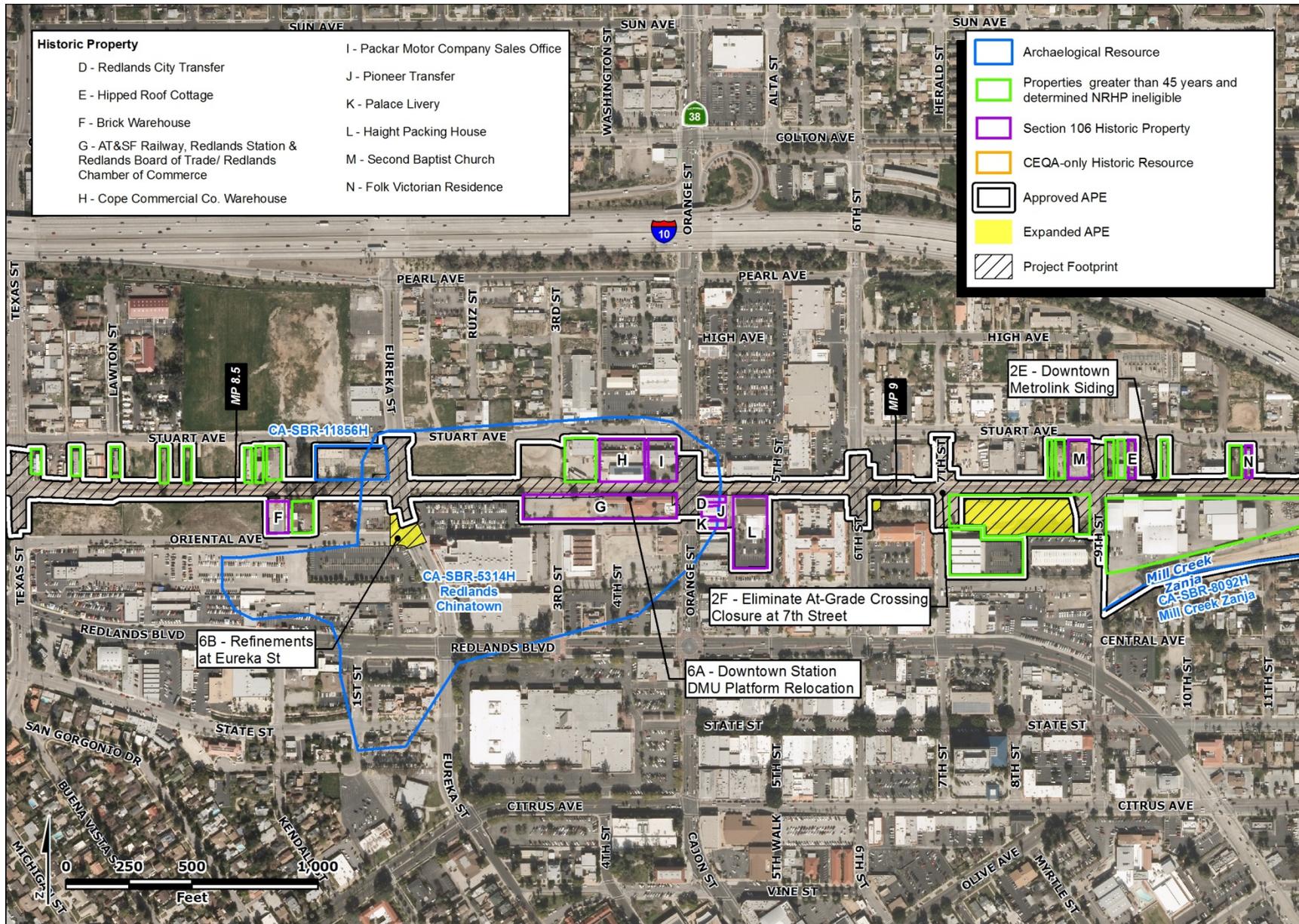
The updated cultural resources analysis confirms that the proposed engineering refinements to the project do not change the previous conclusions regarding cultural resources. No adverse effects are expected within the expanded APE for the design refinements under NEPA. Under CEQA, a less than significant impact would remain the finding for the design refinements within the expanded APE.

As approved in the Final 2015 EIR (Section 3.12.4) Mitigation Measure CUL-1 will be applied to the Redlands Depot to determine the structural stability of the building in order to protect it from vibration during construction and, if appropriate, will recommend reduced levels of stabilization in conjunction with vibration monitoring. Any necessary permanent stabilization will follow the Secretary of the Interior's guidelines for the treatment of historic properties; if the building is temporarily stabilized for the duration of construction activities, the building will be restored to its pre-construction condition when the stabilization measures are removed. Therefore, both potential temporary and permanent stabilization measures would have no adverse effect on historic properties.

Based on the expanded 2018 APE and the high sensitivity of the area for archaeological resources, the previous recommendation for archaeological monitoring to be conducted for earth-disturbing activities that could encounter previously undisturbed soils remain unchanged and will remain consistent with the 2015 EIR.

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Revised Area of Potential
Effects (APE)





Attachment C. Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires a lead or responsible agency to adopt a monitoring and reporting program (MMRP) when approving or carrying out a project (Section 21081.6 of the California Public Resources Code). The purpose of this program is to ensure that when an environmental document, either an Environmental Impact Report (EIR) or a mitigated negative declaration, identifies measures to reduce potential adverse environmental impacts to less than significant levels that those measures are implemented as detailed in the environmental document. As lead agency for the Project, the San Bernardino Associated Governments (SANBAG), acting in its roles as the San Bernardino County Transportation Commission, is responsible for implementation of this MMRP per the requirements of the (CEQA). In its role as the federal lead agency under the National Environmental Policy Act (NEPA), the Federal Transit Administration (FTA), Region IX, will use this MMRP for verifying the implementation of the mitigation measures proposed in conjunction with its issuance of the Record of Decision.

In this context, this MMRP was prepared to provide a monitoring strategy to ensure the implementation of the adopted mitigation measures. Once SANBAG adopts the MMRP, the mitigation monitoring/reporting requirements will be incorporated into the appropriate permits and construction documents (i.e., engineering specifications, engineering and construction plans, real estate entitlements, etc.). Therefore, in accordance with the aforementioned requirements, this MMRP lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in Section 3.

2.0 MONITORING AND REPORTING PROCEDURES

This MMRP was developed for the Locally Preferred Alternative (LPA) for SANBAG's Redlands Passenger Rail Project (RPRP or Project) (State Clearinghouse Number 2012041012). The MMRP will be in place through all phases of the Project, including design, construction, and operation, and will facilitate the implementation of mitigation measures proposed to avoid, minimize, or reduce significant environmental effects. SANBAG will be responsible for administering the MMRP and ensuring that all parties, including its contractors, comply with its provisions. SANBAG may delegate implementation and monitoring activities to staff, consultants, or contractors. SANBAG will require that its construction contractors submit an environmental compliance plan for approval by SANBAG and construction manager prior to the beginning construction activities. This plan shall document how the contractor intends to comply with all measures applicable to the contract, including the application of best management practices (BMPs) in accordance with instruction listed in the construction specifications. SANBAG also will ensure that monitoring is documented through systematic compliance verification and reporting and that deficiencies are promptly corrected. The designated environmental compliance manager will track and document compliance with mitigation measures, notify SANBAG of any problems or deficiencies, as appropriate, and take appropriate action to rectify problems.



3.0 MITIGATION MONITORING AND REPORTING PROGRAM IMPLEMENTATION

This MMRP was prepared to verify compliance with individual mitigation measures proposed in the Final Environmental Impact Statement (EIS)/EIR for the Project. Table 1 of this MMRP identifies each mitigation measure by discipline, the entity responsible for its implementation, and the performance standard required to demonstrate compliance with each measure. Certain inspections and reports may require preparation by qualified individuals and these are specified as needed. The timing and method of verification for each measure are also specified.



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
Land Use, Planning, and Communities					
LU-1: Minimize Project Land Requirements and Comply with Federal and State Relocation Laws. As part of final design, SANBAG shall maximize opportunities to minimize the Project's land requirements and associated property acquisition. In instances where avoidance is not feasible, SANBAG shall provide just compensation consistent with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act and California Relocation Act. If the acquisition of one or more properties requires relocation of existing residences or businesses, SANBAG shall provide relocation assistance to residential and business tenants prior to the start of construction.	Final design	Entire Project	SANBAG	None	
Transportation					
TR-1: Prepare a Traffic Management Plan. SANBAG shall prepare a Traffic Management Plan prior to the start of construction, and the provisions of the Traffic Management Plan shall be implemented prior to, and during construction, as appropriate, to address traffic considerations of pedestrian and bicycle access and safety, and vehicular flow. The objective of the Traffic Management Plan will be to reduce construction related effects to traffic, non-motorized forms of transportation (e.g., bicycle and pedestrians), and existing public transit (e.g., buses) and will include the following: <ul style="list-style-type: none"> • Construction detour plans and designated construction truck access routes for each phase of construction; • Maintain maximum travel lane capacity to the greatest extent possible during construction periods and provide advanced notice to drivers or roadway changes or closures; 	Prior to and during construction	Entire Project	SANBAG	Cities of San Bernardino and Redlands	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<ul style="list-style-type: none"> • Signage indicating the construction limits, access routes, and entrances to individual business sites and community facilities that may be affected by construction activities. In addition, the construction contractor would supply “open for business” signs to encourage normal business activity during construction; • Pre-planning, outreach, and signage indicating pedestrian and bicycle routes detours; • Coordination with public transit service providers, as necessary; • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours to the greatest extent possible (weekdays 7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. – High traffic intersections (Greater than 10,000 ADT) – 6:30 a.m. to 8:30 a.m. and 4:30 p.m. to 6:30 p.m.); • Early notification to emergency service providers and area drivers of any road closures or detours and the timeframes of the closures or detours. This information will be posted in a local newspaper, via SANBAG’s web site and will be updated on a monthly basis; • Coordination with the Cities of San Bernardino, Loma Linda, and Redlands for community events in the area to accommodate crowds and road closures; • Pavement damage resulting from project construction will be repaired prior to the completion of construction; and • SANBAG shall maximize opportunities for coordinated construction and installation of 					



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
improvements that occurs outside the SANBAG ROW with the Cities of San Bernardino, Loma Linda, and Redlands to the greatest extent practical.					
<p>TR-2: Existing LOS and V/C Year 2018 and 2038 Impact Roadway Improvements. As part of the Project construction, SANBAG shall coordinate with the appropriate agency in which the intersection improvement is located (Cities of San Bernardino, Loma Linda, Redlands, or Caltrans) to pay SANBAG’s “fair share” of the identified roadway improvements prior to the start of operations of the Project in 2018:</p> <ul style="list-style-type: none"> California Street and I-10 Eastbound Off-Ramp – SANBAG shall coordinate with Caltrans to fund its fair share of construction for a ramp improvement to include a right-turn pocket. The existing right-turn lane will become a shared right-turn lane to accommodate the high number of right turns. <u>The improvements will include replacing existing pedestrian and bicycle facilities, where present.</u> <p>SANBAG shall provide its fair share for the funding of the following improvements prior to the year 2038:</p> <ul style="list-style-type: none"> California Street and I-10 West On-Ramp – SANBAG shall coordinate with Caltrans to fund its fair share to the construction of a dual southbound right and a dual northbound left turn pocket. <u>The improvements will include replacing existing pedestrian and bicycle facilities, where present.</u> Alabama Street and Industrial Avenue – SANBAG shall coordinate with the City of Redlands to stripe an exclusive westbound right turn lane with 50-feet of storage to accommodate a high number of right turns. <u>The improvements will include</u> 	<p>Prior to the start of operations (2038 improvements will be evaluated at 5-year increments following 2018)</p>	<p>Roadway improvements</p>	<p>SANBAG</p>	<p>Cities of San Bernardino and Redlands; Caltrans</p>	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<u>replacing existing pedestrian and bicycle facilities, where present.</u>					
TR-3: Approval from CPUC for Grade Crossings and Safety Measures. SANBAG shall coordinate with the CPUC prior to the start of construction for re-design and/or closure of all grade crossings to ensure that all grade crossings and safety improvements comply with CPUC standards. SANBAG shall provide verification to the CPUC that all rail safety measures identified in the hazard analysis as part of the "formal application" or "GO 88-B" authorization" from CPUC have been installed.	Final design and post-construction	Grade Crossings	SANBAG	CPUC	
TR-4: Recommended Pre-Signals for Queuing. Prior to the start of operations, pre-signals shall be implemented at the following grade crossing locations and shall be operational prior to the start of 2018: <ul style="list-style-type: none"> • Eastbound I-10 Ramps and California Street crossing; • Industrial Park Avenue and Alabama Street crossing; and • Redlands Boulevard and Tennessee Street crossing. Prior to 2038 and if warranted based on future intersection operations (as determined through reevaluation in 5-year increments by SANBAG following procedures in the Los Angeles Metropolitan Transportation Authority (MTA) Grade Crossing Policy for Light Rail Transit), pre-signals will be implemented at the following grade crossing locations: <ul style="list-style-type: none"> • Waterman Avenue and Orange Show Road Crossing (Northbound Approach); • Orange Show Road and Waterman Avenue Crossing (Eastbound Approach); 	Prior to the start of operations (2038 improvements will be evaluated at 5-year increments following 2018)	Grade Crossings	SANBAG	CPUC, Cities of San Bernardino and Redlands	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<ul style="list-style-type: none"> Redlands Boulevard and California Street Crossing; and Redlands Boulevard and Alabama Street Crossing. 					
<p>TR-5: Transit Operations Realignment. SANBAG will work with affected transit service providers as part of their service realignment process (or major service change) to maximize transit efficiencies offered by interfacing existing transit service with Project operations. SANBAG shall develop a transit integration plan in coordination with local transit service providers to establish a framework for service integration. The plan shall, at a minimum, include an approach or strategy for coordinating existing transit scheduling with proposed train operations, maximizing route interfaces with the proposed station locations, and optimizing existing transit routes to minimize duplication in service.</p>	Prior to the start of operations	Project station stops	SANBAG	Omnitrans	
Visual Quality and Aesthetics					
<p>VQA-1: Screening of Construction Staging Areas. For construction staging areas within 500 feet of a residence, park, or educational facility, the contractor will be required to shield the staging area to the extent feasible and coordinate with the local jurisdiction regarding the type and method of screening, which may include but is not limited to, the use of fence slats, netting, or mesh or tarps. SANBAG shall limit construction to daylight hours to the extent possible. If nighttime lighting or construction is necessary, the SANBAG shall ensure that unshielded lights, reflectors, or spotlights are not located and directed to shine toward or be directly visible from adjacent properties or streets. To the extent possible, SANBAG shall minimize the use of nighttime construction lighting within 500 feet of existing residences. This measure shall be identified on grading plans and in construction contracts.</p>	Prior to and during construction	Entire Project	SANBAG	Cities of San Bernardino and Redlands	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>VQA-2: Enhance Exterior Appearance of Structural Facilities. The external appearance of the stations and layover facility, including the choice of color and materials, shall seek to reduce the visual impact of these facilities on adjacent land uses. Bright reflective materials and colors shall be avoided. As appropriate, the exterior design of these facilities should follow design guidelines provided in applicable land use plans. Minimum exterior design requirements shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Painting (with earth-colored tones) of structural façades to blend with surrounding land uses; • Maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass to prevent glare; • Use of fencing or structural materials, shall be similar to those used by nearby land uses and compatible with surrounding architecture; • Development of a landscaping plan for each station and layover facility site that uses a combination of locally derived native vegetation, earthen features (e.g., boulders), and, if appropriate, topographical separations (e.g., berms) to maximize site appearance and shield the new facilities from nearby sensitive receptors to the extent feasible; and • Clustering of structural facilities to maximize open space buffering. <p>SANBAG shall coordinate final design plans with the Cities of San Bernardino and Redlands prior to final approval.</p>	Final design	Stations	SANBAG	Cities of San Bernardino and Redlands	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
VQA-3: Tree Replacement. Prior to construction, SANBAG shall have a registered arborist conduct a tree survey to identify native and ornamental trees requiring removal outside SANBAG's ROW. The arborist will identify measures to avoid and minimize indirect impacts on trees, where feasible, and develop a plan for the replacement of trees that cannot be avoided. The plan will include planting and irrigation design details and a weaning schedule for the establishment period. Trees with a diameter at breast height of 6 inches or greater will be replaced at a minimum ratios of 1:1 and consistent with City of Redlands and San Bernardino standards.	Prior to construction	Entire Project	SANBAG	Cities of San Bernardino and Redlands	
VQA-4: Sound Barrier Screening and Surface Treatments. To reduce effects associated with the sound walls, where SANBAG ROW widths allow, drought tolerant landscaping (i.e., trees, vines, and/or shrubs) shall be provided. If the SANBAG ROW width is insufficient to permit landscaping or if landscaping cannot adequately reduce visual impacts, surface treatments that are compatible with surrounding architecture shall be applied to the outside of the sound walls (residential or school facing side). Architectural detailing such as pilasters, wall caps, interesting block patterns, and offset wall layouts shall be used to add visual interest and reduce apparent height of the walls. SANBAG shall coordinate the final design plans with the Cities of San Bernardino and Redlands, as applicable, prior to final approval.	Final design (if constructed)	Sound wall locations	SANBAG	Cities of San Bernardino and Redlands	
VQA-5: Minimize Exterior Lighting in Adjacent Uses. To prevent unintended spillover of lighting, lighting fixtures constructed or relocated as part of the Project shall be oriented and focused onto the specific on-site location intended for illumination (e.g., parking lots) and shielded	Final design	Stations and Layover Facility	SANBAG	Cities of San Bernardino and Redlands	

Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>away from adjacent sensitive uses (e.g., schools, residential properties) and public rights of way to minimize light spillover onto off-site areas. New driveways shall be located and oriented into parking lots, to the extent feasible, in a manner that will not result in headlights from vehicles entering or exiting the parking areas oriented directly at off-site sensitive uses. SANBAG shall coordinate the final design plans with the Cities of San Bernardino and Redlands, as applicable, prior to final approval.</p>					
Noise and Vibration					
<p>NV-1: Employ Noise-Reducing Measures during Construction. SANBAG shall require its construction contractors to employ measures to minimize and reduce construction noise. Noise reduction measures that shall be implemented to reduce construction noise to acceptable levels may include but are not limited to the following:</p> <ul style="list-style-type: none"> • Use available noise suppression devices and techniques, including: <ul style="list-style-type: none"> - Equipping all internal combustion engine-driven equipment with mufflers, air-inlet silencers, and any other shrouds, shields, or other noise-reducing features that are in good operating condition and appropriate for the equipment (5 to 10 dB reduction possible). - Using “quiet” models of air compressors and other stationary noise sources where such technology exists. - Using electrically powered equipment instead of pneumatic or internal combustion-powered equipment, where feasible. 	During Construction	Entire Project	SANBAG	Cities of San Bernardino and Redlands	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<ul style="list-style-type: none"> - Using noise-producing signals, including horns, whistles, alarms, and bells, for safety-warning purposes only. - Locating stationary noise-generating equipment, construction parking, and maintenance areas as far as reasonable from sensitive receivers when sensitive receivers adjoin or are near the construction Project APE. - Prohibiting unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes). - Placing temporary soundwalls or enclosures around stationary noise-generating equipment when located near noise-sensitive areas (5 to 15 decibel reduction possible). - Ensuring that project-related public address or music systems are not audible at any adjacent receiver. - Notifying adjacent residents in advance of construction work. 					
<p>NV-2: Prepare a Community Notification Plan for Project Construction. The construction contractor shall prepare and maintain a community notification plan to address project construction issues the community may have during construction. Components of the plan may include construction phasing to minimize the duration of noise or vibration at any one location. Initial information packets shall be prepared and mailed to all residences within a 500-foot radius of project construction, with updates prepared as necessary to indicate new scheduling or processes. A project liaison shall be identified who will be available to</p>	Prior to and during construction	Entire Project	SANBAG	Cities of San Bernardino and Redlands	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
respond to questions from the community or other interested groups.					
<p>NV-3: Establish Quiet Zones. At-grade crossings shall be designed and constructed to be compatible with the formation of Quiet Zones. Prior to the operation, SANBAG shall coordinate with the City of San Bernardino, City of Loma Linda, and the City of Redlands, to construct and establish quiet zones at the following grade crossings:</p> <ul style="list-style-type: none"> • South Arrowhead Avenue; • South Sierra Way; • West Central Avenue; • East Orange Show Road; • South Waterman Avenue; • South Tippecanoe Avenue; • South Richardson Street; • Mountain View Avenue; • West Colton Avenue; • Alabama Street • Tennessee Street; • Church Street; and • North University Street 	Prior to operation	Grade Crossing Locations	SANBAG	Cities of San Bernardino and Redlands; CPUC; FRA	
<p>NV-4: Construct Sound Barriers. SANBAG shall install up to 12-foot in height sound barriers at priority locations along portions of the rail corridor to reduce noise levels at receivers identified with severe noise impacts following the application of quiet zones.</p>	During construction (if required in the absence of quiet zones)	See Figures 8-2A through G (without quiet zones) and 8-3A-F) of the Noise and Vibration TM (October 2014)– See Appendix H of the Final EIS/EIR)	SANBAG	None	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
NV-5: Wayside Rail Lubrication. SANBAG shall install wayside applicators for all tight-radius curves on the project alignment prior to the start of Project operations. If the wayside applicators are not sufficient to reduce squeal to an acceptable level, additional reduction may be required through customized profiling of the rail to reduce the forces required for trains to negotiate the curve.	Final design and post-construction	All tight-radius curve locations on the project alignment	SANBAG	None	
NV-6: Use Ballast Mats, Resiliently Supported Ties, or Measures of Comparable Effectiveness on Portions of the Rail near Sensitive Receivers. SANBAG shall install track design specifications as part of project design to include the use of ballast mats or resiliently supported ties on portions of the track near sensitive receivers to minimize project-related ground-borne vibration and wheel rail noise generated when the trains pass sensitive receivers. The actual measures and their corresponding placement will be determined following more detailed vibration testing and analysis during final engineering design.	Final design and post-construction	Entire Project	SANBAG	None	
NV-7: Provide Building Noise Insulation to Severe- and Moderate-Impact Residences. For the ten residential structures represented by Receivers 3, 22, and 41, SANBAG will offer to install sound insulation. Treatments may include sealing and relocating vents, caulking and sealing gaps in the building façade and installing new doors and windows that are specially designed to meet acoustical transmission-loss requirements. Acoustical performance ratings are published in terms of Sound Transmission Class (STC) for these special windows. A minimum STC rating of 39 will be used on any window exposed to the noise source.	Final design and during construction	Applicable Receivers	SANBAG	None	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
Biological and Wetland Resources					
BIO-1: Pre-Construction Survey - Conduct Preconstruction Survey for Special Status Plants and Wildlife and, if Found, Implement Avoidance and Compensation Measures. Prior to construction, a qualified biologist retained by SANBAG shall conduct pre-construction surveys for special status plant species including woolly star, slender-horned spinyflower, smooth tarplant, and salt spring checkerbloom. Pre-construction surveys will also be required for special status wildlife species including least Bell's vireo, southwestern willow flycatcher, San Bernardino kangaroo rat, yellow-billed cuckoo, burrowing owl, and western spadefoot toad to verify presence or absence in the Project area. If one or more species are detected, then SANBAG shall consult with the USFWS (or CDFW if appropriate) to develop additional minimization measures prior to project construction (if necessary). These additional measures may include construction timing restrictions and/or construction monitoring.	Prior to and during construction	Entire Project	SANBAG	U. S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW)	
BIO-2: Least Bells Vireo (LBV). The following measures will be implemented to minimize direct and indirect impacts to LBV during construction: <ul style="list-style-type: none"> a. Impacts associated with clearing and grubbing of Southern Cottonwood Willow Riparian Forest (SCWRF) and Southern Willow Scrub (SWS) will be timed to avoid the breeding season of the least Bell's vireo (March 15 to September 15), unless SANBAG provides survey documentation to USFWS that confirms the riparian habitat is not occupied by LBV. b. Temporary impact areas will be restored to pre-grade contours following bridge construction. 	Prior to and during construction	Mile Posts 3.3 to 4 (only)	SANBAG	USFWS	

Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>Natural recruitment is anticipated to occur rapidly due to the large amount of intact native riparian habitat that will remain as a seed source. Additionally, the riparian habitat being impacted is adapted to frequent disturbance. The individual species making up the community tend to have large quantities of seeds and very rapid growth that promote rapid re-establishment. Container planting and seeding has not been proposed due to potential conflicts with County Flood Control Maintenance requirements, high risk of plant material being washed out during subsequent storm events and potential conflicts with future Santa Ana River Trail construction. For erosion control purposes, temporarily impacted areas outside of the active floodplain will be hydroseeded with native grasses and shrubs.</p> <p>i. The temporarily impacted SCWRF and SWS habitat will be monitored annually for five years, until LBV is documented using the re-established habitat or until habitat attains 80 percent cover including both shrub and overstory stratum. If recruitment of SCWRF and SWS species is not evident within two years of project construction or habitat has not attained 60 percent cover within three years, impacts will be treated as permanent and additional mitigation for areas not meeting success criteria shall be provided through in-lieu fee payment to an appropriate mitigation bank for enhancement, restoration or establishment of LBV habitat at a ratio of 1:1.</p>					



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>ii. Temporary direct impacts to potentially suitable LBV habitat will be mitigated as follows: The temporal loss of occupied LBV habitat resulting from temporary removal of SCWRF associated with the Mission Zanja Channel shall be mitigated through in-lieu fee payment to an appropriate mitigation bank for enhancement, restoration or establishment of LBV habitat at a ratio of 3:1. The temporal loss of suitable unoccupied LBV habitat resulting from temporary removal of SCWRF and SWS shall be mitigated through in-lieu fee payment to an appropriate mitigation bank for enhancement, restoration or establishment of LBV habitat at a ratio of 2:1.</p> <p>c. Permanent direct impacts to occupied LBV habitat (SCWRF) shall be mitigated at a ratio of 3:1 through in-lieu fee payment to an appropriate mitigation bank for enhancement, restoration and/or creation of LBV habitat within the Santa Ana River watershed.</p> <p>d. If active LBV nests are identified during pre-construction surveys and noise levels at the nest exceed 60 dBA Leq, noise attenuation structures will be placed or other noise attenuation measures (e.g., reducing the number of construction vehicles or using different types of construction vehicles) will be implemented to reduce noise levels at the nest to 60 dBA Leq (or ambient noise level if greater than 60 dBA Leq). During construction adjacent to these areas, noise monitoring shall occur during the LBV</p>					

Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
breeding season and be reported daily to USFWS. Construction activities that create noise in excess of the aforementioned levels will cease operation until effective noise attenuation measures are in place to the extent practicable.					
BIO-3: MBTA Covered Species. Prior to habitat removal during the avian breeding season (February 15-August 31), a qualified biologist shall conduct a pre-construction nest survey (in suitable areas) no more than 3 days prior to ground disturbing activities for migratory birds. Pre-construction surveys will be preformed year-round between MP 3.3 and 4.0 with the timing and implementation done in coordination with the CDFW and USFWS. Should an active nest of any MBTA covered species occur within or adjacent to the project impact area, a 100-foot buffer (300 feet for raptors) shall be established around the nest and no construction shall occur within this area until a qualified biologist determines the nest is no longer active or the young have fledged.	Prior to and during construction	Mile Posts 3.3 to 4 (only)	SANBAG	USFWS	
BIO-4: Protection of Sensitive Plants and Habitats. SANBAG shall require the construction contractor to implement the following measures to protect sensitive plants and habitats during project-related construction. <ul style="list-style-type: none"> SANBAG shall designate an approved biologist (project biologist) who will be responsible for overseeing compliance with protective measures for the biological resources during clearing and work activities within and adjacent to areas of native habitat. The project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor to ensure that issues relating to biological resources are 	Prior to and during construction	Mile Post 3.3 to 4	SANBAG	USFWS and CDFW	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>appropriately and lawfully managed. The project biologist will review final plans, designate areas that need temporary fencing, and monitor construction. The biologist will monitor activities within designated areas during critical times such as vegetation removal, the installation of Best Management Practices (BMPs) and fencing to protect native species, and ensure that all avoidance and minimization measures are properly constructed and followed.</p> <ul style="list-style-type: none"> Project employees and contractors that will be on-site shall complete environmental worker-awareness training conducted by the project biologist. The training will advise workers of potential impacts to the sensitive habitat and listed species and the potential penalties for impacts to such habitat and species. At a minimum, the program will include the following topics: occurrences of the listed species and sensitive vegetation communities in the area, a physical description and their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of Federal and State laws, reporting requirements, and work features designed to reduce the impacts to these species; and to the extent practicable, promote continued successful occupation of areas adjacent to the work footprint. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office, where they will remain through the duration of 					



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>the work. Photos of the habitat in which sensitive species are found will also be posted on-site. The contractor will be required to provide SANBAG with evidence of the employee training (e.g., sign in sheet or stickers) upon request. Employees and contractors will be instructed to immediately notify the project biologist of any incidents, such as construction vehicles that move outside of the work area boundary. The project biologist will be responsible for notifying the USFWS within 72 hours of any similar incident.</p> <ul style="list-style-type: none"> • Prior to construction, SANBAG shall delineate the construction area (including staging and laydown areas) between Mile Posts 3.3 and 4.0 and erect exclusionary construction fencing along the perimeter of the identified construction area to protect adjacent sensitive habitats (SWS, SCWRF, RAFSS, and Santa Ana woolly star). Limits of the exclusionary fencing shall be confirmed by the project biologist prior to habitat clearing. Exclusionary fencing shall be maintained throughout the duration of construction work from Mile Posts 3.3 to 4.0. Exclusionary fencing can be removed at the conclusion of construction work as approved by the project biologist. <p>All construction-related vehicles and equipment storage shall occur in the construction area and/or previously disturbed areas as approved by the project biologist. Project-related vehicle traffic shall be restricted to established access roads, construction areas, storage areas, and staging and parking areas.</p>					



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>If construction activity extends beyond the exclusionary fencing into sensitive vegetation communities, areas of disturbance shall be quantified and an appropriate restoration approach shall be developed in consultation with USFWS and CDFW. For example, if construction extends beyond the limits of the exclusionary fencing, temporarily disturbed areas shall be restored to the natural (preconstruction) conditions, which may include the following: salvage and stockpiling of topsoil, re-grading of disturbed sites with salvaged topsoil, and re-vegetation with native locally available species.</p>					
<p>BIO-5: Burrowing Owl. SANBAG will conduct take avoidance (pre-construction) surveys for burrowing owl within 30 days prior to initiating ground disturbance activities. These surveys will be completed in no less than 14 days prior to construction. If burrowing owl is identified, the following shall apply:</p> <ul style="list-style-type: none"> • If burrowing owl is identified during the breeding season (February 1 through August 31) then an appropriate buffer will be established by the biological monitor in accordance with the 2012 Staff Report on Burrowing Owl Mitigation (CDFW 2012). Construction within the buffer will be avoided until a qualified biologist determines that burrowing owl is no longer present or until young have fledged and a CDFW-approved exclusion plan has been implemented. In addition to avoidance of the occupied habitat, off-site mitigation will be provided as described below: <ul style="list-style-type: none"> - Replacement of occupied habitat with occupied habitat: 1.5 times 6.5 (9.75) acres per pair or single bird. 	<p>Prior to construction</p>	<p>Entire Project</p>	<p>SANBAG</p>	<p>CDFW</p>	

Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<ul style="list-style-type: none"> - Replacement of occupied habitat with habitat contiguous to currently occupied habitat: 2 times 6.5 (13.0) acres per pair or single bird. - Replacement of occupied habitat with suitable unoccupied habitat: 3 times 6.5 (19.5) acres per pair or single bird. • If burrowing owl is identified during the non-breeding season (September 1 through January 31), then a 50 meter buffer will be established by the biological monitor. Construction within the buffer will be avoided until a qualified biologist determines that burrowing owl is no longer present or until a CDFW-approved exclusion plan has been implemented. 					
<p>BIO-6: Secure Clean Water Act (CWA) Section 404 Permit and Implement All Permit Conditions to Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State). Before the approval of grading or other ground disturbing activities within 50 feet of jurisdictional areas, SANBAG shall obtain a CWA Section 404 permit, Section 401 water quality certification, and CDFW 1602 Streambed Alteration Agreement.</p> <p>As part of the Section 404 permitting process, if the USACE (and/or CDFW) requires compensatory mitigation, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the selected Build Alternative. The MMP shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Comp Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230).</p> <p>Potential mitigation for impacts to federal and state jurisdictional areas may occur at the following ratios:</p>	Prior to construction	Warm Creek (Historic), Twin Creek, Santa Ana River, Mission Zanja Channel, and Mill Creek Zanja	SANBAG	U. S. Army Corps of Engineers (USACE), Los Angeles District, CDFW, and Regional Water Quality Control Board (RWQCB), Santa Ana Region	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<ul style="list-style-type: none"> • USACE Wetland <ul style="list-style-type: none"> - Permanent: 3:1 - Temporary: restoration (in-kind) • USACE Waters <ul style="list-style-type: none"> - Permanent: 1:1 - Temporary: restoration (in-kind) • CDFW Riparian <ul style="list-style-type: none"> - Permanent: 3:1 (SWS, RAFSS, and SCWRF) - Permanent: 1:1 (unvegetated stream bank) - Temporary: restoration (in-kind) 					
<p>BIO-7. Reseeding for Woolly Star. Seeds from the closest known occurrences of woolly-star plants found both upstream and downstream of Bridge 3.4 shall be collected in the fall prior to construction of the SAR crossing. If construction activities require the loss of the single woolly-star at the SAR crossing, the collected seeds will be broadcast in the temporary impact areas, near the impacted woolly-star plant, after construction activities are complete and soils have been restored to pre-Project contours.</p> <ol style="list-style-type: none"> 1. Seed collection and broadcast methodologies will be proposed by a qualified seed collector approved by the Service prior to seed collection in a Santa Ana Woolly-Star Management Plan. 2. Seed harvest shall be from a minimum of three plants per collection location, limited to no more than 50 percent of the available seeds from any one woolly-star plant. 3. Seeds shall be held at the appropriate temperature and humidity for the shortest length of time necessary prior to planting. 	Prior to, during, and following construction	Mile Posts 3.4 to 4	SANBAG	CDFW	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>4. Planting of seeds shall be coordinated to occur prior to the first rains of the season, typically during early fall.</p> <p>5. If the woolly-star plant known in the Project area is avoided, collected seeds will be hand broadcast near the parental plants where they were collected.</p> <p>If SANBAG confirms that removal of the one individual is required during final design, SANBAG will purchase ILF or mitigation credits from a qualified mitigation program to address the Project's temporal affect on woolly-star during the up to three-year construction period. Credits will be purchased to cover affects to the on-site individual and off-site parental plants.</p>					
Floodplains, Hydrology, and Water Quality					
<p>HWQ-1: Prepare Drainage Plan(s) for Structural Facilities. SANBAG shall prepare a site specific Drainage Plan for all major structural facilities constructed in conjunction with the Project, including stations and parking areas, track improvements, and the proposed layover facility. The Final Drainage Plan shall incorporate measures to maintain on-site runoff during peak conditions to pre-construction discharge levels. Design specifications for the detention and/or infiltration facilities shall provide sufficient temporary storage capacity to attenuate runoff to pre-Project conditions. These improvements will be coordinated with the applicable jurisdictions, including the Cities of Redlands and San Bernardino and the SBCFCD, as appropriate.</p>	Final design	Entire Project	SANBAG	Cities of San Bernardino and Redlands, and the SBCFCD	
<p>HWQ-2: Prepare and Implement a SWPPP. The construction contractor will develop a SWPPP that complies with the requirements of the NPDES General Construction Permit (Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ and 2012-0006-DWQ) for Risk Level 2</p>	Final design, during construction, and post-construction	Entire Project	SANBAG	RWQCB	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>projects and implement the BMPs described in the SWPPP. The SWPPP shall identify specific actions and BMPs relating to the prevention of stormwater pollution from project-related construction sources by identifying a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The SWPPP shall reflect localized surface hydrological conditions and shall be reviewed and approved by SANBAG prior to commencement of work and shall be made conditions of the contract with the contractor.</p> <p>The SWPPP shall be prepared by a qualified SWPPP developer with BMPs selected to achieve maximum pollutant removal and that represent the best available technology that is economically achievable. Emphasis for BMPs shall be placed on controlling discharges of oxygen-depleting substances, floating material, oil and grease, acidic or caustic substances or compounds, and turbidity. BMPs for soil stabilization and erosion control practices and sediment control practices will also be required. Performance and effectiveness of these BMPs shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) is required to determine adequacy of the measure.</p> <p>Following construction, SANBAG will ensure the provision of sufficient drainage inlet and outlet protection through the use of energy dissipaters, vegetated riprap, and/or other appropriate BMPs to slow runoff velocities and prevent erosion at discharge locations from the rail station and parking areas.</p>					



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
HWQ-3: Prepare and Implement a Flow Diversion Plan for Construction. SANBAG or SANBAG's construction contractor shall develop a Flow Diversion Plan(s) for in-channel construction activities proposed within Warm Creek (Historic)(Bridge 1.1); Twin Creek (Bridge 2.2), SAR (Bridge 3.4), Zanja Channel (Bridges 3.9, and 5.8, and bank improvements), and Mill Creek Zanja (Bridge 9.4). SANBAG's contractor shall incorporate measures to minimize changes to flood flow elevation(s) during construction, address accumulation of floating debris, provide measures that minimize sedimentation to surface waters, and include contingency measures in the event of substantial rainfall.	During construction	Warm Creek (Historic)(Bridge 1.1); Twin Creek (Bridge 2.2), SAR (Bridge 3.4), Zanja Channel (Bridges 3.9, and 5.8, and bank improvements), and Mill Creek Zanja (Bridge 9.4).	SANBAG		
HWQ-4: Prepare a Natural Hazard Management Plan. SANBAG shall develop a Natural Hazard Management Plan for the Project. The Natural Hazard Management Plan will include a flood monitoring and evacuation plan for all Project infrastructure located within a delineated 100-year flood zone based on the most recent FEMA mapping. The Plan shall include protocols and procedures for emergency response in the event of a flood, the investigation and repair of track, station, and bridge facilities following inundation, and the provision of interim transit until Project operations resume.	Prior to operation	Entire Project	SANBAG	None	
HWQ-5: Flood-Proofing of Critical Infrastructure. Where feasible, stations and building pads for the proposed train layover facility shall be designed such that the finished floor elevation will be one-foot above the base 100-year flood elevation, where established.	Final design	Stations at Downtown Redlands and University Street	SANBAG	None	
HWQ-6: Incorporate Post-Construction Runoff BMPs into Project Drainage Plan, Final WQMP, and Industrial SWPPP. The Project Drainage Plan, Final WQMP, and the	Final design and post-construction	Entire Project	SANBAG	None	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>NPDES Industrial SWPPP shall demonstrate treatment, control, and management of the on- and off-site discharge of stormwater to existing drainage systems or drainage features. The final Drainage Plan shall provide both short- and long-term drainage solutions to ensure the proper sequencing of drainage facilities and the final WQMP will ensure sufficient treatment of runoff generated from Project impervious surfaces prior to off-site discharge.</p> <p>SANBAG shall ensure the provision of sufficient outlet protection through the use of energy dissipaters, vegetated rip-rap, soil protection, and/or other appropriate BMPs to slow runoff velocities and prevent erosion at discharge locations for the station platforms, parking areas, and layover facility. A long-term maintenance plan shall be developed and implemented to support the functionality of drainage control devices. The layover facility layout(s) shall also include sufficient container storage and on-site containment and pollution-control devices for drainage facilities to avoid the off-site release of water quality pollutants, including, but not limited to oil and grease, fertilizers, treatment chemicals, and sediment. These measures shall be reflected in the final Industrial SWPPP and WQMP for applicable facilities. The NPDES Industrial SWPPP shall incorporate required maintenance practices and housekeeping to maximize the long-term effectiveness of post-construction BMPs.</p>					
Geology, Soils, and Seismicity					
<p>GEO-1: Prepare Final Geotechnical Report for the Project and Implement Recommended Measures. Facility design for all Project components shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer to be retained by SANBAG.</p>	Design, prior to and post-construction	Entire Project	SANBAG	None	

Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>The final geotechnical and/or civil engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> • Site preparation; • Soil bearing capacity; • Appropriate sources and types of fill; • Liquefaction; • Lateral spreading; • Settlement; • Landslides (with emphasis on improvements that border the Mission Zanja Flood Control Channel); • Hydroconsolidation; • Compressible/Collapsible soils; • Corrosive soils; • Structural foundations; and • Grading practices. <p>In addition to the recommendations for the conditions listed above, the geotechnical report shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. All recommendations contained in the final geotechnical engineering report shall be implemented by SANBAG.</p>					
Hazardous Waste and Materials					
<p>HAZ-1: Prepare and Implement a Construction Hazardous Materials Management Plan and Operational Hazardous Materials Business Plan. Prior to operation, SANBAG shall prepare and implement a Hazardous Materials Management Plan (HMMP) and Hazardous</p>	<p>Prior to construction (HMMP) and operation (HMBP)</p>	<p>Entire Project</p>	<p>SANBAG</p>	<p>None</p>	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>Materials Business Plan (HMBP) for the Project. The HMMP shall provide for safe storage, containment, and disposal of chemicals and hazardous materials related to Project construction, including the proper disposal of waste materials. The HMBP will provide for safe storage, containment, and disposal of chemicals and hazardous materials related to Project operations. The HMMP and HMBP shall include, but shall not be limited to, the following:</p> <ul style="list-style-type: none"> • A description of hazardous materials and hazardous wastes used; • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste; • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information; • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility; • Instructions on keeping Materials Safety and Data Sheets (MSDS) on-site for each on-site hazardous chemical; and • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank. 					



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>HAZ-2: Pre-Demolition Investigation. Prior to the demolition of any structures within the Project footprint, a survey shall be conducted for the presence of hazardous building materials such as asbestos-containing materials, lead based paints, and other materials falling under Universal Waste requirements. The results of this survey shall be submitted to SANBAG and the City of San Bernardino's Department of Environmental Health or City of Redlands Department of Environmental Health, as applicable. If any hazardous building materials are discovered, a plan for their proper removal shall be prepared in accordance with applicable requirements of the California Division of Occupational Safety and Health and the County of San Bernardino Environmental Health Services. The contractor performing the work will be required to have a license in the State of California, and possess a C-21, A or B classification. Further and if required, the contractor or their subcontractor will be required to possess a California Contractor License (ASB) to perform any asbestos related work. Prior to any demolition activities, the contractor will be required to secure the site and ensure the disconnection of utilities.</p>	Prior to demolition of any structures	Entire Project	SANBAG	City of San Bernardino Department of Environmental Health or City of Redlands Department of Health, as applicable	
<p>HAZ-3: Prepare Phase I and/or Phase II ESA for Indeterminate or High-Risk Sites. Prior to grading, further investigation at any of the identified sites of concern with an indeterminate or high risk-ranking shall be conducted, if it is known that ground disturbance at those sites would exceed 18 inches within 50 feet of the site of concern. The additional investigation shall be in the form of a site-specific ASTM-compliant Phase I ESA investigation. The Phase I ESA recommendation would determine if a Phase II Preliminary Site Investigation (drilling and sampling) would be required, as appropriate. Both the Phase I and Phase II</p>	Prior to construction	Entire Project	SANBAG	None	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
ESA investigations would be completed prior to parcel acquisition (therefore, prior to any construction activity). The Project shall comply with recommendations provided in the Phase I ESA and/or Phase II ESA(s).					
HAZ-4: Halt Construction Work if Potentially Hazardous Materials are Encountered. All construction contractors shall immediately stop all subsurface activities in the event that potentially hazardous materials are encountered, an odor is identified, or considerably stained soil is visible. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, response, disposal, and remediation for hazardous materials encountered during the construction process.	During construction	Entire Project	SANBAG	None	
HAZ-5: Keep Construction Area Clear of Combustible Materials. SANBAG shall ensure, through the enforcement of contractual obligations that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. The contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.	During construction	Entire Project (Emphasis Mile Posts 3 to 6)	SANBAG		
HAZ-6: Provide Accessible Fire Suppression Equipment. Work crews shall be required to have sufficient fire suppression equipment readily available to ensure that any fire resulting from construction activities is immediately extinguished. All off-road equipment using internal combustion engines shall be equipped with spark arrestors.	During construction	Entire Project	SANBAG	None	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
Cultural and Historic Resources					
CUL-1: Structural Evaluations. In order to determine the structural stability of the Redlands Depot, Cope Commercial Company Warehouse, Haight Packing House, Redlands City Transfer, and the brick warehouse at 440 Oriental Avenue, structural evaluations shall be prepared by a qualified engineer for these five buildings prior to the commencement of construction. The structural evaluations will also address maximum allowable levels of vibration during construction and, if appropriate, will recommend reduced levels of stabilization in conjunction with vibration monitoring. Qualified recommendations within the structural evaluation shall be adhered to, as appropriate. Permanent stabilization will follow the Secretary of the Interior's guidelines for the treatment of historic properties; if the buildings are temporarily stabilized for the duration of construction activities, when removed, the buildings will be restored to their pre-construction condition when the stabilization measures are removed.	Final design and prior to construction	Redlands Depot, Cope Commercial Company Warehouse, Haight Packing House, Redlands City Transfer, and the brick warehouse at 440 Oriental Avenue	SANBAG	State Historic Preservation Officer (SHPO), if required	
CUL-2a: Minimize Indirect Visual Effects of Potential Sound Barriers. Visual surface treatments and drought-tolerant landscaping will be implemented as necessary to minimize indirect effects on the setting and feeling of the Redlands Lawn Bowling Club portion of Sylvan Park and the Second Baptist Church from introduction of sound barriers (if constructed). The surface treatments and landscaping for the sound barrier at the Redlands Lawn Bowling Club will be designed and implemented to harmonize the barrier with the surrounding pastoral park landscape. If a sound barrier is necessary at the Second Baptist Church, surface treatments will be designed and implemented to harmonize the barrier with the Spanish Colonial Revival architecture of the church building. Drought tolerant landscaping will be incorporated into the design of the barrier at the church as needed.	Final design and post-construction (if required)	Redlands Lawn Bowling Club portion of Sylvan Park and the Second Baptist Church	SANBAG	Cities of Redlands and San Bernardino	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>CUL-2b: Conduct Potential Noise Insulation Work at Second Baptist Church in Accordance with Secretary of Interior Standards and Guidelines and Applicable Preservation Briefs. Sound-attenuating insulation may be necessary for the Second Baptist Church building. If sound-attenuating insulation measures are implemented at the church building, the work will be conducted in accordance with the Secretary of the Interior's Standards for Rehabilitation with Guidelines for Applying the Standards (Hume et al. 1990) and applicable National Park Service preservation briefs, including #3 (Improving Energy Efficiency in Historic Buildings); #22 (The Preservation and Repair of Historic Stucco); #24 (Heating, Ventilating, and Cooling Historic Buildings: Problems and Recommended Approaches); and # 30 (The Preservation and Repair of Historic Clay Tile Roofs). SANBAG will select and implement the recommended insulation measures in coordination with the property owner and SHPO.</p>	Prior to operations (if required)	Second Baptist Church	SANBAG	SHPO, if required	
<p>CUL-3: Off-Site Replacement of Citrus Trees Removed from California/I-10-Grove. SANBAG shall coordinate with the City of Redlands, including the Citrus Preservation Commission, to provide for the planting of citrus trees at properties within the Redlands Historical Preserve of Citrus to compensate for the trees removed from the California/I-10 Grove in association with the Preferred Project Alternative. The number of citrus trees planted will be equal to the number of trees removed from the California/I-10 Grove. The types of trees to be planted will be determined through consultation between SANBAG and the City of Redlands, including the Citrus Preservation Commission.</p>	Prior to construction	California/I-10 Grove	SANBAG	City of Redlands, Citrus Preservation Commission	



Table 1. MMRP Mitigation Measures

Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
<p>CUL-4: Construction Monitoring. Full-time monitoring for archaeological deposits will be conducted in the Project APE in the vicinity of the Redlands Chinatown site (and a 50-foot buffer on each side of the site boundary) during ground disturbing construction activities. Monitoring will be conducted in accordance with a Construction Monitoring and Discovery Plan to be prepared for the project. Monitoring will occur under the supervision of an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards.</p> <p><i>Unanticipated Discoveries.</i> In the event an unanticipated discovery of archaeological resources occurs during construction, the following measures will be implemented immediately following the discovery:</p> <ul style="list-style-type: none"> • All construction within a 50-foot radius of the resource will be halted until a qualified archaeologist can evaluate the resource. • FTA and SHPO will be notified in the event of an unanticipated discovery. • If the discovery is determined to be significant or potentially significant by the qualified archaeologist, the adverse effects under Section 106 to portions of archeological resources determined to be eligible for the NRHP would be resolved in consultation with SHPO through the following tasks: <ul style="list-style-type: none"> - Discussion with project engineers to determine if impacts can be avoided/minimized, including consideration of preservation in place - Recovery and analysis of archaeological material and associated data 	<p>During construction</p>	<p>Project APE in the vicinity of the Redlands Chinatown site</p>	<p>SANBAG</p>	<p>SHPO, if required</p>	



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<ul style="list-style-type: none"> - Preparation of a data recovery report or other reports - Recovered archaeological material shall be provided to an accredited archaeological repository. <p>Archaeological monitor qualification requirements, detailed approaches to archaeological monitoring of various project elements, and the procedures to follow in the event that unanticipated archaeological resources or human remains are discovered will be defined in the Construction Monitoring and Discovery Plan.</p> <p><i>Stop Work if Unanticipated Human Remains Are Encountered.</i> If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC 5097.98. If the coroner determines the remains to be Native American, the coroner must contact the Native American Heritage Commission and the Project must comply with state laws relating to the disposition of Native American burials that are under the jurisdiction of the Native American Heritage Commission (PRC Section 5097). Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment would occur as prescribed by law.</p>					
Parklands, Community Services, and Other Public Facilities					
<p>PCS-1: Coordinate Trail Planning with Local Jurisdictions. SANBAG will implement the following activities to minimize Project-related conflicts with proposed trails:</p>	Final design	Bridge 3.4 and Orange Blossom Trail	SANBAG	San Bernardino County Parks and Recreation Department and Public Works	



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<ul style="list-style-type: none"> • Santa Ana River Trail - SANBAG shall coordinate final design and construction of Bridge 3.4 with the San Bernardino County Department of Public Works, Transportation Design Division, and Parks and Recreation Department to integrate the trail as contemplated in the SANBAG's Non-Motorized Transportation Plan (2011) (NMTP), so as to maintain it's planned future continuity along the Santa Ana River. If the trail is constructed and operational in advance of the bridge structure, SANBAG will maintain trail access during the course of construction, to the extent feasible. In instances, where trail closures are required the construction contractor will be required to minimize the duration of the closure and support the County with any noticing, outreach, or implementation of temporary detours. • Orange Blossom Trail - SANBAG shall update the NMTP (2011) as part of it's next cycle update, to include the realignment of the trail segment of the Orange Blossom Trail that is currently shown as being located within the railroad right-of-way, so as to not conflict with the proposed project. SANBAG will coordinate with the City of Redlands and the County Flood Control District to determine available rights-of-way for the placement of the trail and, if necessary, realign the trail to take advantage of connections via existing roadway and other public right-of-ways. 				Department, City of Redlands, and the San Bernardino County Flood Control District	



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Mitigation Measure	Timing	Applicable Project Location/ Feature	Primary Responsible Party	Secondary Responsible Party	Verification
Safety and Security					
SS-1: Develop Safety and Security Management Plan. Prior to construction, SANBAG shall coordinate and consult with local safety and crime prevention authorities to develop a Safety and Security Management Plan (SSMP) for the track alignment, bridges, parking facilities, and station areas. The SSMP shall include a station surveillance element to be developed in coordination with the local jurisdiction and private properties owners, as applicable. If a non-FRA compliant DMU vehicle type is selected for the Project, the SSMP shall include a plan element that includes appropriate levels of safety as may be necessary to facilitate a shared-use operation.	Final design and post construction	Entire Project	SANBAG	Cities of San Bernardino and Redlands	
SS-2: Fencing. SANBAG's contractor shall erect temporary fencing and visual screening for staging areas and provide security personnel during construction to minimize trespassing and vandalism throughout the duration of construction.	Prior to and during construction	Entire Project	SANBAG	None	