

City of Redlands

August 1, 2012

Roy Cencirulo
City of Redlands
Parks and Recreation Advisory Commission
35 Cajon Street, Suite 2
Redlands, CA 92373

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Notification for East Valley Corridor Multi-Purpose Trail, Jennie Davis Park, Orange Blossom Trail, and Sylvan Park

Dear Mr. Cencirulo,

HDR Engineering, Inc. (HDR) is under contract with San Bernardino Association of Governments (SANBAG) to prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the proposed Redlands Passenger Rail Project (RPRP or Project). In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. The intent of this letter is to provide the notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the City of Redlands. Below is a brief description of the RPRP and the requirements of Section 4(f).

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate commuter rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City).

The Study Area for the Project alternatives follows an approximately 9-mile railroad right-of-way (ROW) owned by SANBAG and extends from the City of San Bernardino on the west to the City of Redlands on the east. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

During Project construction, publically owned parks and recreational facilities directly adjacent to the Project ROW could be subject to indirect construction impacts (i.e., air quality, noise, and temporary easements). The following City-owned resources located directly adjacent to the RPRP rail corridor include Jennie Davis Park and Sylvan Park with the southern extent of Sylvan Park extending into SANBAG's existing ROW. Figures 3 and 4 illustrate the location of Jennie Davis and Sylvan Parks, respectively, in relation to their proximity to the rail corridor. Additionally, SANBAG would also like to coordinate with the City of Redlands to determine the planned/actual alignments for the Orange Blossom

Trail (Figure 3) and East Valley Corridor Multi-Purpose Trail (Figure 2) so that direct and indirect effects to these facilities are avoided to the greatest extent practical. Based on these considerations, SANBAG will evaluate the RPRP's direct and indirect impacts to these resources per the requirements of Section 4(f) of the Department of Transportation Act, as described below.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Notification

This letter serves to provide notification about the start of the environmental review process for RPRP and SANBAG seeks input from the City of Redlands on potential impacts to the identified public parks and trails within the City's jurisdiction. In order to expedite this process, please contact us with additional input, including information on applicable regulations relevant to the parks identified in this notification letter. We would ask that the City provide written response to this letter notification within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

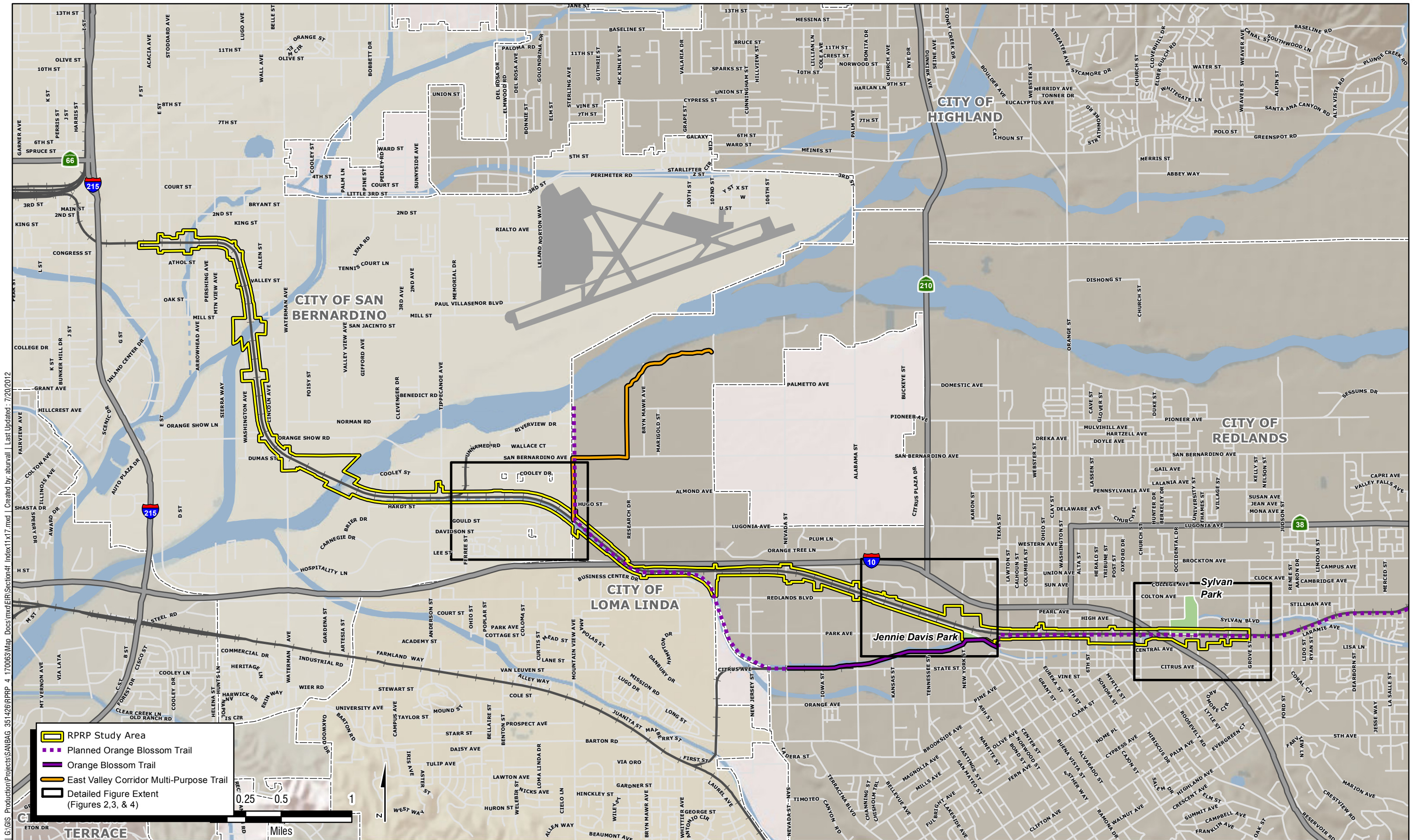
Sincerely,



Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Attachments:

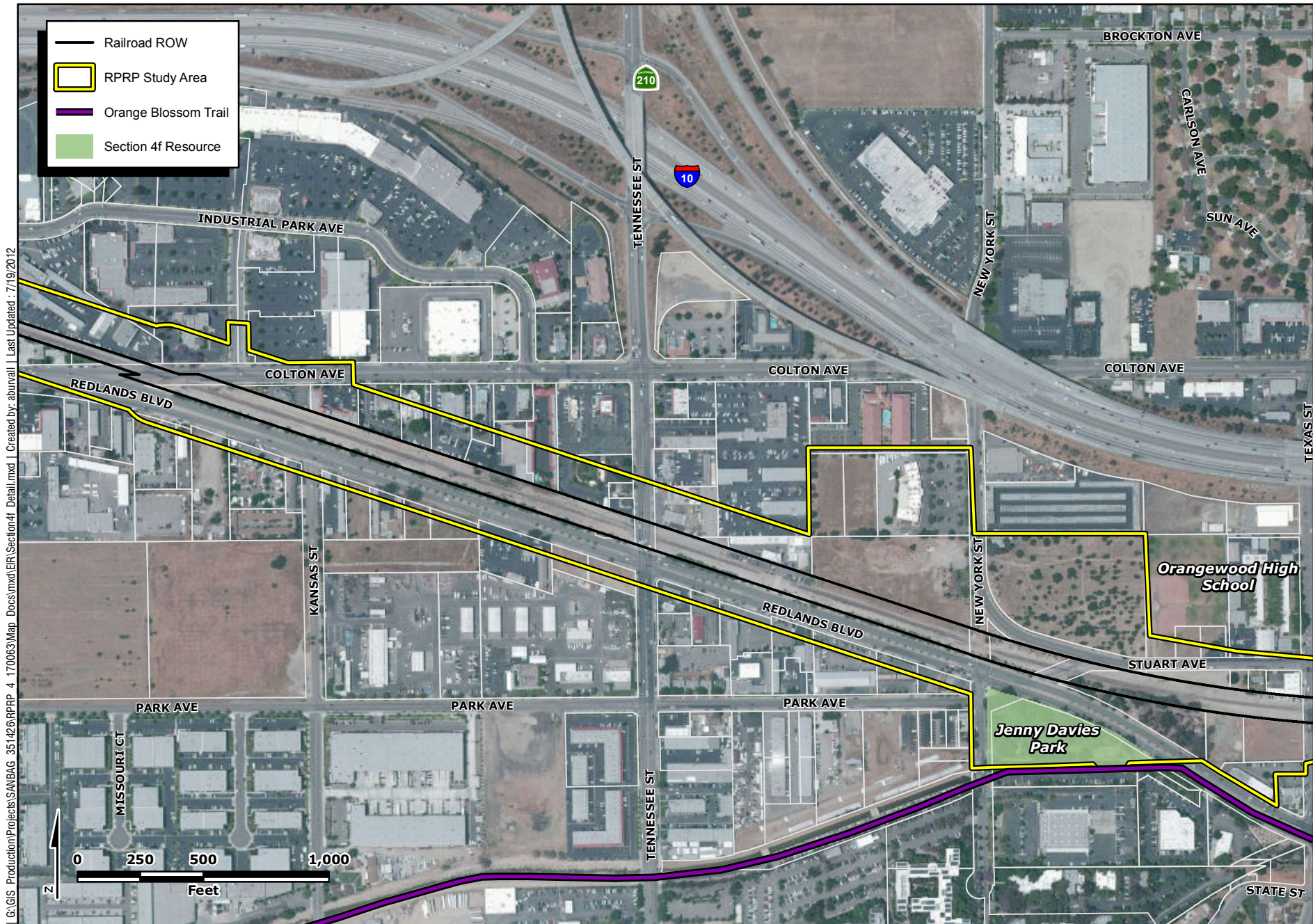
- Figure 1 – RPRP Study Area
- Figure 2 – East Valley Corridor Multi-Use Trail
- Figure 3 – Jenny Davis Park and Orange Blossom Trail
- Figure 4 – Sylvan Park





I:\GIS Production\Projects\SANBAG_351426\RPRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburvall | Last Updated: 7/19/2012

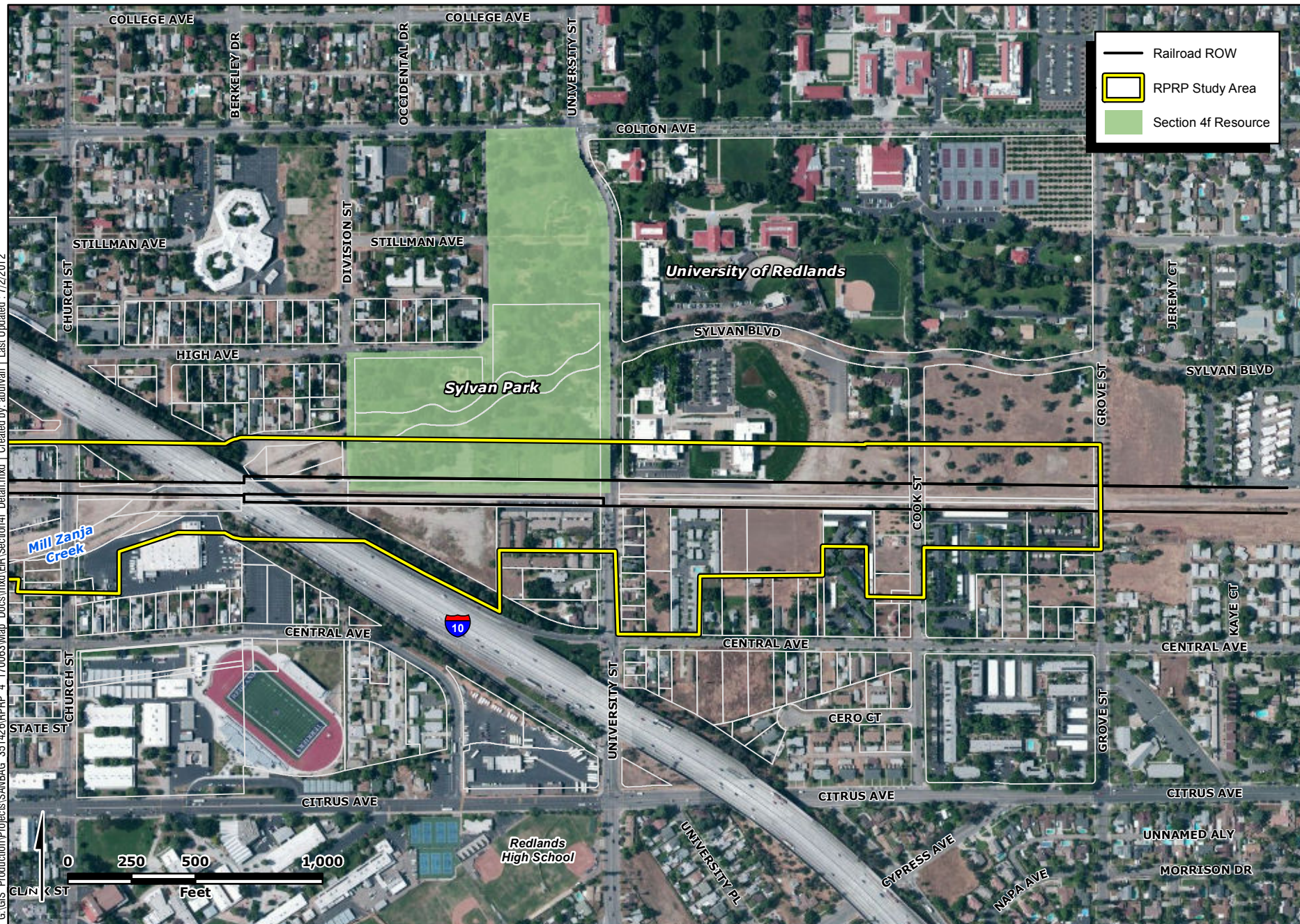
Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012



I:\GIS Production\Projects\SANBAG_351426\RPRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburall | Last Updated: 7/19/2012

Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012

I:\GIS\Production\Projects\SANBAG_351426\PRRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: abunvill | Last Updated: 7/2/2012



Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012

August 1, 2012

Roy Cencirulo
City of Redlands
Parks and Recreation Advisory Commission
35 Cajon Street, Suite 2
Redlands, CA 92373

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Notification for East Valley Corridor Multi-Purpose Trail, Jennie Davis Park, Orange Blossom Trail, and Sylvan Park

Dear Mr. Cencirulo,

HDR Engineering, Inc. (HDR) is under contract with San Bernardino Association of Governments (SANBAG) to prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the proposed Redlands Passenger Rail Project (RPRP or Project). In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. The intent of this letter is to provide the notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the City of Redlands. Below is a brief description of the RPRP and the requirements of Section 4(f).

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate commuter rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City).

The Study Area for the Project alternatives follows an approximately 9-mile railroad right-of-way (ROW) owned by SANBAG and extends from the City of San Bernardino on the west to the City of Redlands on the east. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

During Project construction, publically owned parks and recreational facilities directly adjacent to the Project ROW could be subject to indirect construction impacts (i.e., air quality, noise, and temporary easements). The following City-owned resources located directly adjacent to the RPRP rail corridor include Jennie Davis Park and Sylvan Park with the southern extent of Sylvan Park extending into SANBAG's existing ROW. Figures 3 and 4 illustrate the location of Jennie Davis and Sylvan Parks, respectively, in relation to their proximity to the rail corridor. Additionally, SANBAG would also like to coordinate with the City of Redlands to determine the planned/actual alignments for the Orange Blossom

Trail (Figure 3) and East Valley Corridor Multi-Purpose Trail (Figure 2) so that direct and indirect effects to these facilities are avoided to the greatest extent practical. Based on these considerations, SANBAG will evaluate the RPRP's direct and indirect impacts to these resources per the requirements of Section 4(f) of the Department of Transportation Act, as described below.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Notification

This letter serves to provide notification about the start of the environmental review process for RPRP and SANBAG seeks input from the City of Redlands on potential impacts to the identified public parks and trails within the City's jurisdiction. In order to expedite this process, please contact us with additional input, including information on applicable regulations relevant to the parks identified in this notification letter. We would ask that the City provide written response to this letter notification within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,

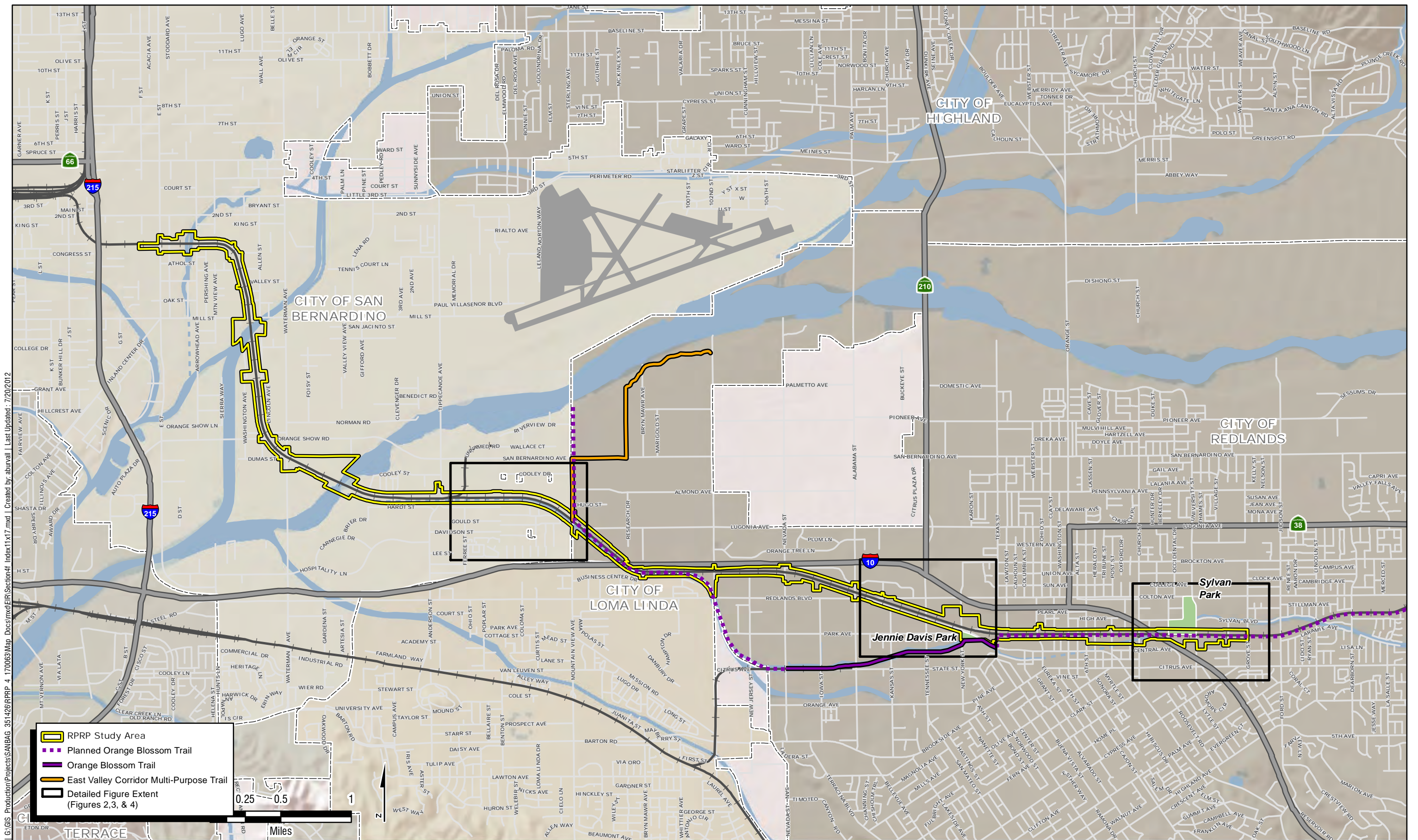


Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Attachments:

- Figure 1 – RPRP Study Area
- Figure 2 – East Valley Corridor Multi-Use Trail
- Figure 3 – Jenny Davis Park and Orange Blossom Trail
- Figure 4 – Sylvan Park

-Page Intentionally Blank-



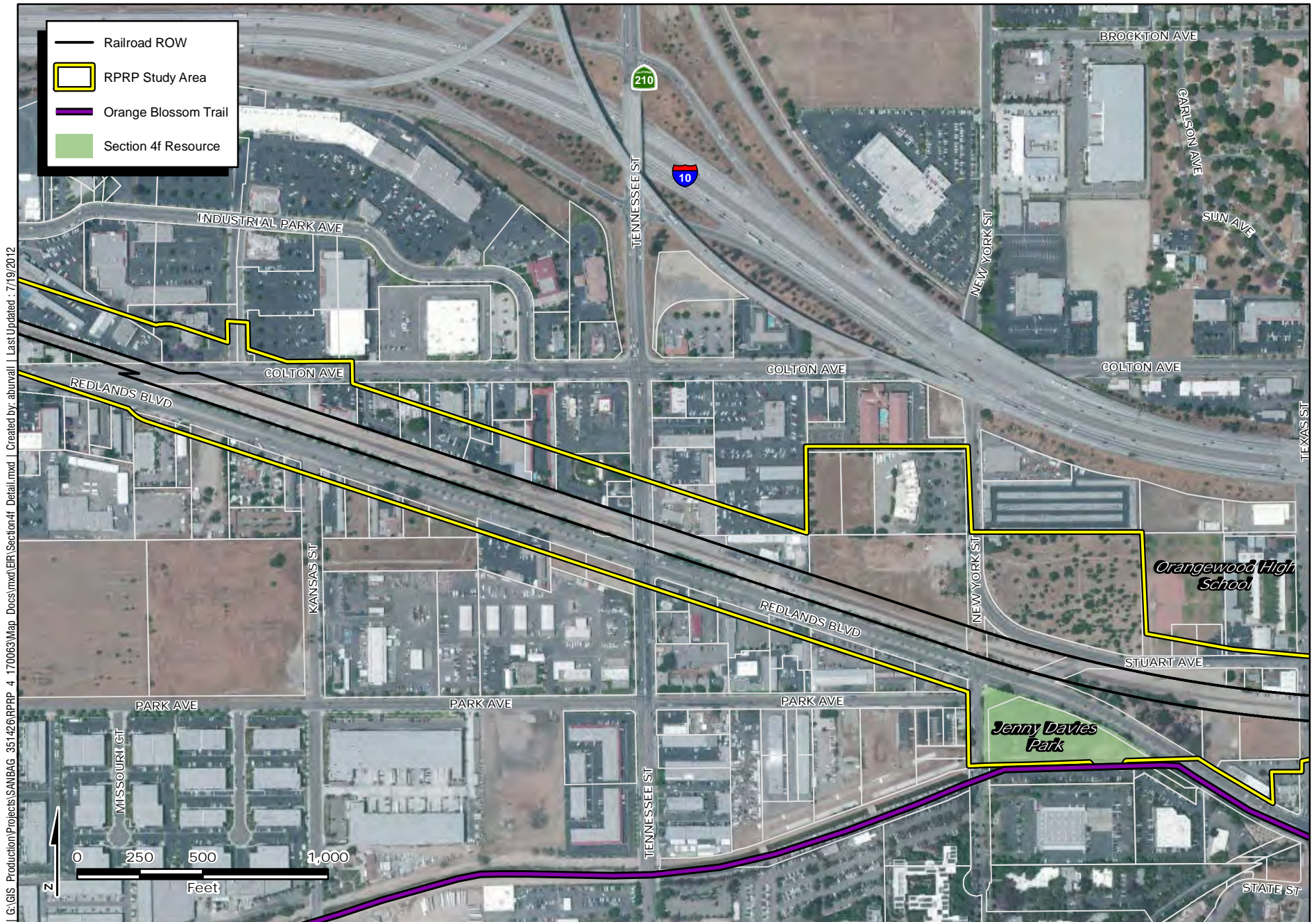
-Page Intentionally Blank-

I:\GIS\Production\Projects\SANBAG_351426\RPRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburvall | Last Updated: 7/19/2012



Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012

-Page Intentionally Blank-

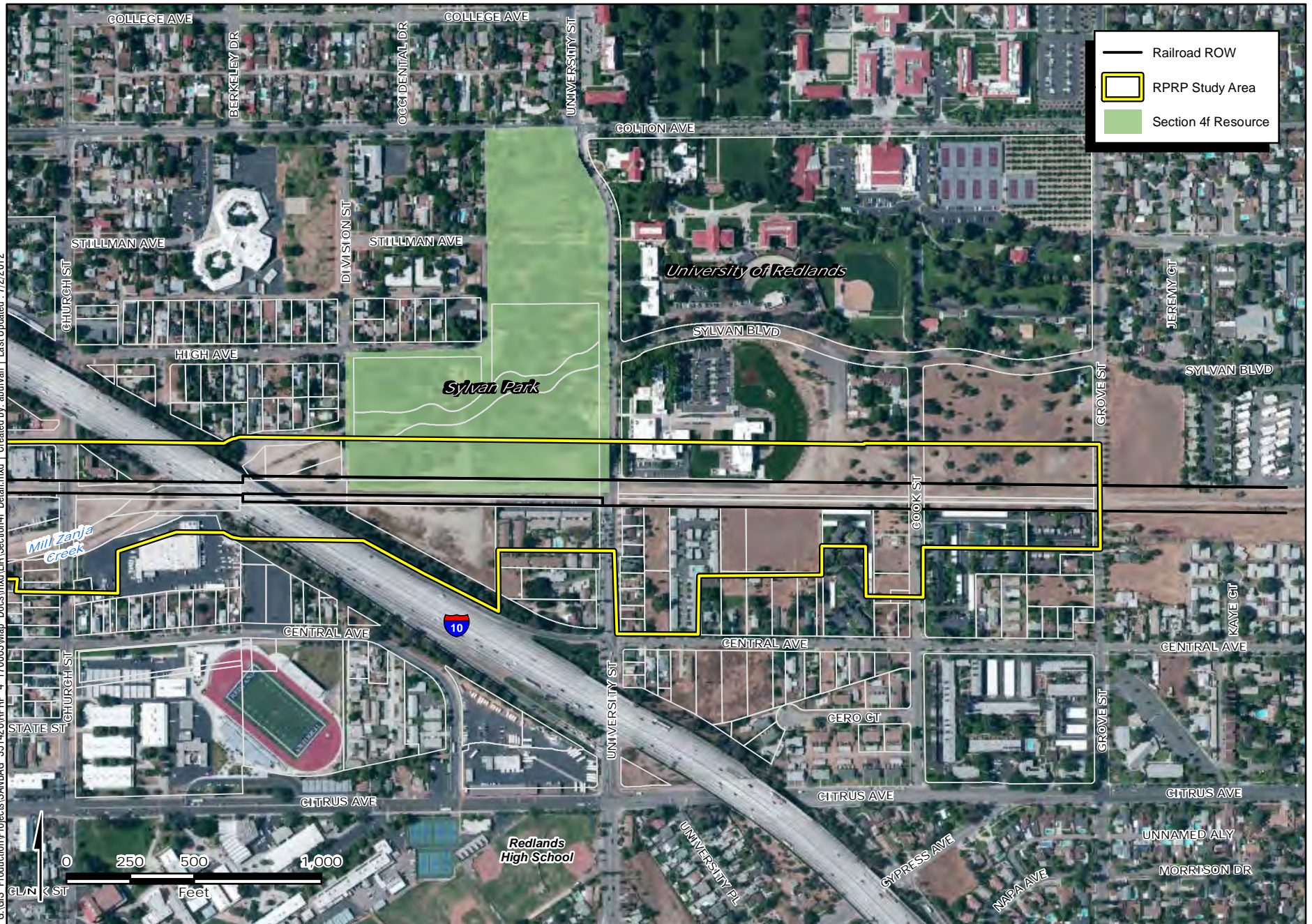


I:\GIS Production\Projects\SANBAG_351426\RPRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburall | Last Updated: 7/19/2012

Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012

-Page Intentionally Blank-

I:\GIS\Production\Projects\SANBAG_351426\PRRP_4_170063\Map_Docs\mxd\ER\Section4f_Detail.mxd | Created by: abunvill | Last Updated: 7/2/2012



Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012

June 17, 2013

Fred Cardenas, Director
City of Redlands
Quality of Life Department
35 Cajon Street, Suite 2
Redlands, CA 92373

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Coordination for Jennie Davis Park, Orange Blossom Trail, and Sylvan Park

Dear Mr. Cardenas,

We are writing to you regarding the proposed Redlands Passenger Rail Project (RPRP) in San Bernardino County. In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012, we sent a letter to provide notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the City of Redlands (City). On August 6, 2012, subsequent contact with the City included an email summarizing the contents of the notification letter sent the week prior. To date, we have not received a formal response from the City concerning the contents of the notification letter and potential 4(f) use of existing or planned park and recreation amenities owned and/or managed by the City. We request that the City provide written concurrence on the use determinations within 45 days of receipt of this letter.

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate passenger rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City). Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

The following provides a summary of the Section 4(f) analysis for the identified public parks and trails within the City's jurisdiction.

Jennie Davis Park

Application of Section 4(f) Criteria for Use. Project-related construction directly adjacent to Jennie Davis Park would include sidewalk pavement rehabilitation. Other construction activities surrounding the park include; associated track improvements, the construction of the New York Street rail station, and the construction of an at-grade pedestrian crossing to facilitate mobility across Redlands Boulevard. The close proximity of these activities to Jennie Davis Park may result in temporary adverse effects with regards to

potential sidewalk access issues that may affect Americans with Disabilities Act accessibility and noise. However, no direct use or temporary occupancy of the park during construction is expected.

Temporary construction noise associated with the Project would result in an adverse effect under NEPA. However, given that this resource is generally limited to daily usage, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired with the implementation of noise-reducing measures during construction and preparation of a Community Notification Plan for project construction. Over the longer-term, the proximity of the Park from the railroad corridor, at over 100 feet at its nearest point, would be sufficient such that train operations would not substantially impair this resource through a direct, temporary, or constructive use.

Coordination/Consultation. Formal consultation was initiated with the City of Redlands. A hard copy notification letter was sent to the City on August 1, 2012. Prior to preparation and release of this letter, a formal response concerning the contents of the notification letter and potential Section 4(f) use of Jennie Davis Park was not received by SANBAG. We would ask that the City provide written concurrence on the use determinations to this letter notification within 45 days of receipt.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, or constructive use of the park would occur as a result of the Project.

Sylvan Park

Application of Section 4(f) Criteria for Use. Project-related track and roadway improvements west of University Avenue would have the potential to result in direct use, temporary occupancy, and constructive uses of resources within the limits of Sylvan Park. Given that the park has existed within the ROW prior to SANBAG's purchase of the ROW, Section 4(f) is considered applicable. Each of these use types are considered further below.

Direct Use. The southern portion of Sylvan Park currently extends into the northern section of SANBAG ROW; although a majority of Sylvan Park is located directly adjacent to and to the north of the SANBAG ROW. Given the extension of the southern perimeter of the park into SANBAG's ROW, no acquisition of parkland would be necessary to facilitate improvements proposed under the Project and Design Options. However, the northward extension of Park Avenue would encroach into the southern limits of the park and would adversely affect existing ornamental trees, walkways, and the overall recreational experience at the southern end of the park. New fencing would be installed in close proximity to the Lawn Bowling alley. These effects would be considered a direct use and would be compounded by the installation of sound barriers, if constructed, to mitigate for adverse noise effects. This would represent a conversion (permanent use) of a portion of the southern section of Sylvan Park to accommodate the sound barrier and roadway improvement. Therefore, the Project and Design Options would result in an encroachment into the park, potentially conflicting with the amenities within the park, and a direct use of Sylvan Park would result.

Temporary Occupancy. Construction related activities adjacent to Sylvan Park include track improvements and the construction of the University of Redlands rail station east of University Street. Construction may also include installation of sound barriers along the southern portions of Sylvan Park to mitigate for adverse noise effects and the widening of Park Avenue to improve traffic flow. Heavy equipment and machinery necessitating the need for a temporary work space associated with the construction phase of the Project would result in a temporary occupancy of the southern perimeter of Sylvan Park. This use could also temporarily disrupt access to the southern parking lot. The existing width of Park Avenue is sufficient to facilitate one-way traffic during construction activities, thereby maintaining park access during construction. However, widening of Park Avenue to a two-lane, improved roadway would include temporary effects into the park and the southern live fence of the lawn bowling

alley. Upon completion of the roadway improvements the park and lawn bowling alley would be functional.

Constructive Use. Over the long-term operation of the Project, noise from train operations and the potential erection of sound barriers may result in adverse effects with regards to noise and visual quality and aesthetics.

- *Noise.* With the operation of passenger trains in close proximity to the park, ambient noise levels would increase as a result of the Project. However, with the implementation of mitigation measures, such as quiet zones and sound barriers, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired.
- *Visual Quality and Aesthetics.* The segment of the railroad corridor south of Sylvan Park is considered to have an overall moderate visual quality. Over the long-term, in the event that sound barriers are constructed, they would create a new obstructive visual feature within the southern portion of the park. Park patrons would have a direct line of sight of the sound barriers, which could be up to 12 feet in height. This adverse visual effect could substantially impair the protected activities, features, and attributes that qualify this resource for protection under Section 4(f).

Discussion of Potential Section 4(f) Alternative(s) – Alternative 4(f)B (Sylvan Park). A realignment of the track alignment and associated ROW to avoid Sylvan Park would be infeasible and would likely entail greater adverse effects when compared to the Project. The only method for avoiding a temporary occupancy and permanent use of Sylvan Park, would be to not construct the noise barriers along the southwest, south, and southeast sections of the park perimeter. In addition, the width of Park Avenue would need to remain constrained to avoid impacts to the lawn bowling area. For these reasons, Alternative 4(f)B (Sylvan Park) is proposed to avoid direct use and temporary occupancy of the Park. Figure 2 illustrates how Alternative 4(f)B (Sylvan Park) would meet the qualifications as the most reasonable and prudent alternative by avoiding direct, temporary, and constructive uses at Sylvan Park through the following:

- Elimination of a 12-foot sound barrier along the southwestern, southern, and southeastern perimeter of the park.
- Mandatory implementation of a quiet zone for the University Avenue Grade Crossing.
- In coordination with the City of Redlands, seek a variance for the design of Park Avenue south of Sylvan Park.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, or constructive use of Sylvan Park would result from the Project. To facilitate this determination, the selection of Alternative 4(f)B (Sylvan Park) is recommended.

Orange Blossom Trail

Application of Section 4(f) Criteria for Use. The existing portion of the Orange Blossom Trail is not located within the immediate Study Area or Planning Area, which was used to consider adverse effects to Section 4(f) resources. The remaining sections of the planned alignment for the Orange Blossom Trail remain unconstructed and unfunded and, therefore, not subject to direct use from the Project.

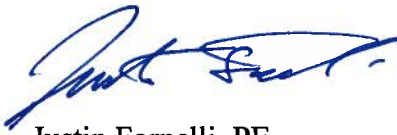
Additionally, the applicability of Section 4(f) to the Orange Blossom Trail remains in question given that SANBAG originally purchased the ROW with the intent of constructing future transportation infrastructure. Per 23 CFR §774.13, when a property formally reserved for a future transportation facility temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, the interim activity, regardless of duration, will not subject the property to Section 4(f).

Recommended Determination. - Based on the analysis above, no direct use, temporary occupancy, or constructive use of the Orange Blossom Trail would result from the Project.

Notification

At this time, SANBAG is requesting your written concurrence with the 4(f) use determinations for Jennie Davis Park, Sylvan Park, and Orange Blossom Trail. We would ask that the City provide written response to this letter within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,



Justin Fornelli, PE
Chief of Transit and Rail Programs

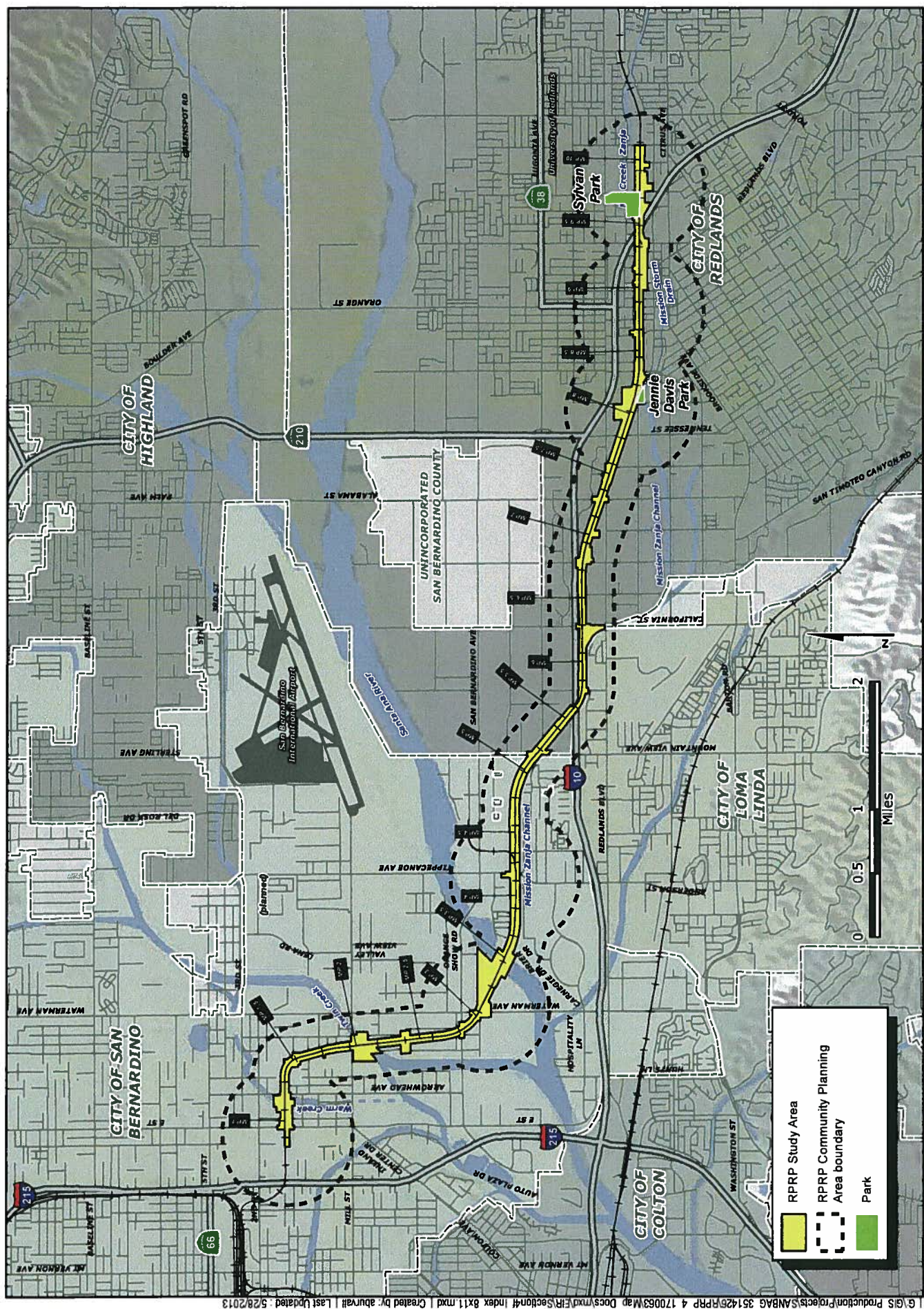
CC/

Hymie Luden, FTA, Region 9

Attachments:

Figure 1 – RPRP Study Area

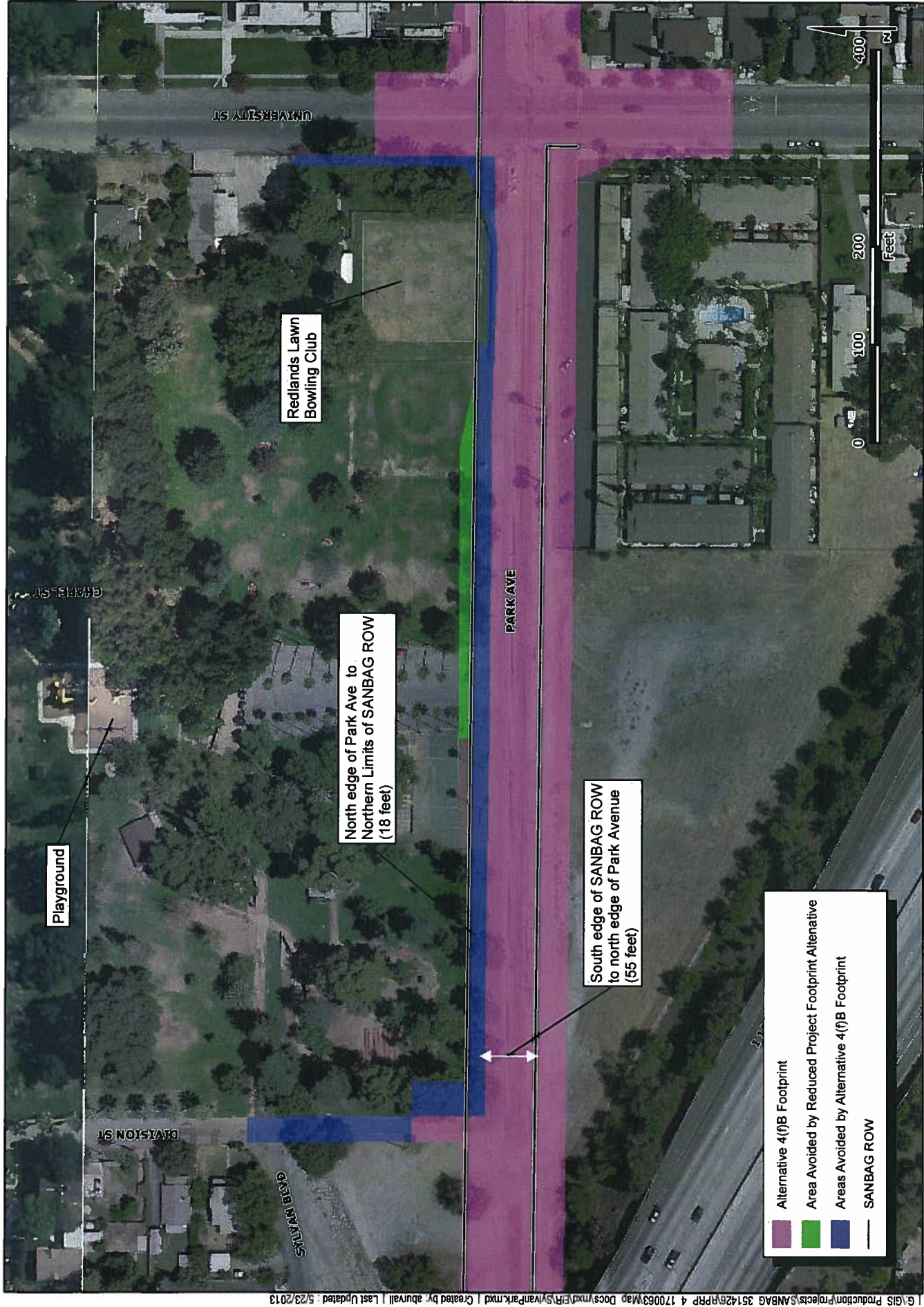
Figure 2 – Alternative 4(f)B - Sylvan Park



Section (4)f Resources Overview

Figure 1

-Page Intentionally Blank-



Alternative 4(f)B (Sylvan Park)

Figure 2

-Page Intentionally Blank-



San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410

Phone: (909) 884-8276 Fax: (909) 885-4407

Web: www.sanbag.ca.gov



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

June 7, 2013

Roy Cencirub
City of Redlands
Parks and Recreation Advisory Commission
35 Cajon Street, Suite 2
Redlands, CA 92373

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Coordination for Jennie Davis Park, Orange Blossom Trail, and Sylvan Park

Dear Mr. Cencirub,

We are writing to you regarding the proposed Redlands Passenger Rail Project (RPRP) in San Bernardino County. In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012, we sent a letter to provide notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the City of Redlands (City). On August 6, 2012, subsequent contact with the City included an email summarizing the contents of the notification letter sent the week prior. To date, we have not received a formal response from the City concerning the contents of the notification letter and potential 4(f) use of existing or planned park and recreation amenities owned and/or managed by the City. We request that the City provide written concurrence on the use determinations within 45 days of receipt of this letter.

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate passenger rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City). Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

The following provides a summary of the Section 4(f) analysis for the identified public parks and trails within the City's jurisdiction.

Jennie Davis Park

Application of Section 4(f) Criteria for Use. Project-related construction directly adjacent to Jennie Davis Park would include sidewalk pavement rehabilitation. Other construction activities surrounding the park include; associated track improvements, the construction of the New York Street rail station, and the construction of an at-grade pedestrian crossing to facilitate mobility across Redlands Boulevard. The close proximity of these activities to Jennie Davis Park may result in temporary adverse effects with regards to

potential sidewalk access issues that may affect Americans with Disabilities Act accessibility and noise. However, no direct use or temporary occupancy of the park during construction is expected.

Temporary construction noise associated with the Project would result in an adverse effect under NEPA. However, given that this resource is generally limited to daily usage, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired with the implementation of noise-reducing measures during construction and preparation of a Community Notification Plan for project construction. Over the longer-term, the proximity of the Park from the railroad corridor, at over 100 feet at its nearest point, would be sufficient such that train operations would not substantially impair this resource through a direct, temporary, or constructive use.

Coordination/Consultation. Formal consultation was initiated with the City of Redlands. A hard copy notification letter was sent to the City on August 1, 2012. Prior to preparation and release of this letter, a formal response concerning the contents of the notification letter and potential Section 4(f) use of Jennie Davis Park was not received by SANBAG. We would ask that the City provide written concurrence on the use determinations to this letter notification within 45 days of receipt.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, or constructive use of the park would occur as a result of the Project.

Sylvan Park

Application of Section 4(f) Criteria for Use. Project-related track and roadway improvements west of University Avenue would have the potential to result in direct use, temporary occupancy, and constructive uses of resources within the limits of Sylvan Park. Given that the park has existed within the ROW prior to SANBAG's purchase of the ROW, Section 4(f) is considered applicable. Each of these use types are considered further below.

Direct Use. The southern portion of Sylvan Park currently extends into the northern section of SANBAG ROW; although a majority of Sylvan Park is located directly adjacent to and to the north of the SANBAG ROW. Given the extension of the southern perimeter of the park into SANBAG's ROW, no acquisition of parkland would be necessary to facilitate improvements proposed under the Project and Design Options. However, the northward extension of Park Avenue would encroach into the southern limits of the park and would adversely affect existing ornamental trees, walkways, and the overall recreational experience at the southern end of the park. New fencing would be installed in close proximity to the Lawn Bowling alley. These effects would be considered a direct use and would be compounded by the installation of sound barriers, if constructed, to mitigate for adverse noise effects. This would represent a conversion (permanent use) of a portion of the southern section of Sylvan Park to accommodate the sound barrier and roadway improvement. Therefore, the Project and Design Options would result in an encroachment into the park, potentially conflicting with the amenities within the park, and a direct use of Sylvan Park would result.

Temporary Occupancy. Construction related activities adjacent to Sylvan Park include track improvements and the construction of the University of Redlands rail station east of University Street. Construction may also include installation of sound barriers along the southern portions of Sylvan Park to mitigate for adverse noise effects and the widening of Park Avenue to improve traffic flow. Heavy equipment and machinery necessitating the need for a temporary work space associated with the construction phase of the Project would result in a temporary occupancy of the southern perimeter of Sylvan Park. This use could also temporarily disrupt access to the southern parking lot. The existing width of Park Avenue is sufficient to facilitate one-way traffic during construction activities, thereby maintaining park access during construction. However, widening of Park Avenue to a two-lane, improved roadway would include temporary effects into the park and the southern live fence of the lawn bowling

alley. Upon completion of the roadway improvements the park and lawn bowling alley would be functional.

Constructive Use. Over the long-term operation of the Project, noise from train operations and the potential erection of sound barriers may result in adverse effects with regards to noise and visual quality and aesthetics.

- *Noise.* With the operation of passenger trains in close proximity to the park, ambient noise levels would increase as a result of the Project. However, with the implementation of mitigation measures, such as quiet zones and sound barriers, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired.
- *Visual Quality and Aesthetics.* The segment of the railroad corridor south of Sylvan Park is considered to have an overall moderate visual quality. Over the long-term, in the event that sound barriers are constructed, they would create a new obstructive visual feature within the southern portion of the park. Park patrons would have a direct line of sight of the sound barriers, which could be up to 12 feet in height. This adverse visual effect could substantially impair the protected activities, features, and attributes that qualify this resource for protection under Section 4(f).

Discussion of Potential Section 4(f) Alternative(s) – Alternative 4(f)B (Sylvan Park). A realignment of the track alignment and associated ROW to avoid Sylvan Park would be infeasible and would likely entail greater adverse effects when compared to the Project. The only method for avoiding a temporary occupancy and permanent use of Sylvan Park, would be to not construct the noise barriers along the southwest, south, and southeast sections of the park perimeter. In addition, the width of Park Avenue would need to remain constrained to avoid impacts to the lawn bowling area. For these reasons, Alternative 4(f)B (Sylvan Park) is proposed to avoid direct use and temporary occupancy of the Park. Figure 2 illustrates how Alternative 4(f)B (Sylvan Park) would meet the qualifications as the most reasonable and prudent alternative by avoiding direct use, temporary occupancy, and constructive uses at Sylvan Park through the following:

- Elimination of a 12-foot sound barrier along the southwestern, southern, and southeastern perimeter of the park.
- Mandatory implementation of a quiet zone for the University Avenue Grade Crossing.
- In coordination with the City of Redlands, seek a variance for the design of Park Avenue south of Sylvan Park.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, or constructive use of Sylvan Park would result from the Project. To facilitate this determination, the selection of Alternative 4(f)B (Sylvan Park) is recommended.

Orange Blossom Trail

Application of Section 4(f) Criteria for Use. The existing portion of the Orange Blossom Trail is not located within the immediate Study Area or Planning Area, which was used to consider adverse effects to Section 4(f) resources. The remaining sections of the planned alignment for the Orange Blossom Trail remain unconstructed and unfunded and, therefore, not subject to direct use from the Project. Additionally, the applicability of Section 4(f) to the Orange Blossom Trail remains in question given that SANBAG originally purchased the ROW with the intent of constructing future transportation infrastructure. Per 23 CFR §774.13, when a property formally reserved for a future transportation facility temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, the interim activity, regardless of duration, will not subject the property to Section 4(f).

Recommended Determination. - Based on the analysis above, no direct use, temporary occupancy, or constructive use of the Orange Blossom Trail would result from the Project.

Notification

At this time, SANBAG is requesting your written concurrence with the 4(f) use determinations for Jennie Davis Park, Sylvan Park, and Orange Blossom Trail. We would ask that the City provide written response to this letter within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,

A handwritten signature in blue ink, appearing to read "Justin Fornelli".

Justin Fornelli, PE
Chief of Transit and Rail Programs

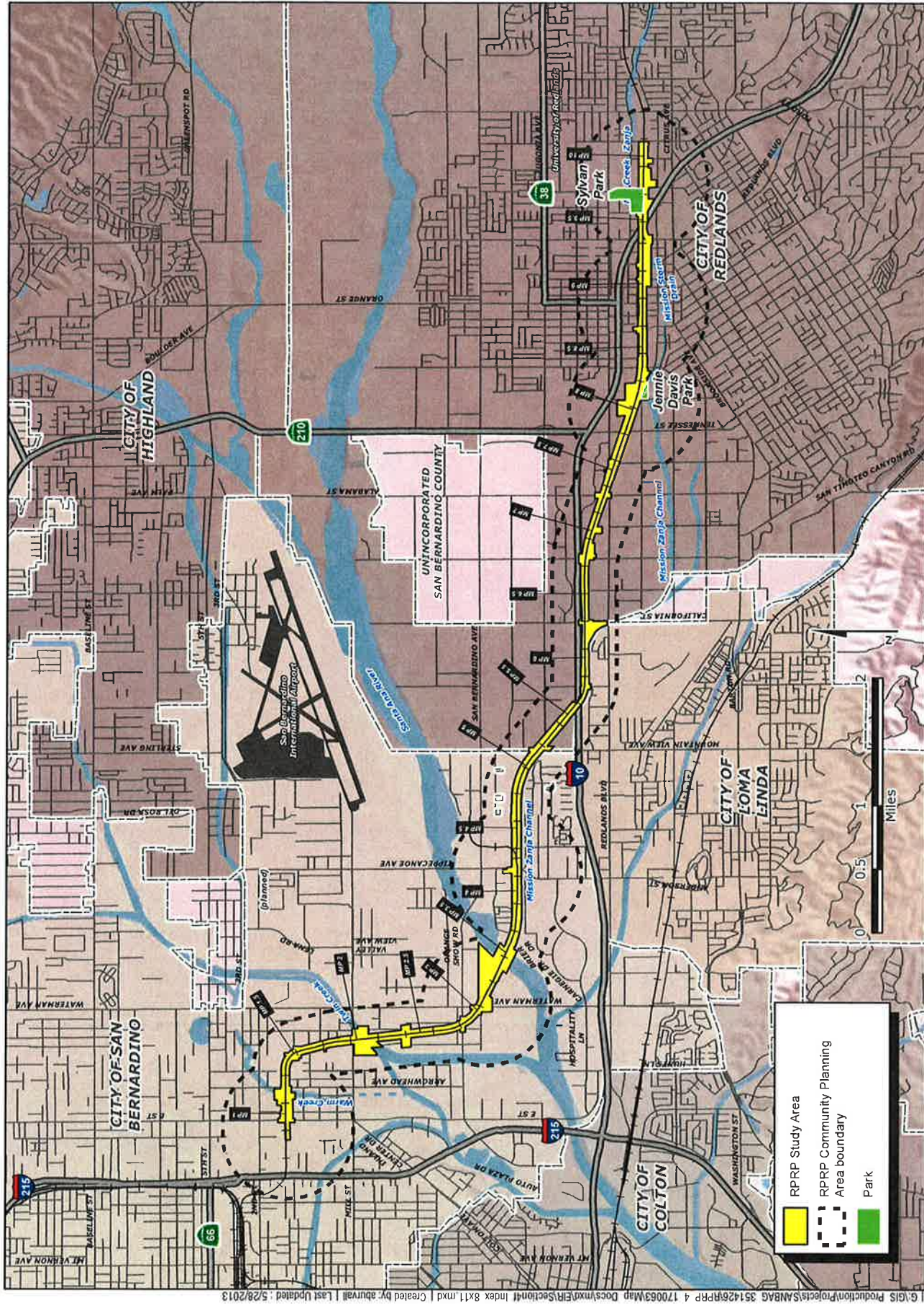
CC/

Hymie Luden, FTA, Region 9

Attachments:

Figure 1 – RPRP Study Area

Figure 2 – Alternative 4(f)B - Sylvan Park

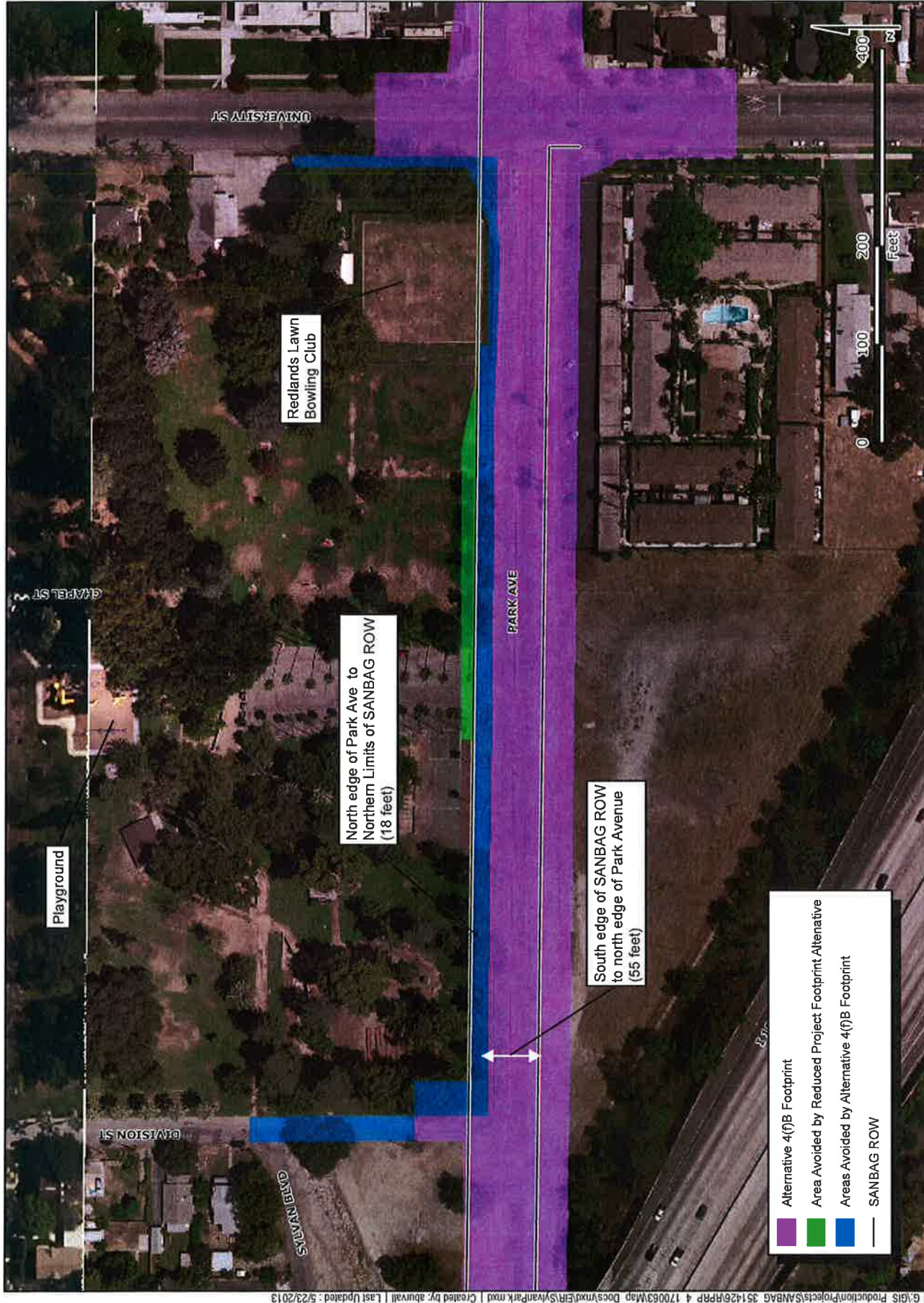


Section (4)f Resources Overview

Figure 1

FTA/SANBAG | Redlands Passenger Rail Project

-Page Intentionally Blank-



Alternative 4(f)B (Sylvan Park)

Figure 2

-Page Intentionally Blank-



City of
REDLANDS

Incorporated 1888
35 Cajon Street, Redlands, CA 92373
909-798-7500
www.ci.redlands.ca.us

July 17, 2013

Justin Fornelli, PE
Chief of Transit and Rail Programs
San Bernardino Associated Governments (SANBAG)
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410

**SUBJECT: REDLANDS PASSENGER RAIL PROJECT (RPRP) SECTION 4(f)
COORDINATION FOR JENNIE DAVIS PARK, ORANGE BLOSSOM
TRAIL, AND SYLVAN PARK**

Dear Mr. Fornelli:

On June 17, 2013, a formal letter was received requesting feedback for the proposed Redlands Passenger Rail (RPR) project in San Bernardino County. Below is a summary of the feedback regarding the identified public parks and trails within the City of Redlands.

Jennie Davis Park - Staff concurs with the recommendations at Jennie Davis Park and that additional mitigation will not be necessary. The construction of sound walls or other amenities may not be warranted. The "Tank Property" will be fully landscaped and this may provide a good buffer between the RPRP and Jennie Davis Park. Implementation of Quiet Zone (QZ) will help to minimize the impact since the park is located on the opposite side of Redlands Boulevard from the rail line and future station.

Sylvan Park - The RPR project will be a significant impact to Sylvan Park due to the age and uniqueness of the park. The primary impact areas including the signature landscaping, the use of the Redlands Lawn Bowling Club area and volleyball facilities due to the proposal for widening of Park Avenue as shown in Alternative 4(f).

The widening of Park Avenue will remove a row of mature trees that are an integral part of the character of Sylvan Park. This includes the following trees: 7 Pines, 3 Liquid Ambers, 3 Palms, 1 Cork Oak and 1 Crape Myrtle and other trees will need to be discussed and/or removed. The replacement trees must be of equivalent biomass. A proposal with substantial landscaping and some sort of visual/sound mitigation shall be completed on the south side of the street as this will help mitigate the concerns.

The Redlands Lawn Bowling Club will be significantly impacted as the widening will remove the hedge row and decrease the lawn bowling area by 25%. The Redlands Lawn Bowling Club is the second oldest lawn bowling club in Southern California and is 90 years old. The playing area is 120'x120' with an additional 5" buffer on all sides. The facility will no longer be fully functional as the players would no longer be able to play north/south and some east/west rinks would be eliminated. A possible mitigation would be to relocate the lawn bowling area to the north approximately 20' and the west approximately 120'.

The volley ball courts south side lines will be nonexistent leaving the southern court boundaries in dangerous proximity to the road edge. Mitigation would be to construct a sufficient fencing around the decreased volleyball boundaries to address safety concerns. Two park benches in this area will to be need relocated.

A cross section of Park Avenue was not included with your submittal but the City may consider a design variation that reduces the width of this street. The street cross section could include one parking lane against Sylvan Park, one east bound lane, one west bound lane, and elimination of the parking lane against the rail right-of-way (along the south side of the street). An alternative 4(f) B containing additional considerations or measures to mitigate the significant impact on this park facility are requested. In addition, implementation of sufficient QZ will help mitigate overall concerns.

Please be advised that an alternative cross section for Park Avenue will still result in significant impacts to Sylvan Park. The City of Redlands believes that those impacts are mitigatable.

Orange Blossom Trail - Redlands concurs that any impact of the RPR project to the Orange Blossom Trail (OBT) will not require mitigation. In areas where OBT is located within a Rail right-of-way the trail has to accommodate the rail, not the other way around. In areas where the trail is not within the rail right-of-way, the trail's location is such that the rail is not a negative impact to the trail as a park facility.

If you have any questions, please feel free to contact my office at (909) 798-7655.

Sincerely,



Fred Cardenas

Quality of Life Department

cc: Fred Mousavipour, Municipal Utilities and Engineering Director
Tim Sullivan, Senior Project Manager
Don Young, Principal Project Manager
Oscar Orci, Community Development Director

September 24, 2014

Fred Cardenas, Director
City of Redlands
Quality of Life Department
35 Cajon Street, Suite 2
Redlands, CA 92373

Subject: Redlands Passenger Rail Project - Section 4(f) Determinations for City-Owned Park and Recreation Resources, including Sylvan Park

Dear Mr. Cardenas,

We are pleased to inform you that the San Bernardino Associated Governments (SANBAG) in coordination with the Federal Transit Administration (FTA) released a draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Redlands Passenger Rail Project (Project) on August 6, 2014 for public review and comment. The draft EIS/EIR was prepared in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). This letter provides updated information on the Project, mitigation measures proposed by SANBAG to avoid or minimize potential environmental effects, and consideration of Section 4(f) resources (23 CFR Section 774), including public recreational resources owned and administered by the City of Redlands (City). These resources include Jennie Davis Park, Sylvan Park, and Redlands Lawn Bowling Alley, which were the subject of SANBAG's previous correspondence on June 17, 2013 (see Attachment A). Attachment B includes a CD containing an electronic copy of the draft EIS/EIR and Section 4(f) analysis for the City's reference.

Previous Section 4(f) Consultation

As described in our June 17, 2013 letter, the Project would not require right-of-way acquisition of any portion of Jenny Davis Park. With implementation of the Mitigation Measures NV-1 (Employ Noise-Reducing Measures during Construction), NV-2 (Prepare a Community Notification Plan for Project Construction) and TR-1 (Prepare Traffic Control Plan) as described in the draft EIS/EIR, access would be maintained during construction and no temporary construction easement (TCE) would be required across the park property. Based analysis in the draft EIS/EIR and supporting technical studies, the Build Alternatives would not result in adverse noise or air quality impacts to Jenny Davis Park. Therefore, the Build Alternatives would not result in a direct use, constructive use, or temporary occupancy of Jennie Davis Park. The Section 4(f) determinations in our letter dated June 17, 2013 remains unchanged for Jennie Davis Park. The City concurred with the "no use" determination for Jennie Davis Park on July 17, 2013.

As noted in our June 17, 2013 letter, the Orange Blossom Trail remains unfunded and the City has no planned construction date for any portions of the trail within SANBAG's ROW. Therefore, it is not considered a Section 4(f) resource. The City concurred with this determination on July 17, 2013. This determination has not changed.

SANBAG also previously indicated that a direct use of Sylvan Park would result from the Build Alternatives. Since then, SANBAG has modified the Project alternatives, which resulted in reduced impacts to Sylvan Park. A majority of the improvements (e.g. fencing, sidewalks, etc.) would be contained within SANBAG's right-of-way (ROW) and Alternative 4(f)B (Sylvan Park) has been withdrawn from consideration. Additionally, subsequent to the consultation with the City in 2013, the Redlands Lawn Bowling Club has been identified as a historic resource based on its eligibility for the National Register of Historic Places (NRHP). The Redlands Lawn Bowling Club is considered a Section 4(f) resource as a historic resource as well as public recreational resource. Sylvan Park and the Redlands Lawn Bowling Alley are discussed in more detail below.

Sylvan Park

Direct Use. Sylvan Park (and Park Avenue) extends approximately 40 feet into the northern section of SANBAG's ROW, west of University Avenue (see Figure 3.16-5 of the draft EIS/EIR). Both the proposed roadway improvements along Park Avenue under all Project Alternatives and, if required, the construction of sound barriers would encroach into the southern limits of the park boundary and result in a direct use under Section 4(f). However, with the implementation of mitigation measures, the Project would result in a de minimis impact.

The Project includes two options to minimize noise impacts at the Park, Mitigation Measure NV-3 [Establish Quiet Zones] and Mitigation Measure NV-4 (Construct Sound Barriers) as identified in the draft EIS/EIR. If Quiet Zones are implemented, there would be no tree removal or fence replacement required at the park. If required, sound barriers combined with the contemplated roadway improvements would encroach into the southern portion of Sylvan Park adjacent to SANBAG's ROW. The sound barrier(s) would replace existing fencing near the Redlands Lawn Bowling Club (discussed further below). Although generally contained within SANBAG's ROW, these improvements would remove existing landscaping and alter the existing sidewalk. If required, visual impacts would be minimized through the implementation of a combination of tree replacement (draft EIS/EIR – Mitigation Measure VQA-3, [Tree Replacement]) and sound barrier screening and surface treatments (draft EIS/EIR – Mitigation Measure VQA-4, [Sound Barrier Screening and Surface Treatments]).

As proposed, the Project would require up to 858 square feet at the southeast corner of the park to facilitate roadway improvements at Park Avenue and University Street. Of this total area, approximately 740 square feet are located just north and outside SANBAG's ROW. As a result, a partial acquisition or permanent easement on the park property will be required. Up to 1,070 square feet would be required at the southwest corner of the park to facilitate safety improvements at the intersection of Park Avenue and Division Street. Of this total area, approximately 640 square feet occur to the north and outside of SANBAG's ROW. As a result, SANBAG would be required to acquire a small section of the park property or secure an easement pending further discussion between SANBAG and the City. The acquisition (or easement) would be would affect less than 0.02 percent of the total park acreage. To the extent feasible, SANBAG will attempt to reduce these areas during final design.

All improvements along the southern boundary of the park would be followed by tree replacement and other aesthetic treatments determined to be appropriate in coordination with the City. Therefore, with the implementation of mitigation measures as proposed in the draft EIS/EIR, the direct use resulting from the sound barriers, if required, and the roadway improvements is considered to have a de minimis impact.

Temporary Occupancy. The Project would require a temporary occupancy of the park to accommodate construction, as previously described in our June 17, 2013 letter. The temporary construction easement (TCE) required to construct the sound barriers along the southern park boundary is estimated at 0.27 acres. The duration of construction at this location is approximately three months or less. Additionally, the existing recreational activities and facilities along the southern portion of the park, including picnic benches, volleyball courts, and the parking lot would all be maintained in their current condition both during and after project construction. No permanent adverse impacts would result that could otherwise interfere with the protected activities, features, or attributes that qualify Sylvan Park as a resource.

Constructive Use. With the implementation of quiet zones or a combination of sound barriers, tree replacement, and sound barrier screening and surface treatments, the Project would avoid and minimize noise and visual impacts at the park. The Project would not substantially impair the protected activities, features, and attributes that qualify this resource for protection under Section 4(f). Therefore, no constructive use would occur.

Redlands Lawn Bowling Club

Additionally, beyond the park and recreational values identified for Sylvan Park, the Redlands Lawn Bowling Club is now also considered in addition to Sylvan Park based on its historical significance and eligibility for NRHP. SANBAG and FTA are currently in consultation with the State Historic Preservation Officer (SHPO) for the Redlands Lawn Bowling Alley. On August 14, SHPO concurred with the eligibility of the Redlands Lawn Bowling Club for the NRHP and the determination of no adverse effect to the Redlands Lawn Bowling Club under Section 106. Below is a discussion of the potential for the Project to result in a corresponding Section 4(f) use.

Direct Use. The Project does not involve any activities that would directly alter the distinctive physical or historical characteristics of the Redlands Lawn Bowling Club portion of Sylvan Park. If quiet zones are implemented as proposed under Mitigation Measure NV-3 in the draft EIS/EIR, this resource would be avoided by the Project and

no direct use would result. However, if quiet zones are not implemented and the construction of sound barriers (NV-4) becomes required, a sound barrier would be required along the southern border of the Lawn Bowling Club (see Figure 3.12-7 of the draft EIS/EIR). If constructed, the sound barrier would replace the existing vegetation and chain link fence that borders the lawn bowling area on its south end; thus, displacing the existing improvements. However, because replacement of the fence would occur within SANBAG's ROW and no reduction in the lawn bowling area would result, no direct use would occur.

Temporary Occupancy. Similar to the discussion for Sylvan Park, improvements along the southern border of the Lawn Bowl Alley would be required to facilitate construction of the Built Alternatives (see Figure 3.12-7 of the draft EIS/EIR). The Lawn Bowling Alley is located at the southwest corner of the park. The improvements would result in constrained access along Park Avenue, construction related noise, and potentially frontage improvements that may include a sound barrier. A TCE would be required to facilitate these improvements, which would result in a temporary occupancy. Issues related to access and temporary construction-related noise would be addressed through the implementation of Mitigation Measures TR-1, NV-1, and NV-2 as proposed in the draft EIS/EIR. With the implementation of these measures, the temporary occupancy would be minimal and no use would result because there would be no change in ownership, the magnitude of change would be limited to the southern perimeter of the resource, and the lawn bowling area would be unchanged in the post-construction condition.

Constructive Use. Similar to the discussion for Sylvan Park, the recreational use of the Redlands Lawn Bowling Club would likely be affected by train operations and the associated increase in ambient noise levels. Additionally, the mitigation options available to reduce noise may have indirect visual impacts. These two issues are considered further below.

Noise. Similar to the discussion for Sylvan Park, the operation of passenger trains in close proximity to the lawn bowling area would increase ambient noise levels up to 68 dBA (Leq) without mitigation (see Appendix H). With the implementation of quiet zones, as proposed in Mitigation Measure NV-3, noise levels would be reduced to 63 dBA (Leq). However, since SANBAG cannot guarantee the adoption of quiet zones by the City of Redlands; if implementation of Mitigation Measure NV-3 is not feasible, SANBAG would implement Mitigation Measures NV-4, NV 5, and NV-6. With the implementation of one or more of these measures, Project-related operational noise would not substantially impair the protected activities, features, and attributes of this resource. Therefore, no constructive use would occur.

Visual Quality and Aesthetics. Beyond long-term noise-related effects, the indirect effect of constructing a 12-foot high sound barrier per Mitigation Measure NV-4, if quiet zones are not adopted, would be a dominant, visually intrusive element in an otherwise pastoral landscape; similar to the effects on the park in general. The placement of sound barriers at this location would require a TCE along the edge of the Lawn Bowling Alley to enable for construction and would represent a new visual element that would extend up to 12 feet in height along the southern and eastern perimeter of the Redlands Lawn Bowling Club (see Figure 3.12-7). The barrier would extend approximately 500 feet west from the southeast corner of Sylvan Park to the park's southern entrance. It would also extend approximately 210 feet north from the park's southeast corner to form a large "L." The lawn bowling portion of Sylvan Park is set back from the east side of the property by a 75-foot buffer of lawn and mature trees. However, the south end of the bowling green abuts the property line at Redlands Lawn Bowling Club Drive. The placement of a sound barrier at this location would require the replacement of the shrubbery-covered south fence. However, through the implementation of Mitigation Measures LU-1, VQA-3, VQA-4, and CUL-2a as proposed in the draft EIS/EIR, the protected activities, features, or attributes that qualify this resource for protection under Section 4(f) would not be substantially impaired. No constructive use of the resource would occur.

Determination

The Project Alternatives would require a TCE and would result in a temporary occupancy of Sylvan Park for roadway improvements and, if necessary, installation of sound barriers. The Project would also result in a use of Sylvan Park due to the partial acquisition or permanent easement required by improvements to Park Avenue, and if necessary, the construction of sound barriers. However, with the implementation of mitigation measures as proposed in the draft EIS/EIR (see draft EIS/EIR, Executive Summary, Table ES-3), the impacts would be de minimis.

If quiet zones are implemented, the Project Alternatives would not result in a direct use, temporary occupancy, or constructive use of the Redlands Lawn Bowling Club. If sound barriers are required, the implementation of mitigation measures as proposed in the draft EIS/EIR (see draft EIS/EIR, Executive Summary, Table ES-3), would avoid a Section 4(f) use of this resource.

Notification

At this time, SANBAG, in coordination with FTA, is requesting your written concurrence with the Section 4(f) determinations for Sylvan Park and the Redlands Lawn Bowling Alley. We would ask that the City provide written response to this letter within 30 days of receipt to ensure inclusion in the final EIS/EIR. In your response, please include a statement that indicates, *"The City has reviewed the reviewed the properties inventoried for this Project and we concur that the Project will not adversely affect the activities, features, or attributes that make Sylvan Park eligible for Section 4(f) protection. We agree that this Project will have a de minimis impact on this resource."*

We appreciate your continued cooperation and dialogue as it relates to the Project. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,



Mitchell Alderman, PE
Director of Rail and Transit Programs

CC/

Hymie Luden, FTA, Region 9
Dominique Paukowits, FTA, Region 9



N. ENRIQUE MARTINEZ
City Manager

City of
REDLANDS

Incorporated 1888
35 Cajon Street, Redlands, CA 92373
909-798-7510
nemartinez@cityofredlands.org

February 17, 2015

Mitchell Alderman, PE
Director of Rail and Transit Programs
San Bernardino Associated Governments (SANBAG)
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410

**SUBJECT: REDLANDS PASSENGER RAIL PROJECT (RPRP) SECTION 4(f)
DETERMINATIONS FOR CITY-OWNED PARK AND RECREATION
RESOURCES, INCLUDING SYLVAN PARK**

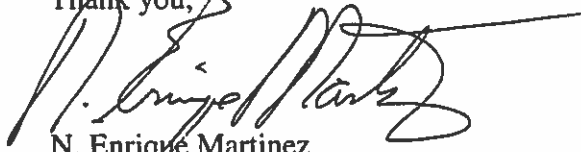
Dear Mr. Alderman:

On June 17, 2013, a formal letter was received requesting feedback for the proposed Redlands Passenger Rail Project (RPRP) in San Bernardino County. On July 17, 2013, staff responded with a letter stating that the project will be a significant impact to Sylvan Park and the Lawn Bowl Club. On September 24, 2014 staff received a subsequent letter requesting written concurrence with the Section 4(f) determinations for Sylvan Park based on a revised design. Further clarification on the design was provided to staff on February 11, 2015.

The City has reviewed the information provided for this Project and concurs that the Project will not adversely affect the activities, features, or attributes that make Sylvan Park eligible for Section 4(f) protection. We agree that this Project will have a de minimis impact on this resource.

If you have any questions, please feel free to contact my office at (909) 798-7510.

Thank you,



N. Enrique Martinez
City Manager

cc: Mayor and City Council Members
Chris Diggs, Interim Municipal Utilities and Engineering Director
Oscar Orci, Community Development Director
Fred Cardenas, Quality of Life Director



Redlands Unified School District

August 1, 2012

Lori Rhodes
Superintendent
Redlands Unified School District
20 West Lugonia Avenue
Redlands, CA 92374

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Notification for Victoria Elementary School (Victoria Park) and Orangewood High School

Dear Ms. Rhodes,

HDR Engineering, Inc. (HDR) is under contract with San Bernardino Association of Governments (SANBAG) to prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the proposed Redlands Passenger Rail Project (RPRP or Project). In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. The intent of this letter is to provide the notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by Redlands Unified School District (RUSD). Below is a brief description of the RPRP and the requirements of Section 4(f).

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate commuter rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City).

The Study Area for the Project alternatives follows an approximately 9-mile railroad right-of-way (ROW) owned by SANBAG and extends from the City of San Bernardino on the west to the City of Redlands on the east. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

During Project construction, publicly owned parks and recreational facilities directly adjacent to the Project ROW could be subject to indirect construction impacts (i.e., air quality, noise, and temporary easements). The resources located directly adjacent to the RPRP rail corridor include Victoria Elementary School (Victoria Park) and Orangewood High School. Figures 2 and 3 illustrate the location of Victoria Elementary School and Park and Orangewood High School in relation to their proximity to the rail

corridor. Because these schools have recreational facilities open to the general public (during non-school hours), they are considered public facilities. As such, SANBAG will evaluate the RPRP's direct and indirect impacts to these resources per the requirements of Section 4(f) of the Department of Transportation Act, as described below.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Notification

This letter serves to provide notification about the start of the environmental review process for RPRP and SANBAG seeks RUSD input on potential impacts to the identified public parks within RUSD's jurisdiction. In order to expedite this process, please contact us with additional input, including information on applicable regulations relevant to the school facilities identified in this notification letter. We would ask that RUSD provide written response to this letter notification within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

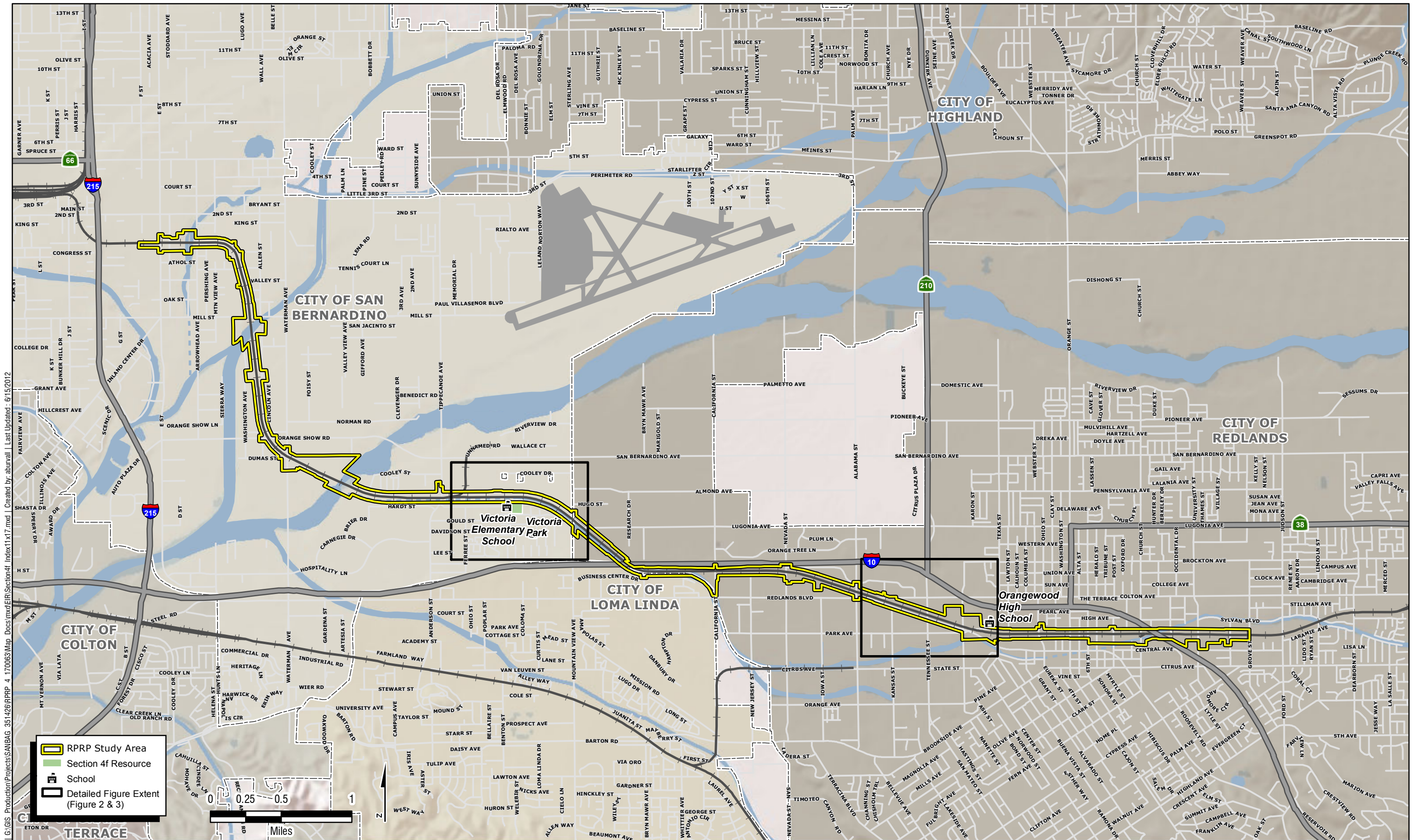
Sincerely,



Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

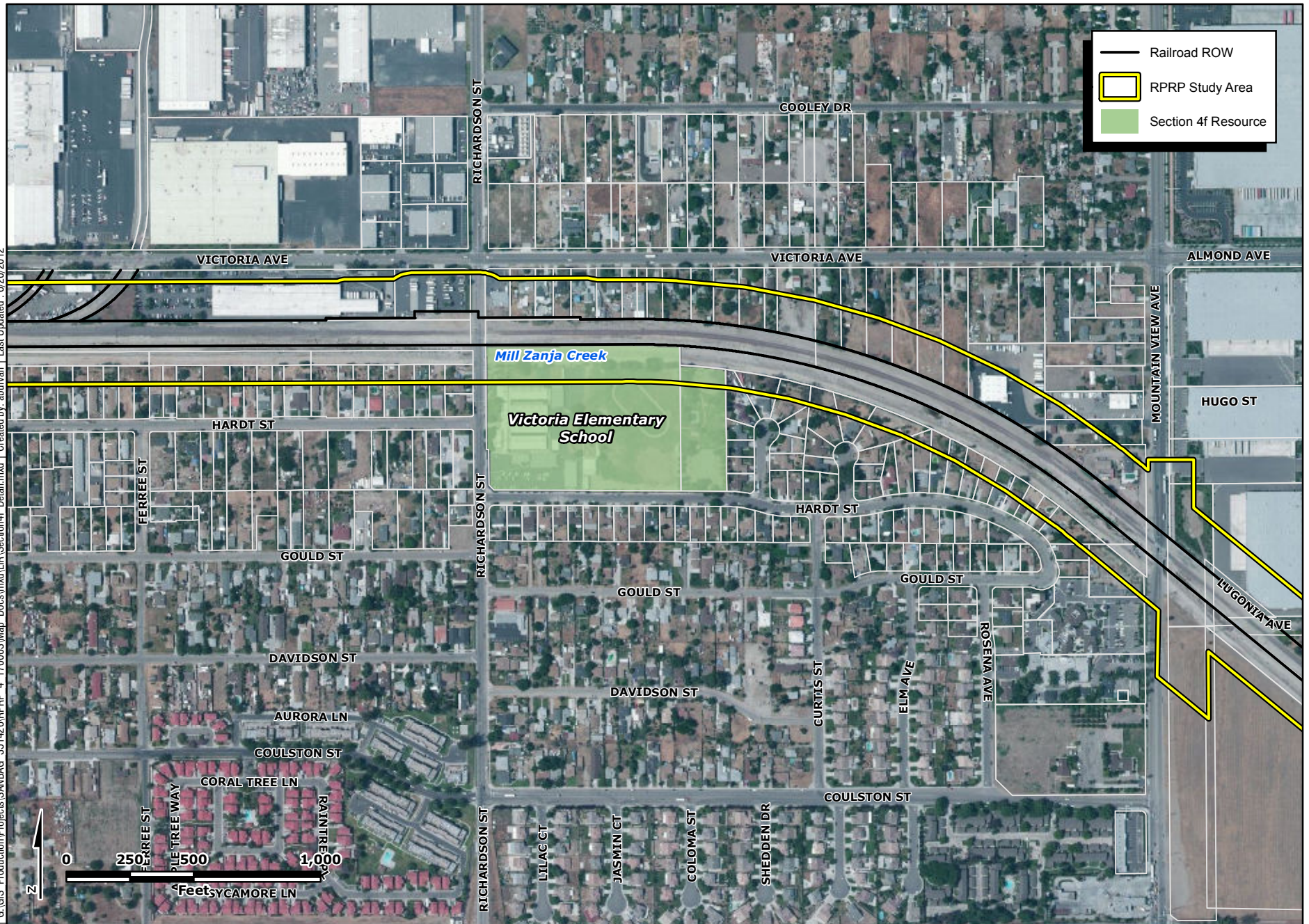
Attachments:

- Figure 1 – RPRP Study Area
- Figure 2 – Victoria Elementary School and Victoria Park
- Figure 3 – Orangewood High School



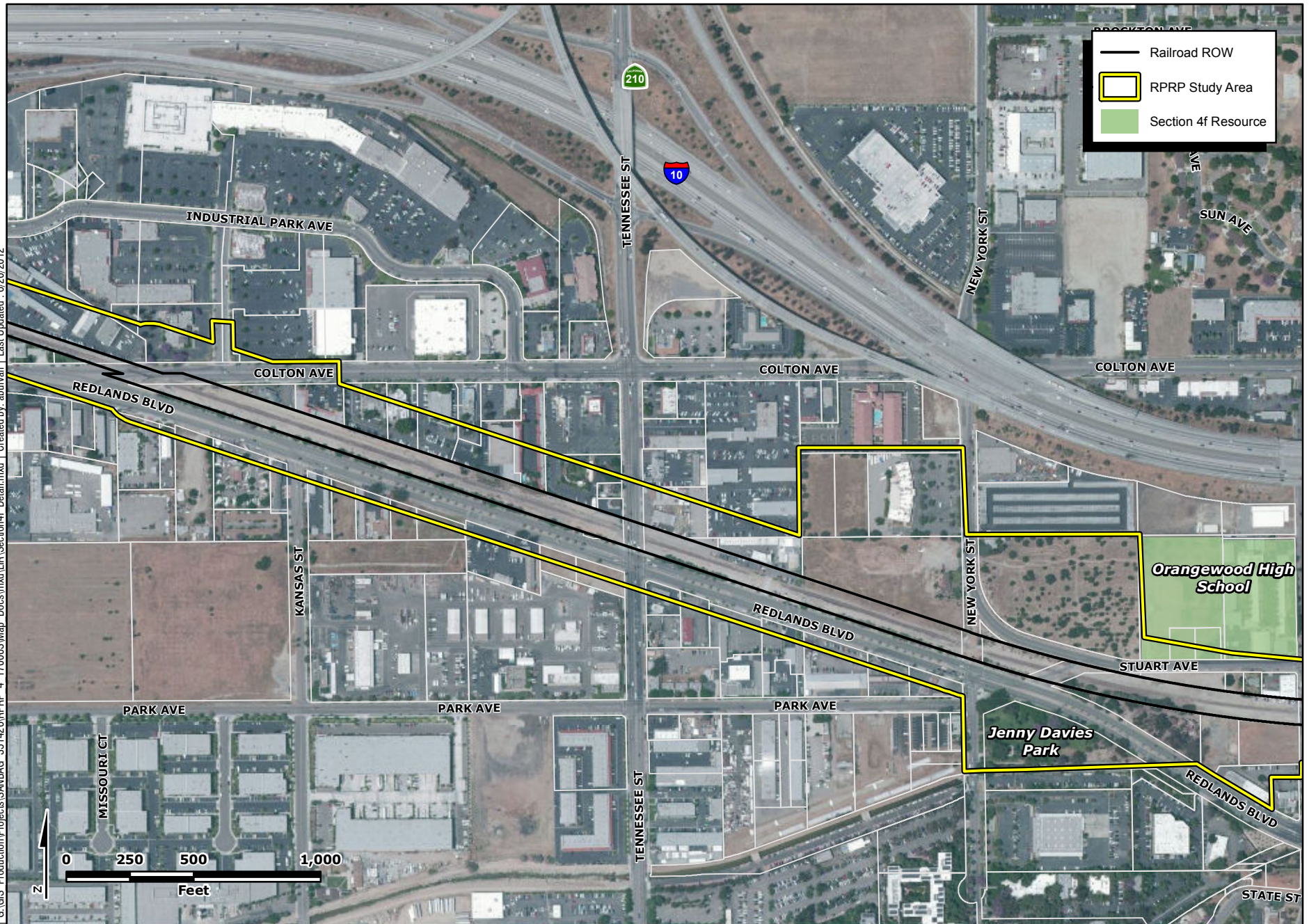
G:\GIS Production\Projects\SANBAG 351426\RPRP 4 170063\Map Docs\mxd\EIR\Section4f Index11x17.mxd | Created by: aburval | Last Updated: 6/15/2012

I:\GIS\Production\Projects\SANBAG_351426\PRRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburvall | Last Updated: 6/20/2012

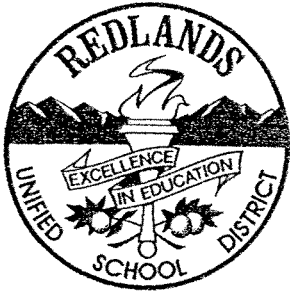


Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012

I:\GIS Production\Projects\SANBAG_351426\PRRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburall | Last Updated: 6/20/2012



Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012



REDLANDS UNIFIED SCHOOL DISTRICT

RECEIVED

JUN 17 2013

September 10, 2012

Mr. Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

**SAN BERNARDINO
ASSOCIATED GOVTS**

**re: Redlands Passenger Rail Project – Section 4(f) Notification
Victoria Elementary School & Orangewood High School**

Dear Mr. Alderman:

As a follow-up both to your letter dated August 1, 2012, and e-mail correspondence with your office on or about August 20, 2012, the Redlands Unified School District appreciates the opportunity to submit the following recommendations as to issues to be included in the San Bernardino Associated Governments (SANBAG) evaluation of the Redlands Passenger Rail Project ("Project"). As identified in your letter, the District owns and operates public school facilities on two school sites in close proximity to the rail corridor. Those sites include Victoria Elementary School, located at 1505 Richardson Street, San Bernardino, California 92408, and Orangewood High School, located at 515 Texas Street, Redlands, California 92374.

We understand that SANBAG's primary concern in connection with the Section 4(f) notification is the potential impacts of the Project on the recreational areas of the District's school sites. To that end, the District hereby confirms that the Victoria Elementary School and Orangewood High School sites are used for both in-school and after-school recreational activities, all of which may be impacted by the Project and thus should be analyzed.

The Victoria Elementary School fields are used daily for recess and physical education classes for students in Kindergarten through 5th Grade, as well as for after-school recreational programs conducted by the AAA Academy and Think Together. The walking track at Victoria Elementary School is likewise used extensively by both students during school hours and the community during after-school hours. Additionally, neighboring Victoria Park, also owned by the District, is used by the community for recreational park and playground purposes.

The fields at Orangewood High School are used jointly with the City of Redlands, which utilizes the fields for after-school and weekend programs, including softball, youth baseball, and similar community programs. When not utilized by the City, the Orangewood High School fields are also used by the community for unorganized sports activities and practices. During school hours, the Orangewood High School fields are used for intramural sports and physical education classes on a daily basis.

In addition to impacts on the above-referenced recreational activities, the District has certain additional concerns relative to the Project, arising both from the school and recreational uses of the Victoria Elementary and Orangewood High School sites. These concerns arise in large part from the fact that the attendance areas for both schools encompass territory on both sides of rail right-of-way. Acknowledging the existence of railroad track along the proposed alignment, the District's concern relates to the changes in utilization of track; the

Mr. Mitchell A. Alderman, P.E.
September 10, 2012
Page 2

anticipated increase in frequency, speed and environmental impacts of the proposed use as compared to the rare use of these rail lines experienced historically. Thus, these concerns should be evaluated by SANBAG and, as appropriate, mitigated as part of the Project. Specifically, SANBAG should consider:

1. Whether adequate safeguards, including, but not limited to, barriers and cross-guards, are in place to protect the safety of vehicles and pedestrians crossing the tracks in those areas immediately adjacent to the school sites;
2. Whether the railway schedule will include substantial rail traffic at times that coincide with the beginning and end of the school day—the times of intensive pedestrian and vehicular traffic in and around the school site;
3. Whether the speed and/or rail conditions in the vicinity of the school sites (e.g., the curve and grade of the track) will increase risks to pedestrians and vehicles;
4. Whether the Project will generate noise that will impact daily school and recreational activities at the school sites;
5. Whether there are any high-pressure or hazardous material pipelines in the vicinity of the school sites that may be ruptured in the event of a derailment in connection with the Project. Such pipelines would include, but not necessarily be limited to, gas, sewer, or oil pipelines or high-voltage power lines.

Consistent with the above, and consistent with the requirements that would be placed upon the District if placing its schools within 1,500 feet of a railroad track pursuant to Section 14010 of Title 5 of the California Code of Regulations, the District requests that a safety study be included with any studies prepared with respect to the Project as to those areas in the vicinity of Victoria Elementary School and Orangewood High School.

Consistent with the District's concerns above, such study should include a review of the anticipated cargo manifests, frequency, speed, and schedule of railroad traffic; grade, curves, and type and condition of track; the need for sound and/or safety barriers; the need for pedestrian and vehicle safeguards at railroad crossings; and presence of high pressure gas lines near the tracks that could rupture in the event of derailment. The District requests that such study consider mitigation to avoid any impacts identified in the course of SANBAG's evaluation, and that such mitigation be incorporated into the Project.

The District desires that air quality impacts be considered and, as necessary, addressed by SANBAG, particularly to the extent the Project will utilize diesel-powered locomotives. Air pollution from the Project may have negative impacts on the District's schools, and the related recreational uses, and thus should be considered in the evaluation of the Project. Of particular concern to the District are the impacts at its schools adjacent to planned station stops, where the trains will sit idle during the passenger loading and unloading process.

The District appreciates the opportunity to comment on the Project, and invites SANBAG to contact us at your convenience in order to provide any additional information needed by SANBAG to complete its analysis.

Sincerely,

Brad Mason
Assistant Superintendent
Business Services

August 1, 2012

Sherli Leonard
Executive Director
Redlands Conservancy
PO BOX 855
Redlands, CA 92373

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Notification for the Orange Blossom Trail

Dear Ms. Leonard,

HDR Engineering, Inc. (HDR) is under contract with San Bernardino Association of Governments (SANBAG) to prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the proposed Redlands Passenger Rail Project (RPRP or Project). In compliance with 23 CFR--PART 774, the Federal Transit Administration's (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. The intent of this letter is to provide the notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the Redlands Conservancy. Below is a brief description of the RPRP and the requirements of Section 4(f).

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate commuter rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City).

The Study Area for the Project alternatives follows an approximately 9-mile railroad right-of-way (ROW) owned by SANBAG and extends from the City of San Bernardino on the west to the City of Redlands on the east. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

During Project construction, publically owned parks and recreational facilities directly adjacent to the Project ROW could be subject to indirect construction impacts (i.e., air quality, noise, and temporary easements). Based on maps produced by the Redlands Conservancy, a portion of Orange Blossom Trail is mapped within proximity to SANBAG's ROW. Figure 2 illustrates the location of the Orange Blossom Trail in relation to its proximity to the rail corridor. Additionally, SANBAG would also like to coordinate with Redlands Conservancy to determine the planned/actual alignment of the Orange Blossom Trail, so

that indirect effects to these facilities are avoided to the greatest extent practical. Based on these considerations, SANBAG will evaluate the RPRP's direct and indirect impacts to this resource per the requirements of Section 4(f) of the Department of Transportation Act, as described below.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Notification

This letter serves to provide notification about the start of the environmental review process for RPRP and SANBAG seeks input from Redlands Conservancy on potential impacts to Orange Blossom Trail. In order to expedite this process, please contact us with additional input, including information on applicable regulations relevant to Orange Blossom Trail. We would ask that Redlands Conservancy provide written response to this letter notification within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,

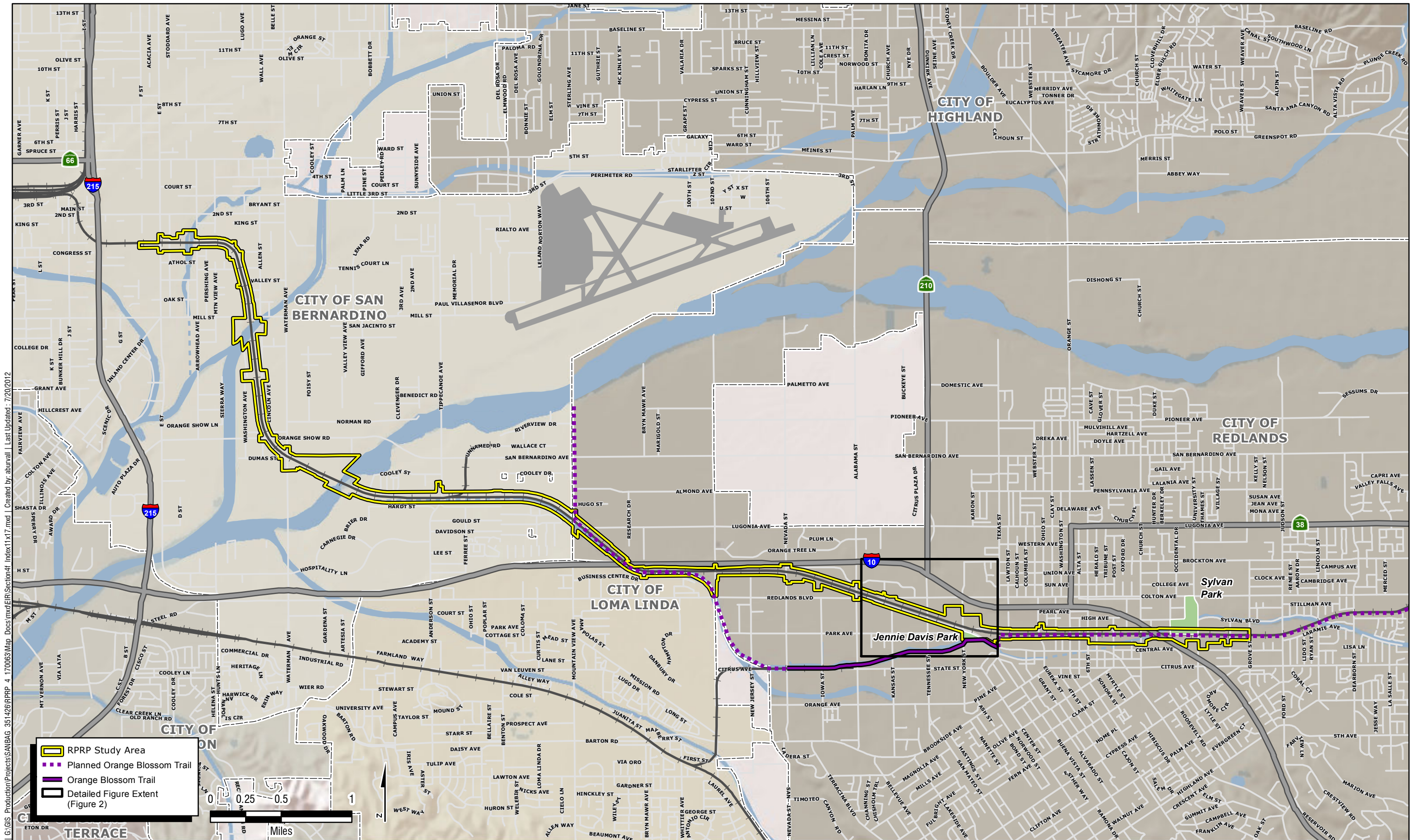


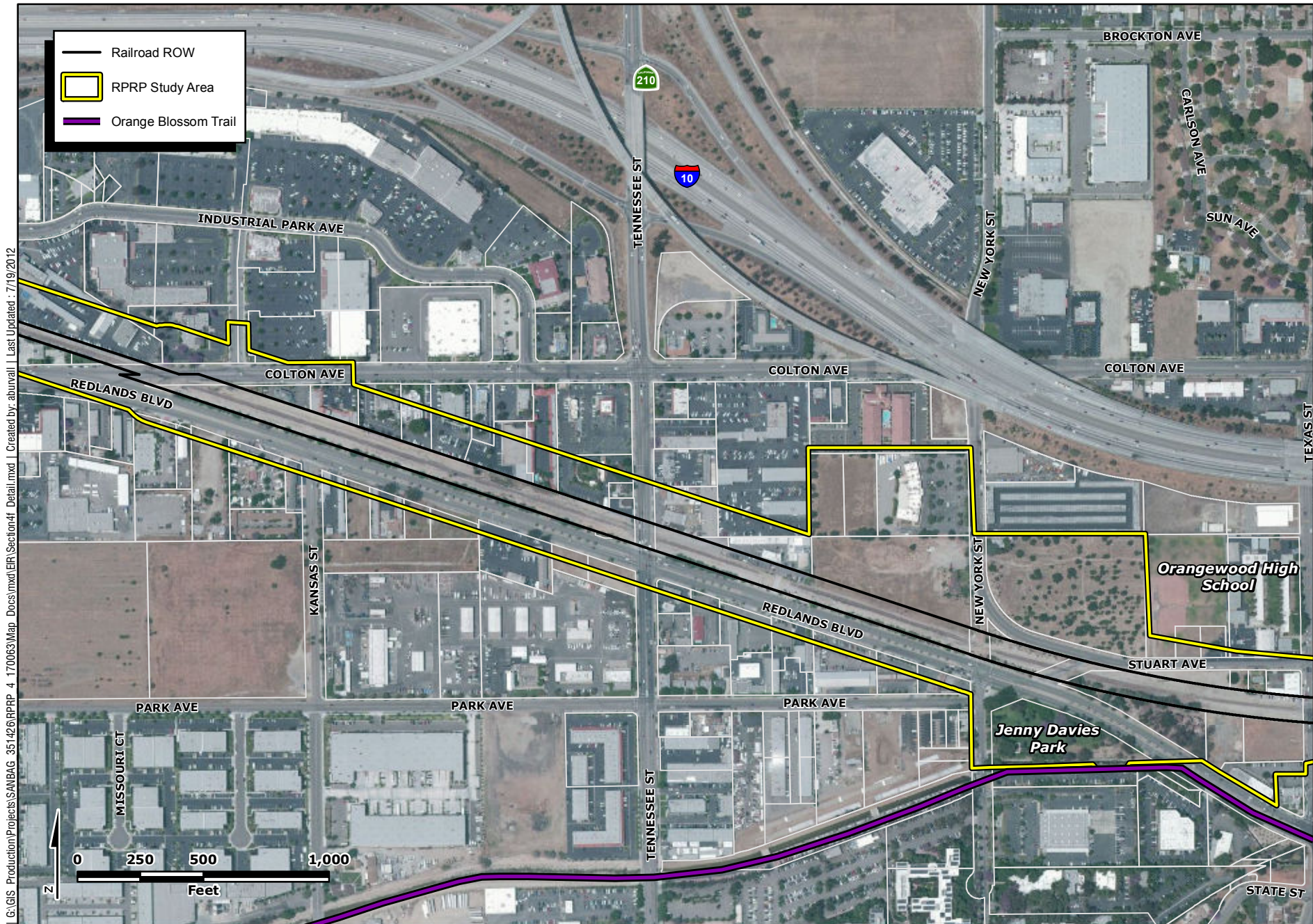
Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Attachments:

Figure 1 – RPRP Study Area

Figure 2 – Orange Blossom Trail





I:\GIS Production\Projects\SANBAG_351426\RPRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburall | Last Updated: 7/19/2012

Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012



San Bernardino Associated Governments

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



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

June 7, 2013

Lori Rhodes
Superintendent
Redlands Unified School District
20 West Lugonia Avenue
Redlands, CA 92374

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Coordination for Victoria Elementary School (Victoria Park), Orangewood High School, and Franklin Elementary School

Dear Ms. Rhodes,

We are writing to you regarding the proposed Redlands Passenger Rail Project (RPRP) in San Bernardino County. In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012, we sent a letter to provide notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the Redlands Unified School District (RUSD). On August 6, 2012, subsequent contact with the RUSD included an email summarizing the contents of the notification letter sent the week prior.

RUSD provided a response via email on August 21, 2012 requesting that SANBAG mitigate all impacts (noise, sound, pollution, pedestrian danger, etc.) to below significant thresholds, particularly through segments of the RPRP in the immediate proximity of any of RUSD's school sites. However, to date, SANBAG has not received a formal response from the RUSD concerning the potential 4(f) use of existing or planned park and recreation amenities owned and/or managed by RUSD. We request that the RUSD provide written concurrence on the use determinations within 45 days of receipt of this letter.

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate passenger rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City). Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

The following provides a summary of the Section 4(f) analysis for the identified park and recreation amenities within the RUSD's jurisdiction.

Victoria Elementary School and Park

Application of Section 4(f) Criteria for Use. Project-related improvements and associated mitigation measures east of Richardson Avenue and north and south of the Mission Zanja Channel in the City of Redlands would have the potential to result in direct use, temporary occupancy, and constructive uses of Victoria Park. Victoria Elementary School and Park are open to the public park, provide a variety of recreational opportunities, and is listed on the NRHP. Section 4(f) is considered applicable. Each of these use types are considered further below.

Direct Use. Victoria Park is located to the south of the Mission Zanja Channel outside of the established Project footprint. The width of the existing SANBAG ROW at this segment of the railroad corridor is considered adequate to accommodate the proposed track improvements; however, if sound barriers are constructed to mitigate for adverse noise effects, these features would necessitate the conversion (direct use) of a portion of the northern section of the fields at Victoria Park to accommodate the sound barrier (up to 12 feet). At this time, an easement of approximately 10 feet would be required to facilitate long term maintenance. The installation of the sound barrier would result in an encroachment into the park, which would remove existing vegetation (e.g., trees) and/or result in conflicts with existing park amenities. With the installation of a sound barrier, a direct use of the northern perimeter of Victoria Park would result.

Temporary Occupancy. Construction activities associated with track improvements would occur along the railroad corridor, east of Richardson Street and potentially along both banks of the Mission Zanja Channel. Work along this segment would generally be confined to the boundaries of SANBAG ROW, which is approximately 50 feet, with the exception of private and public property encroachments that would be required if sound barriers are constructed. This noise reduction measure would require a temporary construction easement of approximately 10 feet along the northern border of Victoria Elementary School and Park. To minimize disruption from construction activities, the construction area would be minimized to the northern perimeter and, therefore, a temporary occupancy of the fields and park at Victoria Elementary School would result. Project-related construction directly adjacent to the fields at Victoria Elementary School would include displacement of existing improvements along the north perimeter to facilitate the placement of sound barriers. Minimization of project land requirements and compliance with Federal and State relocation laws are proposed to minimize the disruption to existing improvements and extent of the temporary occupancy.

Constructive Use. Long-term operational noise and changes in visual resources and aesthetics could impact long-term uses at the park and playfields. These issues are discussed in further detail below.

- ***Noise.*** Construction noise effects associated with heavy equipment and machinery would exceed FTA established noise criteria. Because recreation facilities are considered sensitive receptors, temporary construction noise associated with the Project would result in an adverse effect under NEPA. Similarly, with the operation of trains along the railroad corridor, ambient noise levels would increase at the park and playfields. However, with the implementation of mitigation measures, such as quiet zones and sound barriers, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired.
- ***Visual Quality and Aesthetics.*** The segment of the railroad corridor adjacent to Victoria Elementary Park is considered to have an overall moderate visual quality. With the implementation of noise mitigation, the indirect effect of constructing noise barriers could create a

visual separation between the park facility and the Mission Zanja Channel and degrade the overall visual character of the park. Mitigation in the form of sound barrier screening and surface treatments would partially address this adverse effect. However, a constructive use would remain thereby adversely affecting the protected activities, features, and attributes that qualify this resource for protection under Section 4(f).

Discussion of Potential Section 4(f) Alternative(s) - Alternative 4(f)A (Victoria Park). The only method for avoiding a direct and constructive use of Victoria Park would be to not construct the noise barrier north of the existing school, playfields, and park. Given SANBAG's ownership of the existing ROW, a realignment of the Project and acquisition of new ROW would be infeasible. For these reasons, this alternative is proposed to avoid the direct use, temporary occupancy, and constructive use of Victoria Park. The reduced footprint under Alternative 4(f)A (Victoria Park) would meet the qualifications as the most reasonable and prudent alternative by avoiding direct use, temporary occupancy, and constructive uses at Victoria Park through the following:

- Elimination of a 12-foot sound barrier along the northern perimeter of the park.
- Mandatory implementation of a quiet zone for the Richardson Avenue Grade Crossing.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, and constructive use of Victoria Park would result from the Project. To facilitate this determination, the selection of Alternative 4(f)A (Victoria Park) is recommended.

Orangewood High School

Application of Section 4(f) Criteria for Use. The proposed track improvements and the New York Street station improvements would be confined within SANBAG's existing public roadway ROW and would not involve the direct use of recreational facilities located at Orangewood High School. Additionally, no temporary occupancy of the school property would be required during construction. Although temporary disruptions in traffic flow may occur during construction, these effects would be addressed through the implementation of a traffic control plan during construction. Long-term noise associated with the Project would not result in an adverse effect that would constitute a constructive use of the property. In this context, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired with the implementation of the Project.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, or constructive use of the Orangewood High School playfields would result from the Project.

Franklin Elementary School

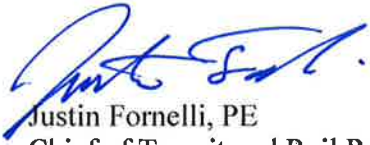
Application of Section 4(f) Criteria for Use. The large fields at Franklin Elementary School are buffered from the Project footprint by a distance of approximately 0.11 miles. Due to the presence of residential uses between the school and the Project, no direct use, temporary occupancy, or constructive use would result as a consequence of the Project's implementation.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, or constructive use of the fields at Franklin Elementary School would result from the Project.

Notification

At this time, SANBAG is requesting your written concurrence with the 4(f) use determinations for Victoria Elementary School and Park, Orangewood High School, and Franklin Elementary School. We would ask that the RUSD provide written response to this letter within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,



Justin Fornelli, PE
Chief of Transit and Rail Programs

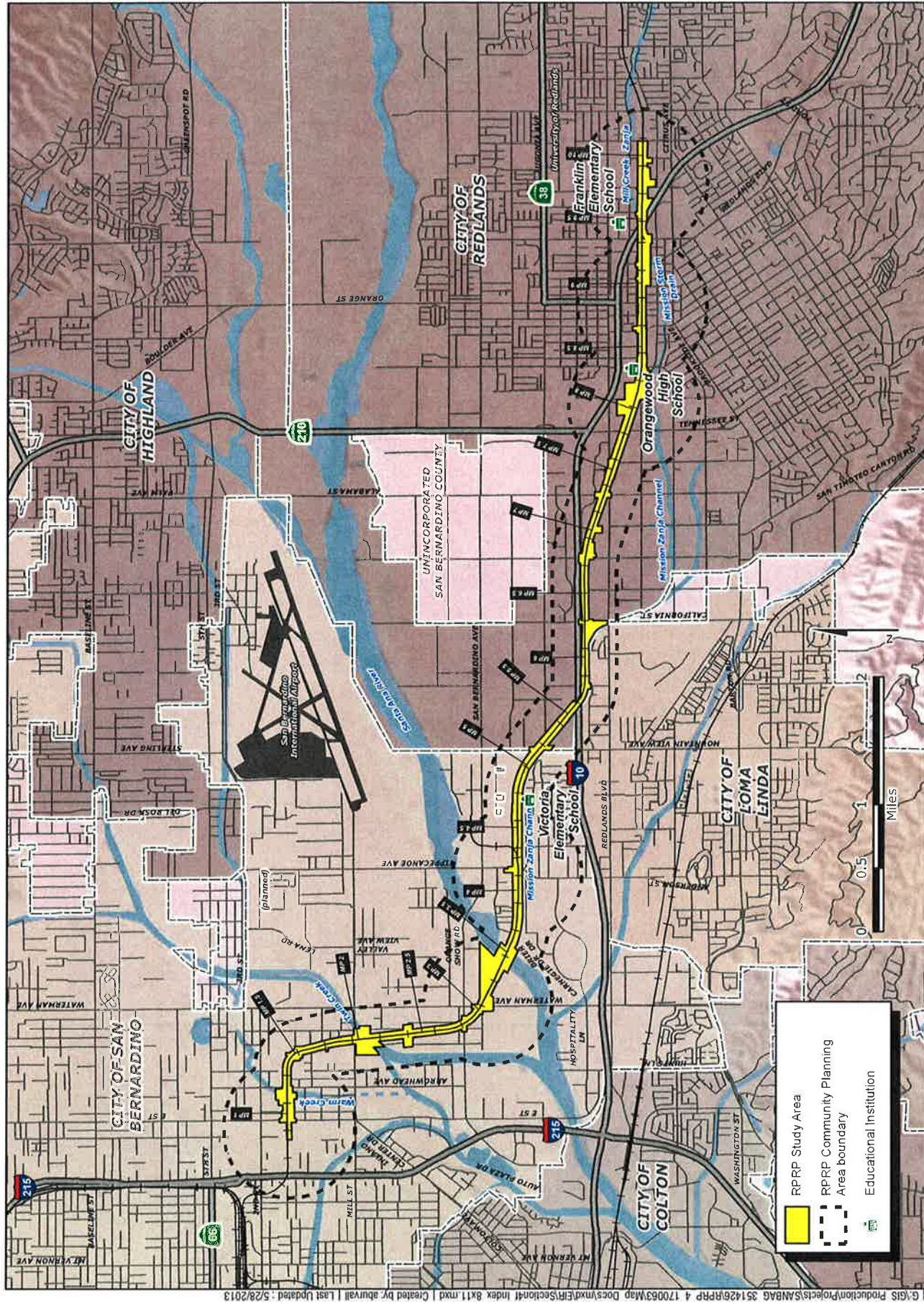
CC/

Hymie Luden, FTA, Region 9

Attachments:

Figure 1 – RPRP Study Area

Figure 2 – Victoria Elementary School and Victoria Park



Section (4)f Resources Overview

Figure 1

FT/SANBAG | Redlands Passenger Rail Project

-Page Intentionally Blank-



G:\GIS Production\Projects\SANBAG_351426\FPP 4 170063\Map Docs\mxd\ER\VictoriaElementary.mxd | Created by: aburall | Last Updated: 5/22/2013

Alternative 4(f)A (Victoria Park)

Figure 2

-Page Intentionally Blank-

September 24, 2014

Lori Rhodes
Superintendent
Redlands Unified School District
20 West Lugonia Avenue
Redlands, CA 92374

Subject: Redlands Passenger Rail Project - Section 4(f) Determination for District-Owned Park and Recreational Resources, including Victoria Elementary School (Victoria Park)

Dear Ms. Rhodes,

We are pleased to inform you that the San Bernardino Associated Governments (SANBAG) in coordination with the Federal Transit Administration (FTA) released a draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Redlands Passenger Rail Project (Project) on August 6, 2014 for public review and comment. The draft EIS/EIR was prepared in accordance with the National Environmental Policy Act (NEPA), FTA's "Rules for Implementing NEPA," and the California Environmental Quality Act (CEQA). The draft EIS/EIR includes consideration of protected Section 4(f) resources (23 CFR Section 774), including those owned and administered by the Redlands Unified School District (District) and the subject of SANBAG's previous correspondence on June 7, 2013 (see Attachment A). Attachment B includes a CD containing an electronic copy of the draft EIS/EIR for the District's reference.

Previous Section 4(f) Consultation

As described in our June 7, 2013 letter, the Project would not require right-of-way acquisition on any properties owned by the District. This circumstance has not changed since our last correspondence. Since our correspondence in June of 2013, SANBAG has developed additional project information along with a series of proposed mitigation measures as provided in the draft EIS/EIR that address each of the concerns raised in the District's previous letter (June 17, 2013).

We understand that the District has concerns as they relate to the direct and indirect effects of the Project. Multiple mitigation measures are proposed in the draft EIS/EIR to address adverse effects associated with the close "proximity" of properties owned and/or managed by the District. With the implementation of quiet zones (see Mitigation Measure NV-4 of the draft EIS/EIR), the Project alternatives would require no direct use (e.g. property take) or temporary occupancy (e.g. temporary construction easement – TCE) of any District-owned property. With the implementation of mitigation measures proposed in the draft EIS/EIR for construction and operational noise (see Mitigation Measures NV-1 through NV-6), safety and security (see Mitigation Measures TR-3, SS-1, and SS-2), and traffic/circulation (see Mitigation Measures TR-1 through TR-5), no constructive use would result from the Project Alternatives.

Irrespective of the implementation of quiet zones and, as reflected in the draft EIS/EIR, the Section 4(f) determinations for Orangewood High School and Franklin Elementary School remain unchanged from the determinations provided in our June 7, 2013 letter. With the incorporation of mitigation measures proposed in the draft EIS/EIR, no direct use, temporary occupancy, or constructive use of Orangewood High School and Franklin Elementary School would result as a consequence of the Project.

Since our last correspondence, SANBAG has made additional modifications to the Project Alternatives and coordinated with the State Historic Preservation Officer (SHPO), which has resulted in minor changes to the

Section 4(f) determinations for Victoria Elementary School and Park. In particular, these changes relate to the consideration of Alternative 4(f)A (Victoria Park), which has since been withdrawn from consideration in the draft EIS/EIR. Additionally, subsequent to the consultation with the District in 2013, Victoria Elementary School has been identified as a historical resources based on its eligibility for the National Register of Historic Places (NRHP). SANBAG and FTA are currently in consultation with SHPO for Victoria Elementary School. Victoria Park and Victoria Elementary School are discussed in more detail below.

Victoria Elementary School and Park

Direct Use. Victoria Elementary School and Park is located to the south of the Mission Zanja Flood Control Channel outside of the limits of construction for the established Preferred Project footprint (see Figure 3.16-4 of the draft EIS/EIR). The width of the existing SANBAG right-of-way (ROW) at this segment of the railroad corridor (100 feet) is considered adequate to accommodate the proposed track improvements; however, if sound barriers are required to mitigate for adverse noise effects (see Mitigation Measure NV-4 of the draft EIS/EIR), these features would be constructed on the District's property. At this time, a temporary construction easement (TCE) of approximately 10 feet would be required to facilitate construction of the sound barrier; however, no property acquisition is proposed. Rather, the sound barrier would replace the existing 5-foot chain link fence that borders the function areas of the school, athletic fields, and park and, subsequently, be dedicated to the District. If constructed, long-term maintenance of the sound barrier would be achieved through an agreement and/or rights of access pending further discussion between SANBAG and District.

The installation of the sound barrier would result in an encroachment into the school property and park and could require the removal of existing vegetation (e.g., trees) and the replacement of the existing chain link fence. The implementation of Mitigation Measure NV-3 (Quiet Zones) would avoid these impacts. However, if quiet zones are not implemented and sound barriers are required (NV-4), the implementation of Mitigation Measures VQA-3 (Tree Replacement) and VQA-4 (Sound Barrier Screening and Surface Treatments) is proposed to minimize these impacts. In its current location, the sound barrier would be a minimum of 100 feet from any use area at the park; hence, no interruption of existing recreational uses is expected. Since no property acquisition is proposed and the sound barrier would effectively replace the existing fence, the protected activities, features, or attributes that qualify this resource for protection under Section 4(f) would not be substantially impaired. This impact is considered de minimis.

Temporary Occupancy. The 4(f) use determination provided in our letter dated June 7, 2013 remains unchanged. With implementation of the Draft EIS/EIR's Mitigation Measures LU-1 (Minimize Project Land Requirements), TR-1 (Prepare a Traffic Management Plan), NV-1 (Employ Noise-Reducing Measures during Construction), and NV-2 (Prepare a Community Awareness Program for Construction), construction-related impacts (e.g. noise and access) along the north perimeter of the park would be minimized. Hence, the Project's temporary occupancy would not result in a permanent use of this resource.

Constructive Use. Our letter dated June 7, 2013 incorrectly indicated that a constructive use of Victoria Elementary School and Park would result. Based on Project design features and mitigation measures, the Project would not result in the constructive use of Victoria Elementary School and Park. The following provides a summary of the revised constructive use analysis for Victoria Elementary School and Park as reflected in the draft EIS/EIR.

- **Noise.** With the operation of trains along the railroad corridor, ambient noise levels would increase at the park and playfields. However, this increase up to 60 dBA (Leq) would fall within the acceptable range for FTA's noise criteria. However, residential uses to the north of the ROW, east of Richardson Street would be severely impacted. If sound barriers are constructed at this location as proposed under Mitigation Measure NV-4 (Sound Barriers) in the draft EIS/EIR, a sound barrier would also be required along the northern boundary of the park to absorb sound redirected to the south by the northern sound barrier. With the implementation of Mitigation Measure NV-3 (Quiet Zones), the increase in noise levels would be minimized through the implementation of quiet zones. If quiet zones are not implemented, the implementation of Mitigation Measures NV-4 (Sound Barriers) and/or NV-6 (Ballast Mats, Resiliently Supported Ties, or Measures of Comparable Effectiveness on Portions of the Rail near Sensitive Receivers) would ensure the placement of the necessary noise reduction measures (e.g., sound barriers, etc.). With the implementation of these measures, no substantial impairment to the protected activities, features, and attributes of this resource will occur. Therefore, no constructive use would occur.
- **Visual Quality and Aesthetics.** This segment of the railroad corridor is considered to have an overall moderate visual quality. With the implementation of Mitigation Measures VQA-3 (Tree Replacement) and

VQA-4 (Sound Barrier Screening and Surface Treatments), noise reduction measures required for the Project will not substantially diminish the protected activities, features or attributes of this resource. Therefore, no constructive use would occur.

Victoria Elementary School

Direct Use. Similar to the discussion for Victoria Elementary School and Park, the Project Alternatives would introduce passenger rail service to SANBAG's ROW, which is located just north of the school property (see Figures 3.16-4 and 3.12-3). With the implementation of Mitigation Measure NV-3 (Quiet Zones) as proposed in the draft EIS/EIR, noise levels at the school resulting from train operations would remain within acceptable levels and no direct use of the school property would result from the Project. However, if quiet zones are not adopted by the City of San Bernardino, the implementation of Mitigation Measure NV-4 (sound barriers) is proposed in the draft EIS/EIR to mitigate noise levels.

If sound barriers are required to mitigate operational noise, the barriers would likely replace the existing five foot chain-link fence that borders the northern and northwestern portions of the school (see Figure 3.12-3). If constructed, sound barriers (up to 12 feet) would be constructed within 30 feet of the school building on its northwestern corner and 80 feet from the northern portion of the building. Once constructed, the sound barrier structure would be dedicated to the RUSD and, thus, no permanent acquisition of the historical property would result. Given that the sound barrier would replace an existing chain link fence and would not obstruct the important architectural features of the school, this impact is considered de minimis.

Temporary Occupancy. Similar to the discussion of potential direct use, no temporary occupancy of the school property would result with the implementation of Mitigation Measure NV-3 (Quiet Zones). However, if the construction of sound barriers is proposed under Mitigation Measure NV-4, SANBAG would require a TCE in order to construct the sound barriers. This would result in a temporary occupancy of the property. Through the implementation of Mitigation Measures LU-1 and TR-1, issues related to access would be minimized such that the temporary occupancy is considered minimal and no permanent use would occur.

Constructive Use. Operational noise generated by the Project would be avoided through the implementation of quiet zones as proposed under Mitigation Measure NV-3. However, if quiet zones are not adopted by the City of San Bernardino, then the construction of sound barriers (NV-4) would be required to mitigate operational noise. At its closest point, the sound barrier would be over 30 feet from the northwestern corner of the school in the vicinity of a sand-filled play area with slide and jungle gym (Figure 3.12-3). The overall integrity and characteristics of the property that convey architectural significance would not be compromised. Based on these considerations, the protected activities, features, or attributes that qualify this resource for protection under Section 4(f) would not be substantially impaired. Further, with the implementation of Mitigation Measures VQA-3 and VQA-4 as proposed in the draft EIS/EIR, any potential visual impacts resulting from the sound barriers would be minimized. Hence, no constructive use of this resource would occur.

Determination

Based on the analysis above, the Project Alternatives would not result in a constructive use of Orangewood High School, Victoria Elementary School (and Victoria Park), and Franklin Elementary School. No direct use or temporary occupancy of Orangewood High School or Franklin Elementary School would result from the Project. If quiet zones are constructed (NV-3), the Project Alternatives would not result in a direct use, temporary occupancy, or constructive use of Victoria Park or Victoria Elementary School. However, if sound barriers are required (NV-4), the Project Alternatives would require a TCE and temporary occupancy of Victoria Park and Victoria Elementary School. Direct uses associated with the sound barrier improvements would result at Victoria Park and Victoria Elementary School. With the implementation of mitigation measures as proposed in the draft EIS/EIR (see draft EIS/EIR, Executive Summary, Table ES-3), the impacts would be de minimis.

Notification

At this time, SANBAG, in coordination with FTA, is requesting your written concurrence with the 4(f) use determinations for Orangewood High School, Victoria Elementary School (and Victoria Park), and Franklin Elementary School. We would ask that the District provide written response to this letter within 30 days of receipt to ensure inclusion in the final EIS/EIR. In your response, please include a statement that indicates, *"The District has reviewed the reviewed the properties inventoried for this Project and we concur that the Project will not adversely affect the activities, features, or attributes that make Orangewood High School, Victoria Park, Victoria Elementary*

School, and Franklin Elementary School eligible for Section 4(f) protection. We agree that this Project will result in no 4(f) use to Orangewood High School or Franklin Elementary School. We agree that this Project will result in a de minimis impact on Victoria Park and Victoria Elementary School."

We appreciate your continued cooperation and dialogue as it relates to the Project. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,



Mitchell Alderman, PE
Director of Rail and Transit Programs

CC/

Hymie Luden, FTA, Region 9
Dominique M. Paukowits, FTA Region 9

December 19, 2014

Lori Rhodes
Superintendent
Redlands Unified School District
20 West Lugonia Avenue
Redlands, CA 92374

Subject: Redlands Passenger Rail Project - Section 4(f) Determination for District-Owned Park and Recreational Resources, including Victoria Elementary School (Victoria Park)

Dear Ms. Rhodes,

As a follow up to our letter dated, September 24, 2014, the San Bernardino Associated Governments (SANBAG) in coordination with the Federal Transit Administration (FTA) is preparing the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIS) for the Redlands Passenger Rail Project (Project). In conjunction with the preparation of the Final EIS/EIR, SANBAG and FTA will be concluding the Section 4(f) coordination process for the Project. The Final EIS/EIR will include FTA's final determination on the Project's potential to result in a "use" of protected Section 4(f) resources (23 CFR Section 774), including those owned and administered by the Redlands Unified School District (District).

Previous Section 4(f) Consultation

As described in our September 24, 2014 letter, the Project would not require right-of-way acquisition on any properties owned by the District. This circumstance has not changed since our last correspondence. Since our correspondence in September 2014, SANBAG has developed additional project information to facilitate the implementation of Quiet Zones as proposed in Mitigation Measures NV-3 of the draft EIS/EIR. More specifically, SANBAG in coordination with the Cities of San Bernardino and Redlands has drafted memorandums of understanding (MOUs) that will facilitate the implementation of corridor-wide Quiet Zones. SANBAG expects the MOUs will be executed in February 2015 prior to the public release of the Final EIS/EIR.

As provided in our last correspondence, with the implementation of quiet zones, the Project alternatives would result in no direct use (e.g. property take) or temporary occupancy (e.g. temporary construction easement – TCE) of any District-owned property. With the implementation of mitigation measures proposed in the draft EIS/EIR for construction and operational noise (see Mitigation Measures NV-1, NV-2, NV-3, NV-5, and NV-6), safety and security (see Mitigation Measures TR-3, SS-1, and SS-2), and traffic/circulation (see Mitigation Measures TR-1 through TR-5), no constructive use would result from the Project Alternatives.

Irrespective of the implementation of the MOU, the Section 4(f) determinations for Orangewood High School and Franklin Elementary School remain unchanged from the determinations provided in our June 7, 2013 and September 24, 2014 letters. With the incorporation of mitigation measures proposed in the Final EIS/EIR, no direct use, temporary occupancy, or constructive use of Orangewood High School and Franklin Elementary School would result as a consequence of the Project. With the execution of the MOUs, the Section 4(f) determinations for Victoria Elementary School and Park are revised to exclude the potential for installing sound barriers (on-site) and the associated de minimis impact determination as discussed in more detail below.

Victoria Elementary School and Park

Direct Use. Victoria Elementary School and Park is located to the south of the Mission Zanja Flood Control Channel outside of the limits of construction for the established Preferred Project footprint (see Figure 3.16-4 of the draft EIS/EIR). The width of the existing SANBAG right-of-way (ROW) at this segment of the railroad corridor (100 feet) is considered adequate to accommodate the proposed track improvements. The implementation of Mitigation Measure NV-3 (Quiet Zones) would be effective in minimizing operational noise impacts to the school and park facility and residential uses to the north. The execution of the MOU between SANBAG and the City of San Bernardino for corridor-wide quiet zones would facilitate the implementation of required supplemental safety measures (SSMs) by SANBAG and formal adoption of the quiet zone at Richardson Street by the City. Since no property acquisition or encroachment is proposed, the protected activities, features, or attributes that qualify this resource for protection under Section 4(f) would not be substantially impaired and no direct use will result.

Temporary Occupancy. With the implementation of a quiet zone at Richardson Street, no temporary occupancy of the school fields or park will result.

Constructive Use. Based on Project design features and mitigation measures, the Project would not result in the constructive use of Victoria Elementary School and Park. With the operation of trains along the railroad corridor, ambient noise levels would increase at the park and playfields. With the implementation of Mitigation Measure NV-3 (Quiet Zones), the increase in noise levels would be minimized through the implementation of quiet zones per the executed MOU. With the implementation of these measures, no substantial impairment to the protected activities, features, and attributes of this resource will occur. Therefore, no constructive use would occur.

Victoria Elementary School

Direct Use. Similar to the discussion for Victoria Elementary School and Park, the Project Alternatives would introduce passenger rail service to SANBAG's ROW, which is located just north of the school property (see Figures 3.16-4 and 3.12-3). With the implementation of Mitigation Measure NV-3 (Quiet Zones) as proposed in the draft EIS/EIR and supported by the execution of the MOU between SANBAG and the City, noise levels at the school resulting from train operations would remain within acceptable levels and no direct use (or property acquisition) of the school property would be required.

Temporary Occupancy. Similar to the discussion of potential direct use, no temporary occupancy of the school property would result with the implementation of Mitigation Measure NV-3 (Quiet Zones).

Constructive Use. Operational noise generated by the Project would be avoided through the implementation of quiet zones as proposed under Mitigation Measure NV-3.

Determination

Based on the analysis above, the Project Alternatives would not result in a constructive use of Orangewood High School, Victoria Elementary School (and Victoria Park), and Franklin Elementary School. No direct use or temporary occupancy of Orangewood High School or Franklin Elementary School would result from the Project. The implementation of quiet zones per the MOU executed between the SANBAG and the Cities, the Project Alternatives would not result in a direct use, temporary occupancy, or constructive use of Victoria Park or Victoria Elementary School.

Notification

At this time, SANBAG, in coordination with FTA, is requesting your written concurrence with the 4(f) use determinations for Orangewood High School, Victoria Elementary School (and Victoria Park), and Franklin Elementary School. We would ask that the District provide written response to this letter within 30 days of receipt to ensure inclusion in the Final EIS/EIR. In your response, please include a statement that indicates, *"The District has reviewed the properties inventoried for this Project and we concur that the Project will not adversely affect the activities, features, or attributes that make Orangewood High School, Victoria Park, Victoria Elementary School, and Franklin Elementary School eligible for Section 4(f) protection. We agree that this Project will result in no 4(f) use to Orangewood High School, Franklin Elementary School, or Victoria Park and Victoria Elementary School."*

We appreciate your continued cooperation and dialogue as it relates to the Project. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (858.712.8376) for additional information or questions. We look forward to your response.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell Alderman, PE
Director of Transit and Rail Programs

CC/

Hymie Luden, FTA, Region 9
Dominique M. Paukowits, FTA Region 9

Redlands Conservancy

August 1, 2012

Sherli Leonard
Executive Director
Redlands Conservancy
PO BOX 855
Redlands, CA 92373

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Notification for the Orange Blossom Trail

Dear Ms. Leonard,

HDR Engineering, Inc. (HDR) is under contract with San Bernardino Association of Governments (SANBAG) to prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the proposed Redlands Passenger Rail Project (RPRP or Project). In compliance with 23 CFR--PART 774, the Federal Transit Administration's (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. The intent of this letter is to provide the notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the Redlands Conservancy. Below is a brief description of the RPRP and the requirements of Section 4(f).

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate commuter rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands (City).

The Study Area for the Project alternatives follows an approximately 9-mile railroad right-of-way (ROW) owned by SANBAG and extends from the City of San Bernardino on the west to the City of Redlands on the east. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

During Project construction, publically owned parks and recreational facilities directly adjacent to the Project ROW could be subject to indirect construction impacts (i.e., air quality, noise, and temporary easements). Based on maps produced by the Redlands Conservancy, a portion of Orange Blossom Trail is mapped within proximity to SANBAG's ROW. Figure 2 illustrates the location of the Orange Blossom Trail in relation to its proximity to the rail corridor. Additionally, SANBAG would also like to coordinate with Redlands Conservancy to determine the planned/actual alignment of the Orange Blossom Trail, so

that indirect effects to these facilities are avoided to the greatest extent practical. Based on these considerations, SANBAG will evaluate the RPRP's direct and indirect impacts to this resource per the requirements of Section 4(f) of the Department of Transportation Act, as described below.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Notification

This letter serves to provide notification about the start of the environmental review process for RPRP and SANBAG seeks input from Redlands Conservancy on potential impacts to Orange Blossom Trail. In order to expedite this process, please contact us with additional input, including information on applicable regulations relevant to Orange Blossom Trail. We would ask that Redlands Conservancy provide written response to this letter notification within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,

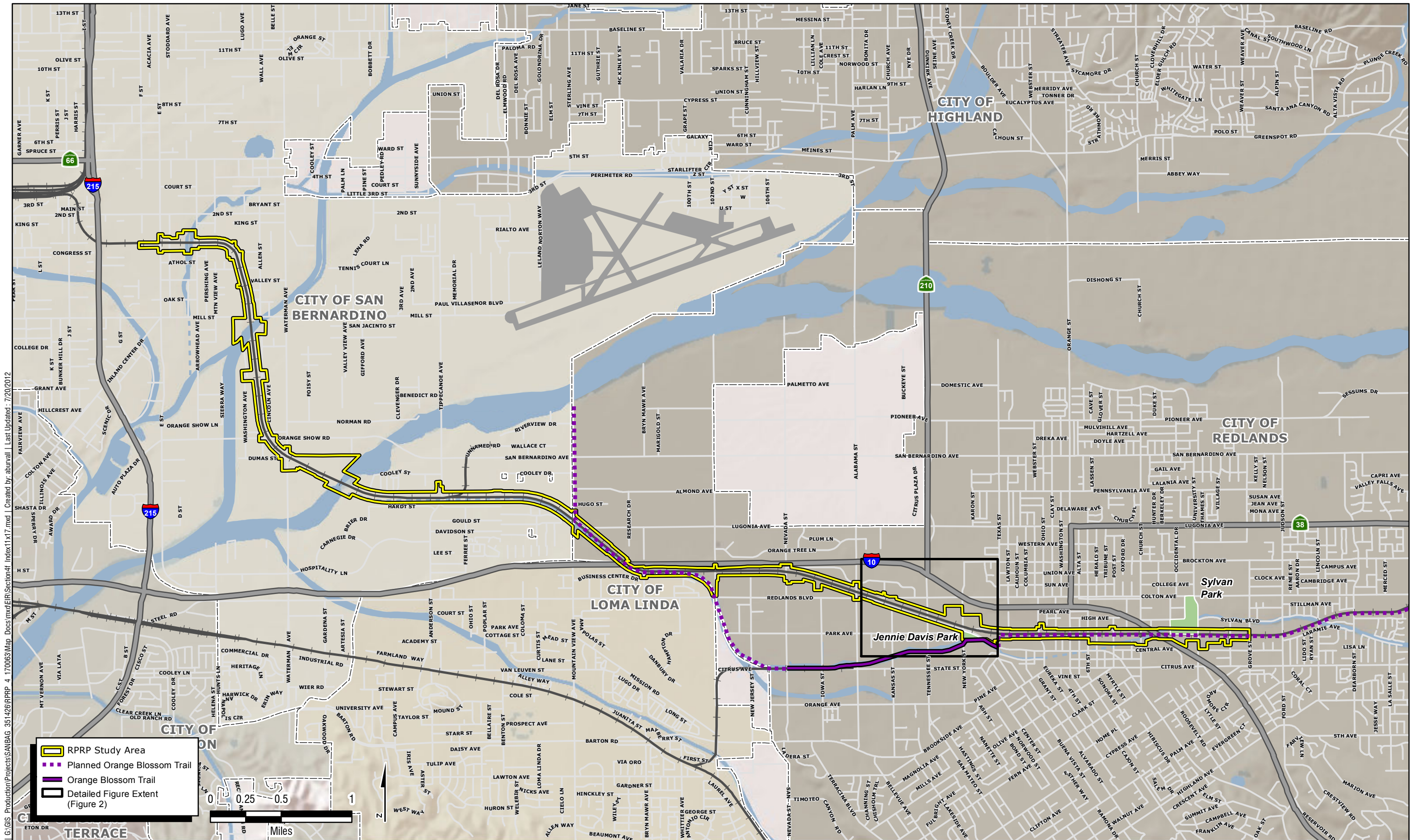


Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

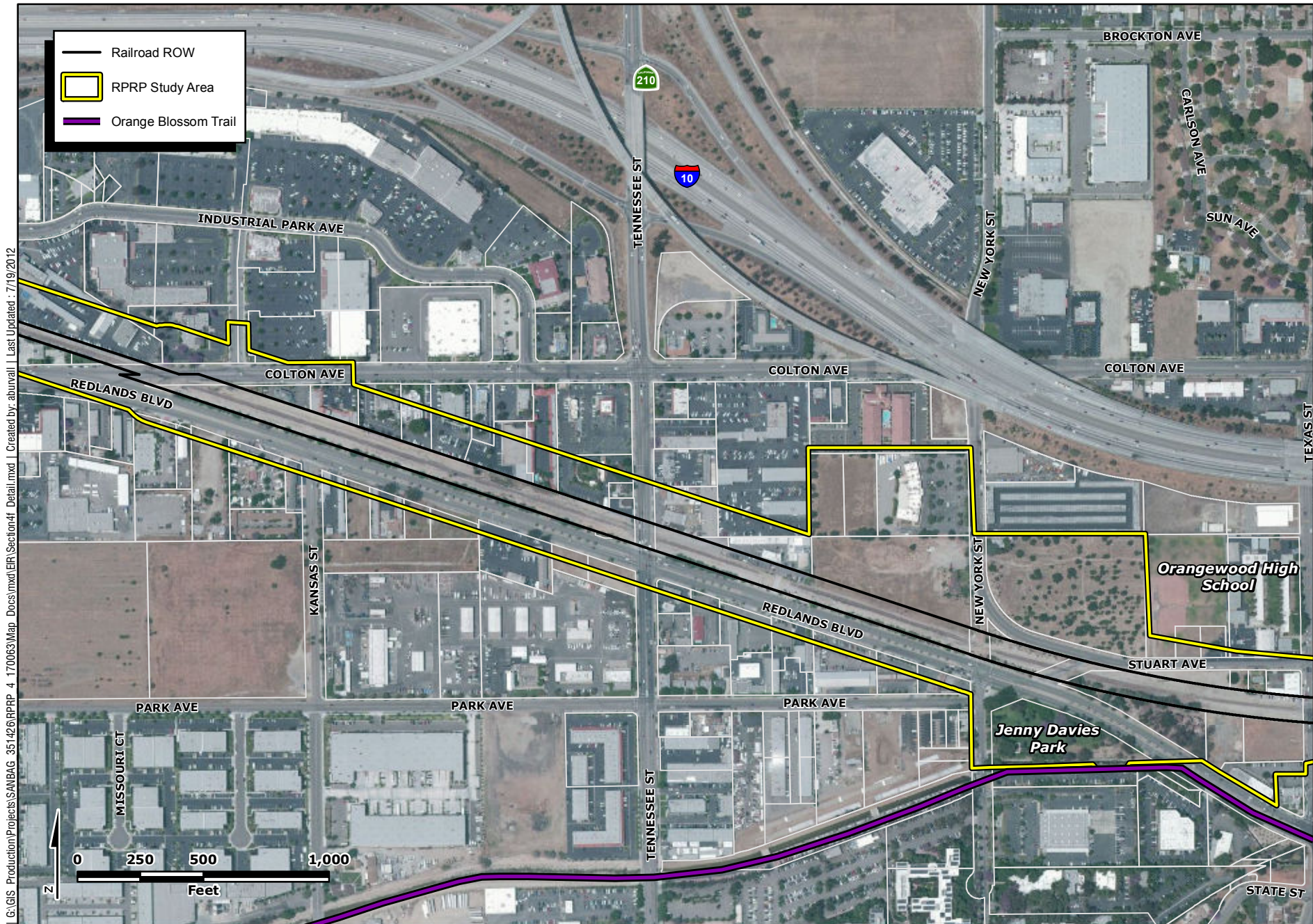
Attachments:

Figure 1 – RPRP Study Area

Figure 2 – Orange Blossom Trail



G:\GIS Production\Projects\SANBAG 351426\RPRP 4 170063\Map Docs\mxd\EIR\Section4f Index11x17.mxd | Created by: aburval | Last Updated: 7/20/2012



I:\GIS Production\Projects\SANBAG_351426\RPRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburval | Last Updated: 7/19/2012

Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012

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

October 30, 2012

Sherli Leonard, Executive Director
Redlands Conservancy
PO Box 855
Redlands, CA 92373

Re: Cultural Resources Documentation for Redlands Passenger Rail Project, San Bernardino County, California

Dear Ms. Leonard:

On behalf of the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) this outreach letter is being provided to the Redlands Conservancy in compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Redlands Passenger Rail Project (RPRP). With funding from FTA, SANBAG is proposing the RPRP, which would develop passenger rail service between downtown San Bernardino and the University of Redlands (see Figure 1 – Study Area). The proposed route would follow a 9-mile segment of the former Santa Fe Railway Redlands Subdivision right-of-way (ROW). This project is subject to environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Project Description

The RPRP includes reconstruction of the existing track and bridges, construction of four new station platforms, fiber optic cable installation, and channel improvements. Track improvements include the removal/replacement of existing ballast and subgrade materials, new rail and rail ties, grade crossing panels, placement of drainage structures (e.g. ditches) and retaining walls. These improvements would maintain the existing railroad grade and occur within the existing ROW.

Known Cultural Resources

There are five archaeological resources located within the Study Area. These include the Gage Canal (CA-SBR-7168), the Elephant Orchards Packing House site (P-36-11856H), the Redway House site (CA-SBR-5313H), the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H). The Gage Canal has been previously determined not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The Redway House site, CA-SBR-5313H, located immediately east of Interstate 10 and south of the Zanja, has not been evaluated for eligibility to the NRHP or CRHR. CA-SBR-5314H consists of the Redlands Chinatown site and is a contributing element to the NRHP-listed Santa Fe Depot Historic District. Resource CA-SBR-8092H is the Mill Creek Zanja, a Spanish Mission-period water conveyance feature built with Native American labor. A portion of the Zanja is listed on the NRHP and CRHR.

Comments Requested

SANBAG and FTA would like to receive input from you regarding information about resources within the project area. Because the project area includes the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H), you have been identified as a potential interested party. Therefore, FTA invites you to share any information you may have regarding cultural resources within the project area or its vicinity, especially those associated with the Redlands Chinatown.

If you have any questions or comments regarding the proposed project, please feel free to contact me by phone at 909.884.8276 or Clint Meyer (HDR – 714-320-2300). We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Enclosure: Figure 1 –Study Area Map

July 27, 2012

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Redlands Passenger Rail Project (RPRP) Section 106 Consultation/36 CFR Part 800

Dear Mr. Donaldson:

The Federal Transit Administration (FTA) is requesting the delegation of Section 106 coordination with the State Historic Preservation Office to the San Bernardino Associated Governments (SANBAG) for the Redlands Passenger Rail Project (Project). FTA in cooperation with SANBAG proposes to construct the Project within the Cities of San Bernardino and Redlands, California. The Project is an approximately 9-mile rail spur segment that extends from the E Street in the City of San Bernardino to the University of Redlands in the City of Redlands (Figure 1). Passenger rail service would serve passengers from five platforms located at E Street, Tippecanoe Avenue, New York Street, Orange Street, and University Street. SANBAG proposes the construction of a single track within a right-of-way (ROW) 50 feet wide, with a passing siding one-mile long located near the Project midpoint.

FTA is requesting your concurrence with the delegation of Section 106 coordination to SANBAG within 30 days of receipt of this letter. If we do not receive any correspondence within 30 days we will assume that your office is in concurrence with delegation of Section 106 coordination. FTA will continue to consult with the SHPO regarding the assessment of adverse effects and resolution of adverse effects pursuant to 36 CFR Part 800. We look forward to working with SHPO on the Section 106 process for the Project.

If you have any questions, please call Mr. Leslie T. Rogers, Regional Administrator, FTA, at (415) 744-3133, or Mr. Hymie Luden, City and Regional Planner, at (415) 744-2732.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments:
Figure 1 – RPRP Study Area



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

REGION IX
Arizona, California, - -
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

AUG 24 2012

Mr. Milford Wayne Donaldson
State Historic Preservation Officer
California Office of Historic Preservation
1725 23rd St., Ste. 100
Sacramento, CA 95816

Re: San Bernardino Association of Governments
Redlands Passenger Rail Project
Section 106 consultation and APE

Dear Mr. Donaldson:

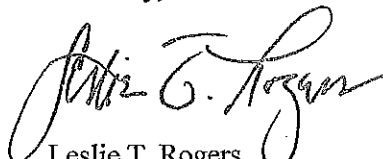
The Federal Transit Administration (FTA) would like to initiate formal consultation with the California Office of Historic Preservation (SHPO) for the Redlands Passenger Rail Project. FTA is requesting SHPO's concurrence in the Area of Potential Effect (APE) for the Project, and delegating Section 106 coordination to the San Bernardino Association of Governments (SANBAG)

SANBAG proposes construction of the Project within the Cities of San Bernardino and Redlands, California. The Project is a rail spur extending approximately nine miles between E Street in the City of San Bernardino and the University of Redlands in the City of Redlands. (Figure 1) The Project will provide passenger service with five platforms located at E Street, Tippecanoe Avenue, New York Street, Orange Street and University Street. SANBAG will construct a single track within a right-of-way 50 feet wide with a passing siding one mile long near the corridor's midpoint.

FTA will continue to consult with SHPO regarding the assessment of adverse effects (36 CFR 800.5) and resolution of adverse effects (36 CFR 800.6). If we do not receive correspondence from your office within 30 days, we will assume that SHPO concurs in the APE definition.

If you have any questions, please call Mr. Mitch Alderman, Executive Director, SANBAG, at (909) 884-8276, or Mr. Hymie Luden, City and Regional Planner, at (415) 744-2732.

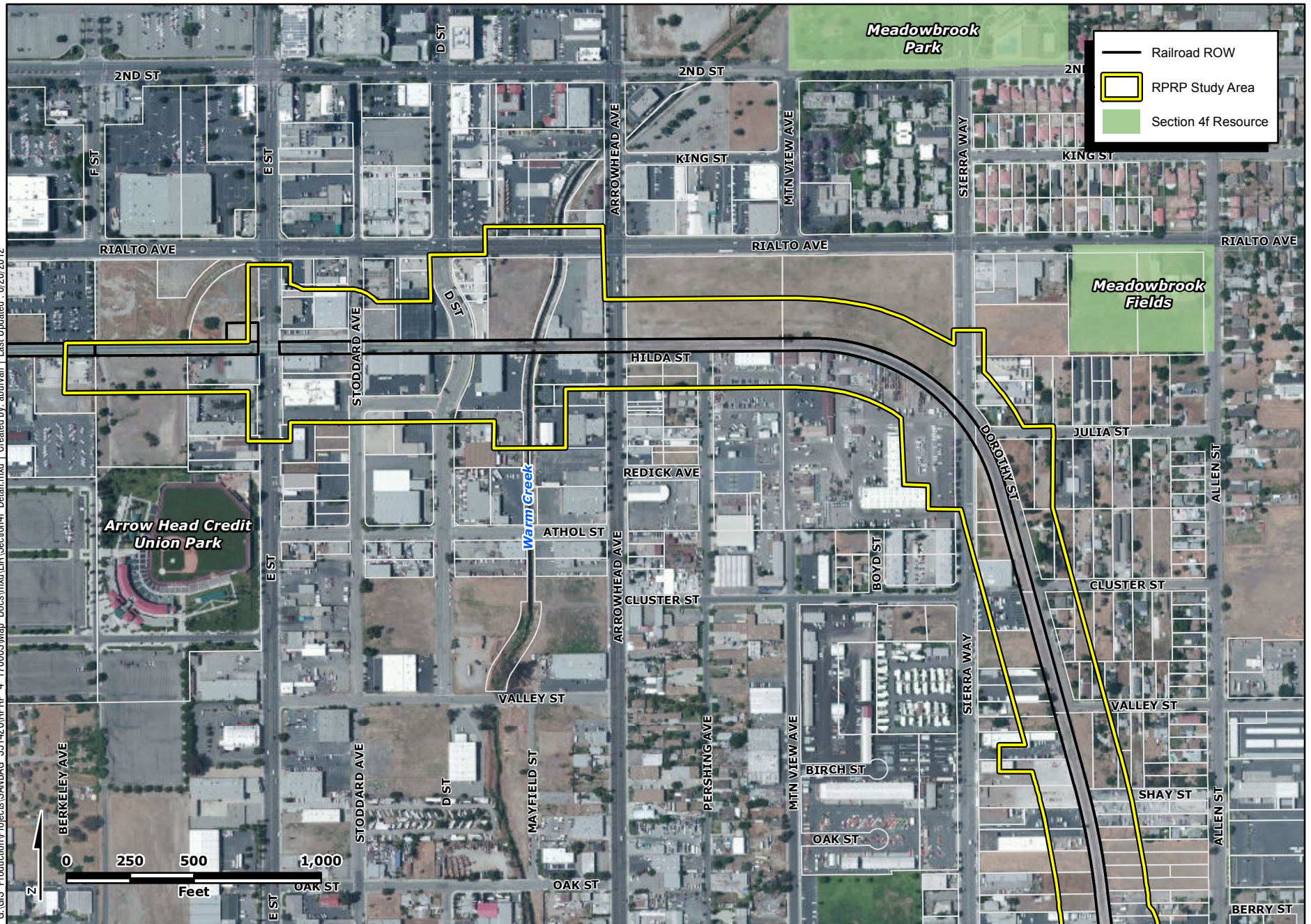
Sincerely,



Leslie T. Rogers
Regional Administrator

cc: Mr. Mitch Alderman, SANBAG

I:\GIS Production\Projects\SANBAG_351426\PRRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: abunvill | Last Updated: 6/20/2012



Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012



San Bernardino Associated Governments

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



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

October 30, 2012

Bob Clark, President
Redlands Conservancy
PO Box 855
Redlands, CA 92373

Re: Cultural Resources Documentation for Redlands Passenger Rail Project, San Bernardino County, California

Dear Mr. Clark:

On behalf of the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) this outreach letter is being provided to the Redlands Conservancy in compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Redlands Passenger Rail Project (RPRP). With funding from FTA, SANBAG is proposing the RPRP, which would develop passenger rail service between downtown San Bernardino and the University of Redlands (see Figure 1 – Study Area). The proposed route would follow a 9-mile segment of the former Santa Fe Railway Redlands Subdivision right-of-way (ROW). This project is subject to environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Project Description

The RPRP includes reconstruction of the existing track and bridges, construction of four new station platforms, fiber optic cable installation, and channel improvements. Track improvements include the removal/replacement of existing ballast and subgrade materials, new rail and rail ties, grade crossing panels, placement of drainage structures (e.g. ditches) and retaining walls. These improvements would maintain the existing railroad grade and occur within the existing ROW.

Known Cultural Resources

There are five archaeological resources located within the Study Area. These include the Gage Canal (CA-SBR-7168), the Elephant Orchards Packing House site (P-36-11856H), the Redway House site (CA-SBR-5313H), the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H). The Gage Canal has been previously determined not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The Redway House site, CA-SBR-5313H, located immediately east of Interstate 10 and south of the Zanja, has not been evaluated for eligibility to the NRHP or CRHR. CA-SBR-5314H consists of the Redlands Chinatown site and is a contributing element to the NRHP-listed Santa Fe Depot Historic District. Resource CA-SBR-8092H is the Mill Creek Zanja, a Spanish Mission-period water conveyance feature built with Native American labor. A portion of the Zanja is listed on the NRHP and CRHR.

Comments Requested

SANBAG and FTA would like to receive input from you regarding information about resources within the project area. Because the project area includes the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H), you have been identified as a potential interested party. Therefore, FTA invites you to share any information you may have regarding cultural resources within the project area or its vicinity, especially those associated with the Redlands Chinatown.

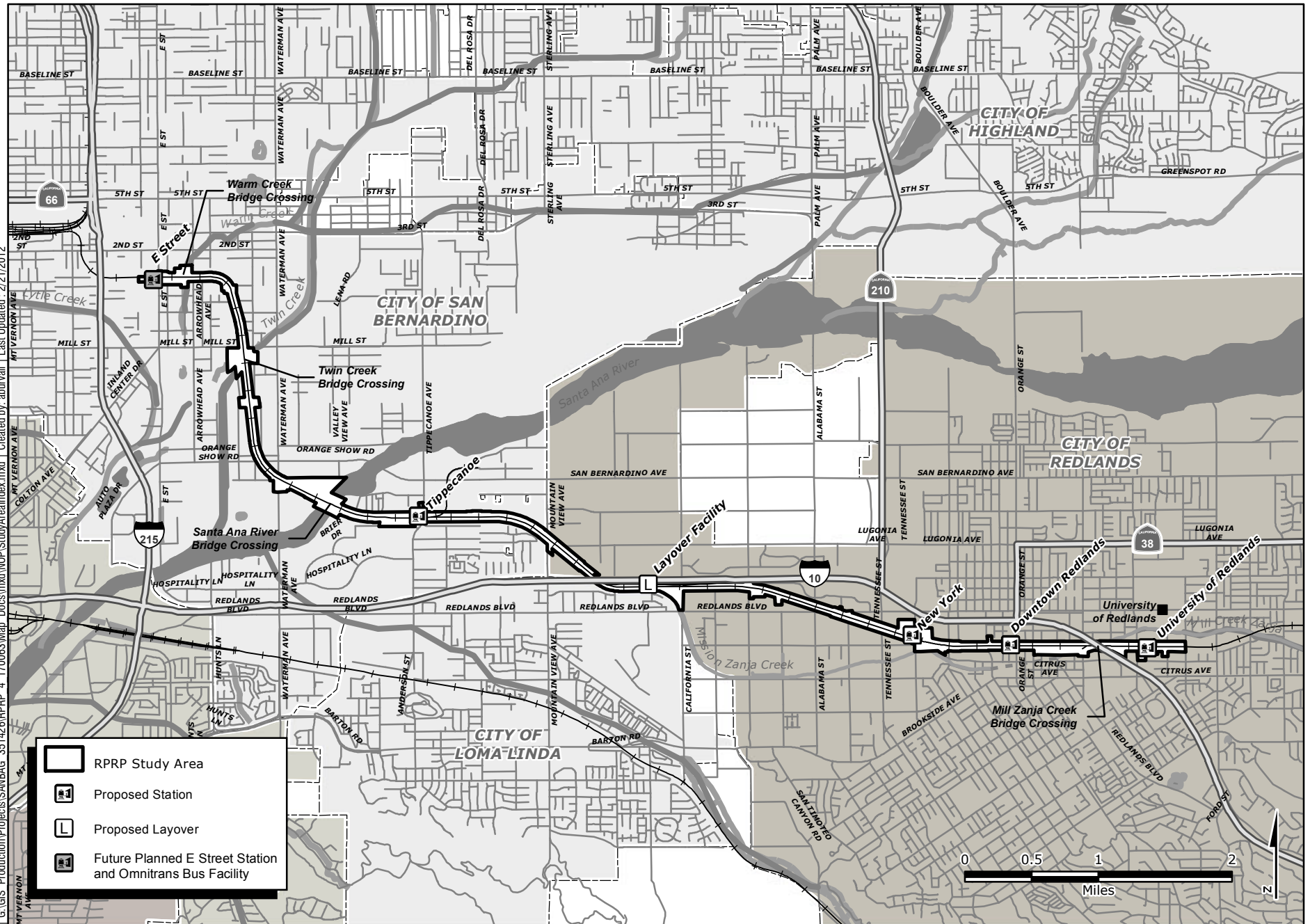
If you have any questions or comments regarding the proposed project, please feel free to contact me by phone at 909.884.8276 or Clint Meyer (HDR – 714-320-2300). We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Enclosure: Figure 1 –Study Area Map



RPRP Study Area
Figure 1

City of San Bernardino

August 1, 2012

Kevin Hawkins

Director

City of San Bernardino Parks, Recreation, and Community Services Department

201B North E Street Suite 201

San Bernardino, CA 92418

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Notification for Meadowbrook Fields and Meadowbrook Park

Dear Mr. Hawkins,

HDR Engineering, Inc. (HDR) is under contract with San Bernardino Association of Governments (SANBAG) to prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the proposed Redlands Passenger Rail Project (RPRP or Project). In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. The intent of this letter is to provide the notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the City of San Bernardino. Below is a brief description of the RPRP and the requirements of Section 4(f).

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate commuter rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands.

The Study Area for the Project alternatives follows an approximately 9-mile railroad right-of-way (ROW) owned by SANBAG and extends from the City of San Bernardino on the west to the City of Redlands on the east. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

During Project construction, publicly owned parks and recreational facilities directly adjacent to the Project ROW could be subject to indirect construction impacts (i.e., air quality, noise, and temporary easements). Meadowbrook Fields is located directly adjacent to the RPRP rail corridor and Meadowbrook Park is located within proximity to the RPRP rail corridor. Figure 2 illustrates the location of Meadowbrook Fields and Meadowbrook Park in relation to their proximity to the rail corridor. Based on

this consideration, SANBAG will evaluate the RPRP's direct and indirect impacts to these resources per the requirements of Section 4(f) of the Department of Transportation Act, as described below.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Notification

This letter serves to provide notification about the start of the environmental review process for RPRP and SANBAG seeks the City's input on potential impacts to Meadowbrook Fields and Meadowbrook Park within the City's jurisdiction. In order to expedite this process, please contact us with additional input, including information on applicable regulations relevant to the parks identified in this notification letter. We would ask that the City provide written response to this letter notification within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,

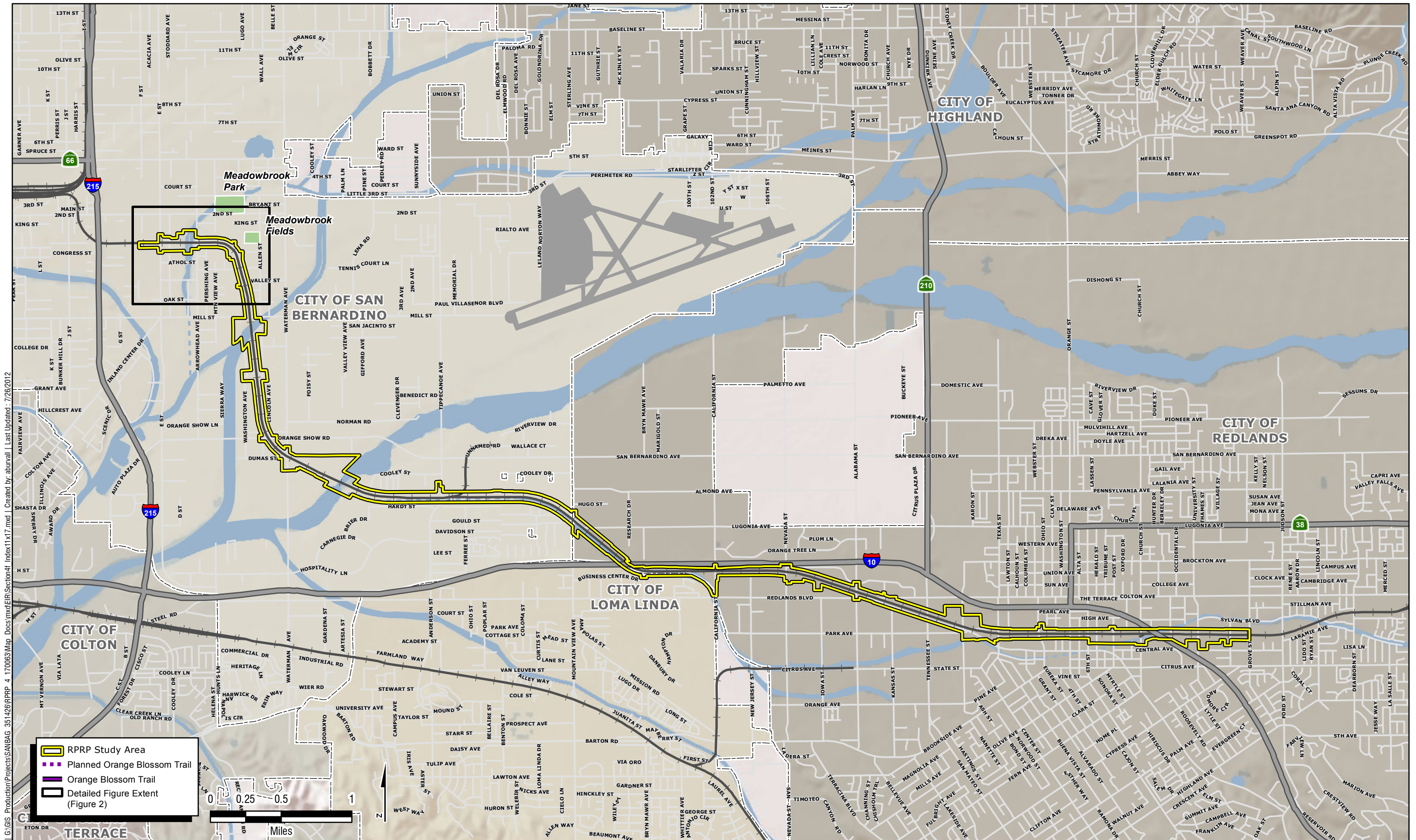


Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

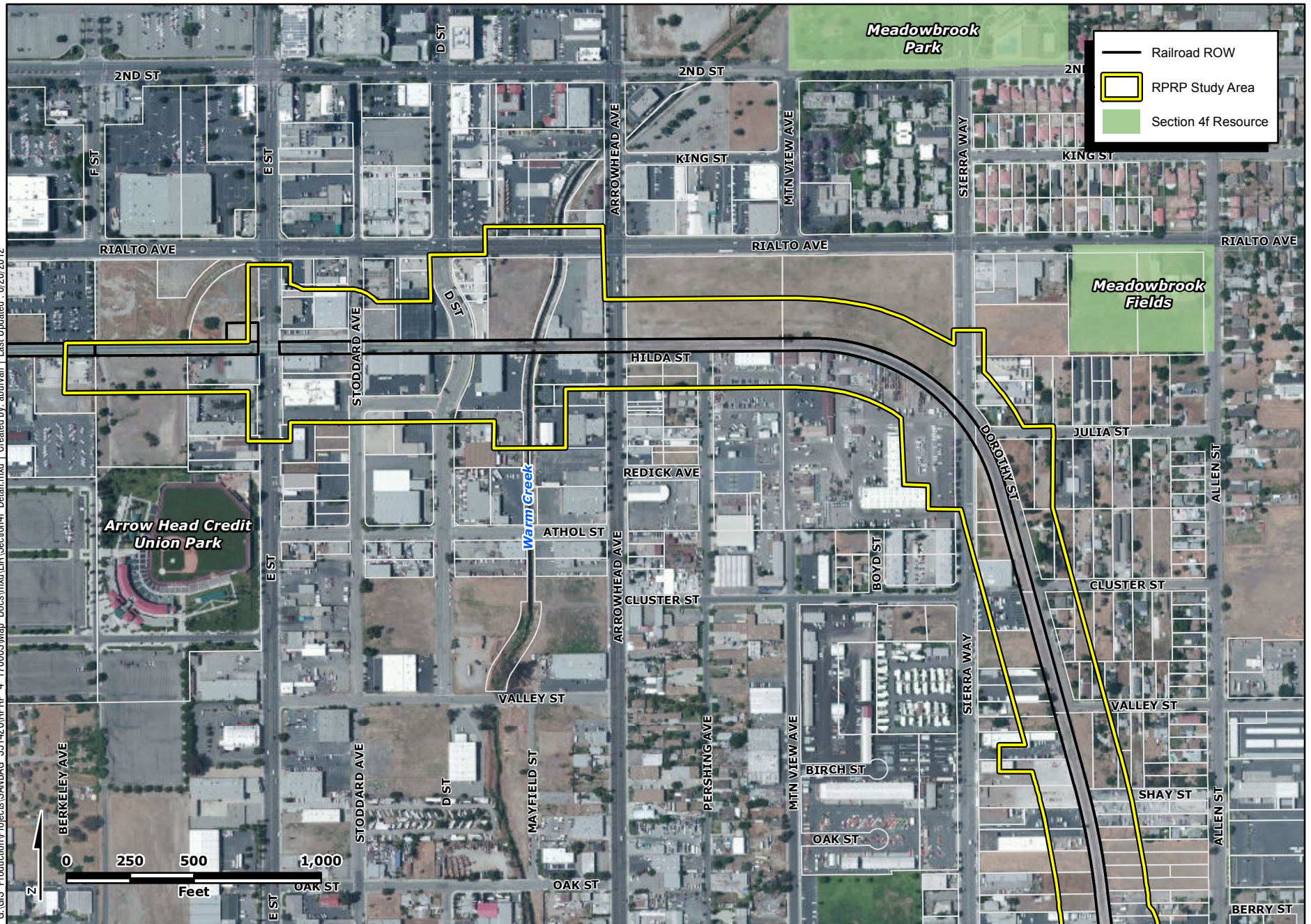
Attachments:

Figure 1 – RPRP Study Area

Figure 2 – Meadowbrook Fields and Meadowbrook Park



I:\GIS Production\Projects\SANBAG_351426\PRRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: abunvill | Last Updated: 6/20/2012



Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012



San Bernardino Associated Governments

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



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

June 7, 2013

Kevin Hawkins

Director

City of San Bernardino Parks, Recreation, and Community Services Department

201B North E Street Suite 201

San Bernardino, CA 92418

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Coordination for Meadowbrook Fields and Meadowbrook Park

Dear Mr. Hawkins,

We are writing to you regarding the proposed Redlands Passenger Rail Project (RPRP) in San Bernardino County. In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012, we sent a letter to provide notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the City of San Bernardino (City). On August 6, 2012, subsequent contact with the City included an email summarizing the contents of the notification letter sent the week prior. To date, we have not received a formal response from the City concerning the contents of the notification letter and potential 4(f) use of existing or planned park and recreation amenities owned and/or managed by the City. We request that the City provide written concurrence on the use determinations within 45 days of receipt of this letter.

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate passenger rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

The following provides a summary of the Section 4(f) analysis for the identified park and recreation amenities within the City's jurisdiction.

Meadowbrook Park and Meadowbrook Fields

Application of Section 4(f) Criteria for Use. Meadowbrook Park and Fields are buffered from the railroad corridor by a distance of approximately 0.20 miles and 0.09 miles, respectively. The presence of existing residential and commercial uses between the two facilities and the Project creates a physical separation such that no direct use, temporary occupancy, or constructive use would result.

Coordination/Consultation. Formal consultation was initiated with the City of San Bernardino. A hardcopy notification letter was sent on August 1, 2012 to the City of San Bernardino Parks, Recreation, and Community Services Department. Prior to preparation and release of this letter, a formal response concerning the contents of the notification letter and potential Section 4(f) use of Meadowbrook Park and Meadowbrook Fields was not received by SANBAG.

Recommended Determination. Based on the analysis above no direct use, temporary occupancy, or constructive use of Meadowbrook Park or Meadowbrook Fields would result from the Project.

Notification

At this time, SANBAG is requesting your written concurrence with the 4(f) use determinations for Meadowbrook Fields and Meadowbrook Park. We would ask that the City provide written response to this letter within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,

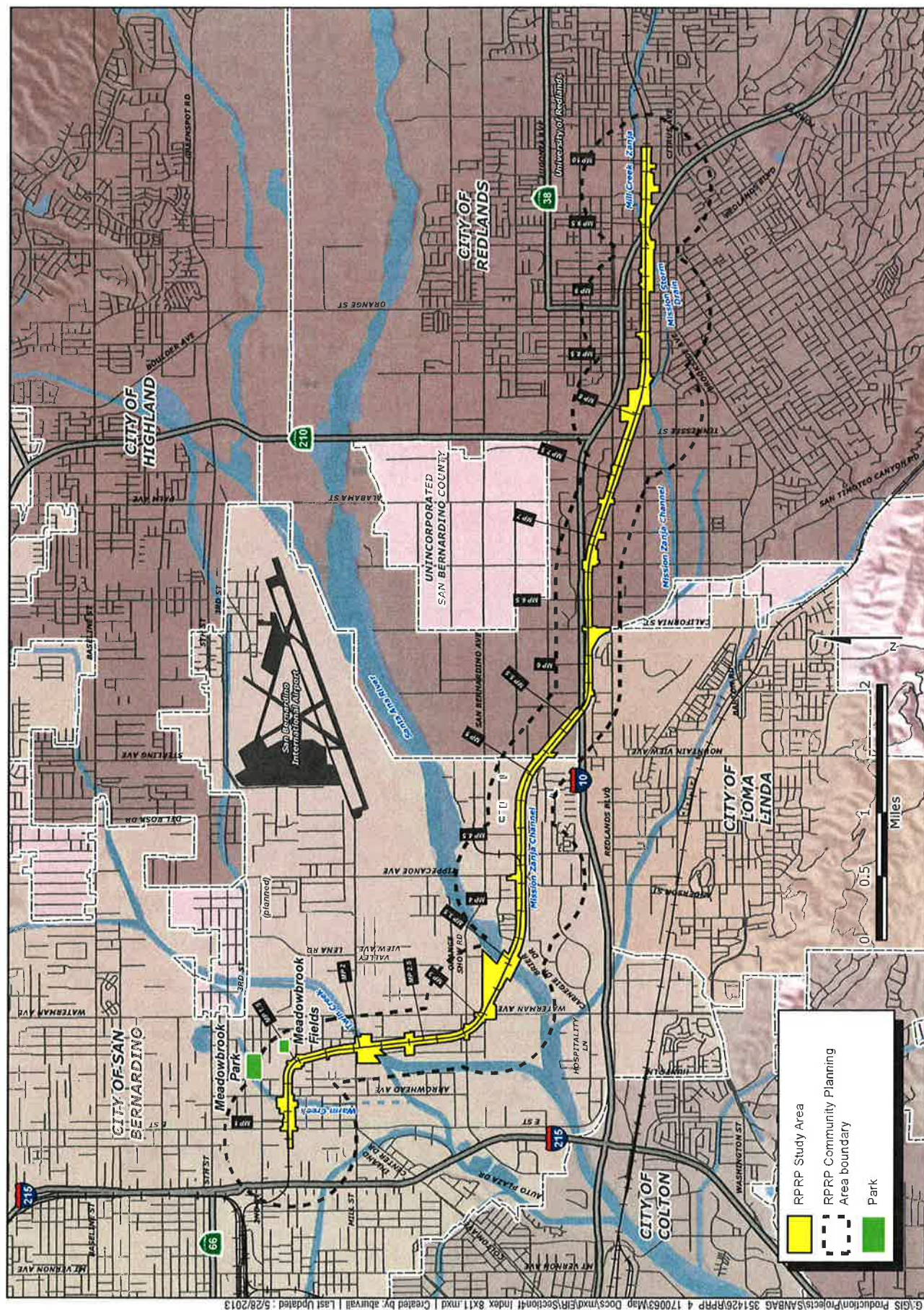
A handwritten signature in blue ink, appearing to read "Justin Fornelli".

Justin Fornelli, PE
Chief of Transit and Rail Programs

CC/

Hymie Luden, FTA, Region 9

Attachments:
Figure 1 – RPRP Study Area



Section (4)f Resources Overview

Figure 1

-Page Intentionally Blank-

County of San Bernardino



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



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

August 1, 2012

Phil Krause
Jim Canaday
San Bernardino County Parks and Recreation
777 East Rialto Avenue
San Bernardino, CA 92415

Jeff Beehler
Santa Ana Watershed Project Authority
11615 Sterling Avenue
Riverside, CA 92503

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Notification for the Santa Ana River Trail

Dear Mr. Krause/Canaday and Mr. Beehler,

HDR Engineering, Inc. (HDR) is under contract with San Bernardino Association of Governments (SANBAG) to prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the proposed Redlands Passenger Rail Project (RPRP or Project). In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. The intent of this letter is to provide the notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by San Bernardino County Parks and Recreation. Below is a brief description of the RPRP and the requirements of Section 4(f).

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor in a way that improves transit mobility, travel times, and corridor safety while minimizing adverse environmental impacts. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate commuter rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands.

The Study Area for the Project alternatives follows an approximately 9-mile railroad right-of-way (ROW) owned by SANBAG and extends from the City of San Bernardino on the west to the City of Redlands on the east. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

During Project construction, publically owned parks and recreational facilities directly adjacent to the Project ROW could be subject to indirect construction impacts (i.e., air quality, noise, and temporary easements). The proposed route of the Santa Ana River Trail would intersect with the proposed Project at the Santa Ana River Bridge. Figure 2 illustrates the location of the proposed route of the Santa Ana River Trail in relation to its proximity to the rail corridor. SANBAG would like to coordinate with the County and Santa Ana Watershed Project Authority (SAWPA) to determine the planned/actual alignments for the Santa Ana River Trail, so that direct and indirect

effects to this facility are avoided to the greatest extent practical. Based on these considerations, SANBAG will evaluate the RPRP's direct and indirect impacts to this resource per the requirements of Section 4(f) of the Department of Transportation Act, as described below.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 U.S.C. §303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

As defined in 23 CFR Section 771.135(p), the "use" of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use").
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., "temporary use").
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

Notification

This letter serves to provide notification about the start of the environmental review process for RPRP and SANBAG seeks the County's and SAWPA's input on potential impacts to the Santa Ana River Trail within the County's jurisdiction. In order to expedite this process, please contact us with additional input, including information on applicable regulations relevant to the Santa Ana River Trail. We would ask that the City provide written response to this letter notification within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,

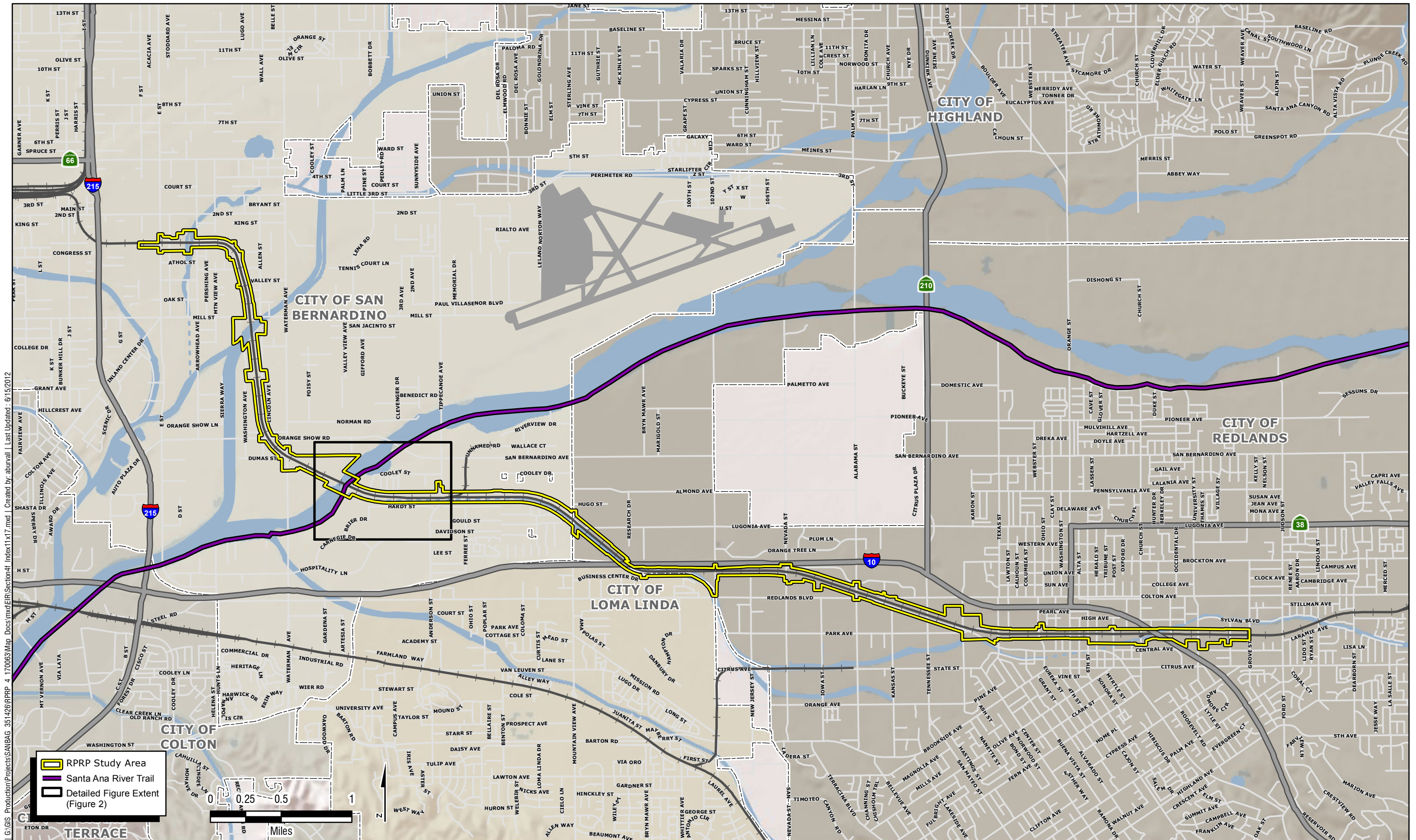


Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Attachments:

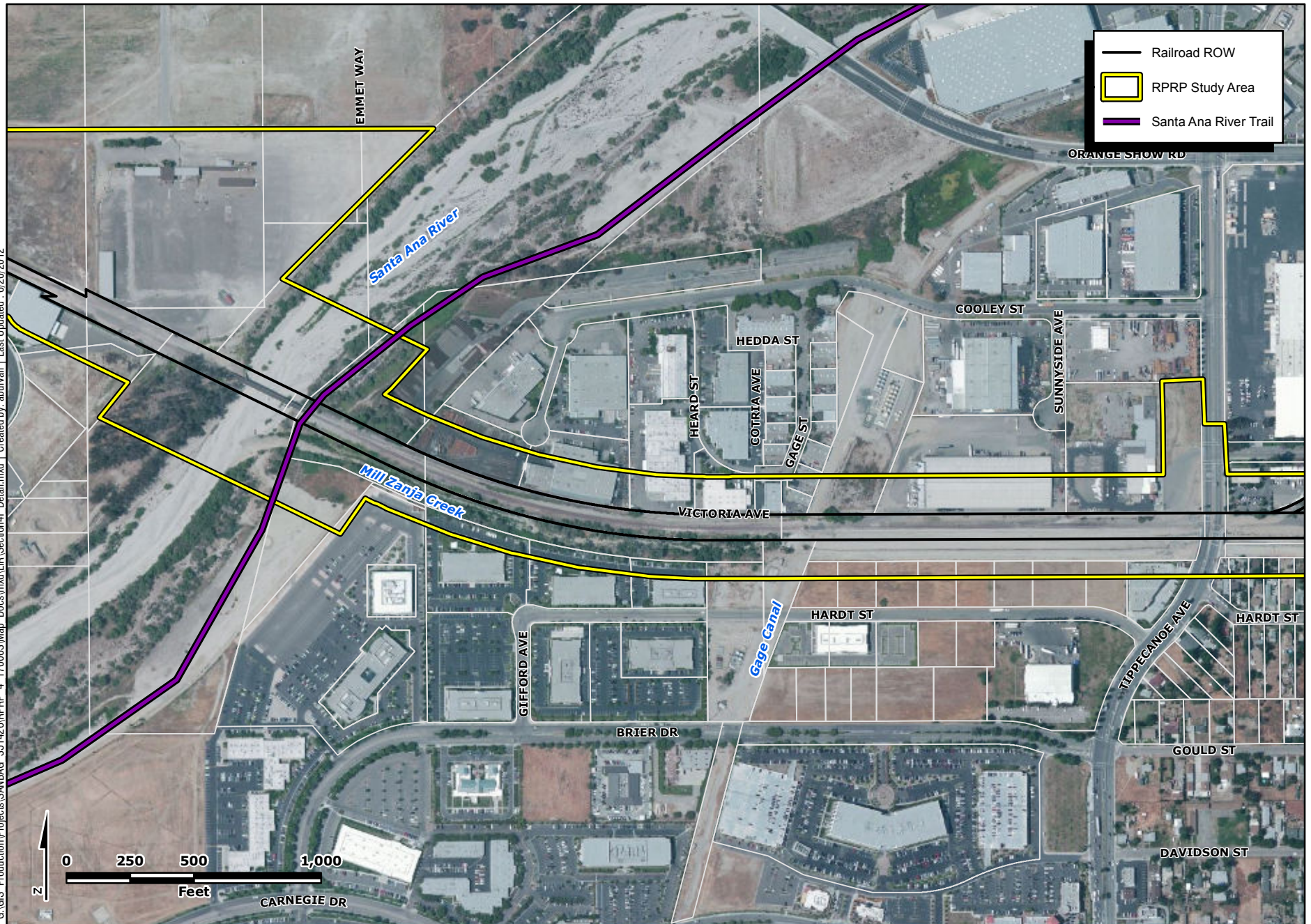
Figure 1 – RPRP Study Area

Figure 2 – Santa Ana River Trail Proposed Route



G:\GIS Production\Projects\SANBAG 351426\RPRP 4 170063\Map Docs\mxd\EIR\Section4f Index11x17.mxd | Created by: aburval | Last Updated: 6/15/2012

I:\GIS Production\Projects\SANBAG_351426\PRRP_4_170063\Map_Docs\mxd\EIR\Section4f_Detail.mxd | Created by: aburval | Last Updated: 6/20/2012



Regional Aerial, Microsoft Corporation 2010 | Ortho-photo, PDC 2011 | Preliminary engineering, HDR 2012



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



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

June 7, 2013

Phil Krause
Jim Canaday
San Bernardino County Parks and Recreation
777 East Rialto Avenue
San Bernardino, CA 92415

Jeff Beehler
Santa Ana Watershed Project Authority
11615 Sterling Avenue
Riverside, CA 92503

Subject: Redlands Passenger Rail Project (RPRP) Section 4(f) Coordination for the Santa Ana River Trail

Dear Mr. Krause/Canaday and Mr. Beehler,

We are writing to you regarding the proposed Redlands Passenger Rail Project (RPRP) in San Bernardino County. In compliance with 23 CFR--PART 774, the Federal Transit Administration (FTA) and SANBAG are required to coordinate with entities having jurisdiction or ownership over existing or planned park and recreation amenities, including trails. On August 1, 2012, we sent a letter to provide notice that improvements associated with the RPRP would occur in close proximity to resources owned and/or managed by the San Bernardino County Parks and Recreation. On August 6, 2012, subsequent contact with the San Bernardino County Parks and Recreation included an email summarizing the contents of the notification letter sent the week prior. To date, we have not received a formal response from the San Bernardino County Parks and Recreation concerning the contents of the notification letter and potential 4(f) use of existing or planned park and recreation amenities owned and/or managed by the San Bernardino County Parks and Recreation. We request that the San Bernardino County Parks and Recreation provide written concurrence on the use determinations within 45 days of receipt of this letter.

Project Description

The overall purpose of the Project is to provide a cost-effective, alternative travel option for communities located along the Redlands Corridor. The RPRP would involve the implementation of rail improvements along the Redlands Corridor to facilitate passenger rail service between the City of San Bernardino, at E Street, and the University of Redlands in the eastern portion of the City of Redlands. Figure 1 provides an overview map of the Study Area corridor to be considered in the EIS/EIR. A majority of the physical improvements for the RPRP would be contained within SANBAG's existing ROW.

The following provides a summary of the Section 4(f) analysis for the Santa Ana River Trail within the San Bernardino County Parks and Recreation's jurisdiction.

Santa Ana River Trail

Application of Section 4(f) Criteria for Use. Project-related improvements at Bridge 3.4 would have the potential to result in direct use, temporary occupancy, and constructive use of the Santa Ana River (SAR) Trail depending on the timing of construction for the respective projects. The SAR Trail is part of a large watershed-scale planning effort with preliminary design engineering documents and, therefore, Section 4(f) is considered applicable. Additionally, with the exception of SANBAG's ROW, the current trail alignment is contained with lands under the County's ownership. Each of these use types are considered further below.

Direct Use. The placement and configuration of the proposed structure at Bridge 3.4 and associated abutment along the eastern bank of the SAR (MP 3.5) would have the potential to disrupt or impede access along the central portion of the SAR Trail. The current design for the SAR Trail places the alignment up against the eastern bridge abutment. This placement of the trail alignment would conflict with the current design for Bridge 3.4, which proposes excavation at the eastern bank to improve channel hydraulics. This excavation would likely create a slope that is too steep to facilitate the placement of the trail. Additionally, the current placement of the trail alignment would be subject to inundation during high flow events, which in turn, could encourage unauthorized access across the tracks and disruption to sensitive biological habitats along the SAR.

In SANBAG's consultation with the County Parks and Recreation Department, three types of crossings have been considered for the SAR Trail at Bridge 3.4. These include an over-crossing (e.g., bridges), under-crossings (e.g., bridge under-crossing or tunnel), or an at-grade crossing. An over-crossing was determined to be prohibitively expensive and infeasible to design based on the land requirements, additional impacts to sensitive habitats for listed species, and the need to comply with ADA for the ramps. An under-crossing concept as currently proposed remains subject to inundation, especially at its current location under Bridge 3.4. This creates accessibility problems during high flows within the SAR; however, given the extent of the 100-year floodplain, numerous sections of the trail would be subject to similar inundation. Therefore, use of the trail during high flow events would likely be restricted with or without the project. An at-grade-crossing, although potentially feasible, would be considered a safety issue due to train operations and the need for ramps up to the grade crossing to be ADA compliant. In addition, an at-grade crossing would be subject to CPUC discretionary approval.

Based on these considerations, an under-grade crossing would be considered the most feasible and prudent alternative to the SAR Trail at Bridge 3.4. Coordination with the San Bernardino County Parks and Recreation Department is proposed to address these design concerns during final design of the respective projects to ensure that the Project would not result in a direct use of the SAR Trail.

Temporary Occupancy. The potential for temporary occupancy of the SAR Trail remains contingent on the County's construction schedule. Replacement of Bridge 3.4 would likely take a period of up to nine months to construct. If the SAR Trail were already constructed in advance of Bridge 3.4, Project construction albeit temporary, would interfere with trail access. However, since the projects would be designed in tandem for portions that cross into SANBAG's ROW and the construction schedules coordinated to minimize disruptions in access, the Project would not substantially alter the integrity of the SAR Trail and no temporary occupancy of the SAR Trail would result.

Constructive Use. Once complete, the SAR Trail would traverse the railroad corridor at Bridge 3.4. The operation of the Project would result in adverse effects with regards to noise and visual quality and aesthetics. Additionally, because the SAR Trail is located within one-quarter mile of the alternate layover

facility proposed under Design Option 1, constructive use effects could be similar, but less, due to the increased distance between the trail and layover facility. Over the longer-term, operational noise from trains could decrease the recreational experience along this segment of the SAR Trail. Each of these potential constructive uses is discussed below.

Noise. Because park and recreation areas are considered sensitive receptors, train noise associated with the Project could result in an adverse effect. However, based on the location of the SAR Trail, its proximity from any nearby at-grade crossings, and the presence of existing freight movements along this section of the railroad corridor, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired with the operation of passenger rail service. Given that a range of design possibilities exist at this crossing, each would have different effects related to noise exposure. However, the noise exposure would be limited to portions of the trail within 100 feet of the ROW when a train is actually passing. A majority of the time, no adverse noise effect would occur. In this context, no constructive use would occur.

Visual Quality and Aesthetics. This segment of the railroad corridor is considered to have an overall moderate visual quality with the SAR corridor having the highest visual quality along the entire railroad corridor. Following construction and once operational, the river corridor would be restored to project conditions or better per implementation of mitigation measures, such as restoration of sensitive vegetation communities. In this context, it is unlikely that protected activities, features, and attributes that qualify this resource for protection under Section 4(f) would be substantially impaired.

Recommended Determination. Based on the analysis above, no direct use, temporary occupancy, or constructive use of the SAR Trail would result from the Project.

Notification

At this time, SANBAG is requesting your written concurrence with the 4(f) use determinations for the Santa Ana River Trail. We would ask that the San Bernardino County Parks and Recreation Department provide written response to this letter within 45 days of receipt. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,



Justin Fornelli, PE
Chief of Transit and Rail Programs

CC/

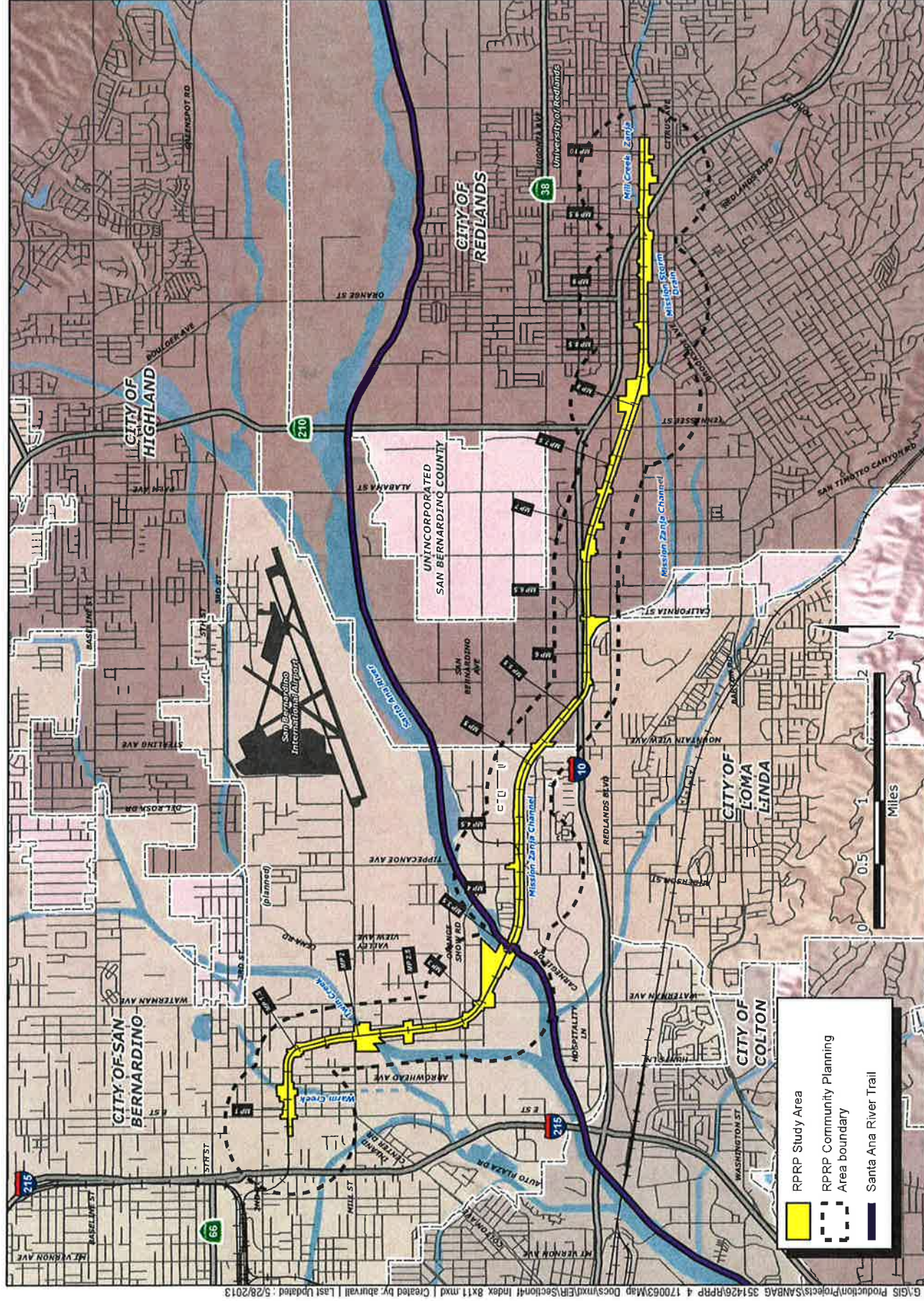
Hymie Luden, FTA, Region 9

Attachments:

Figure 1 – RPRP Study Area

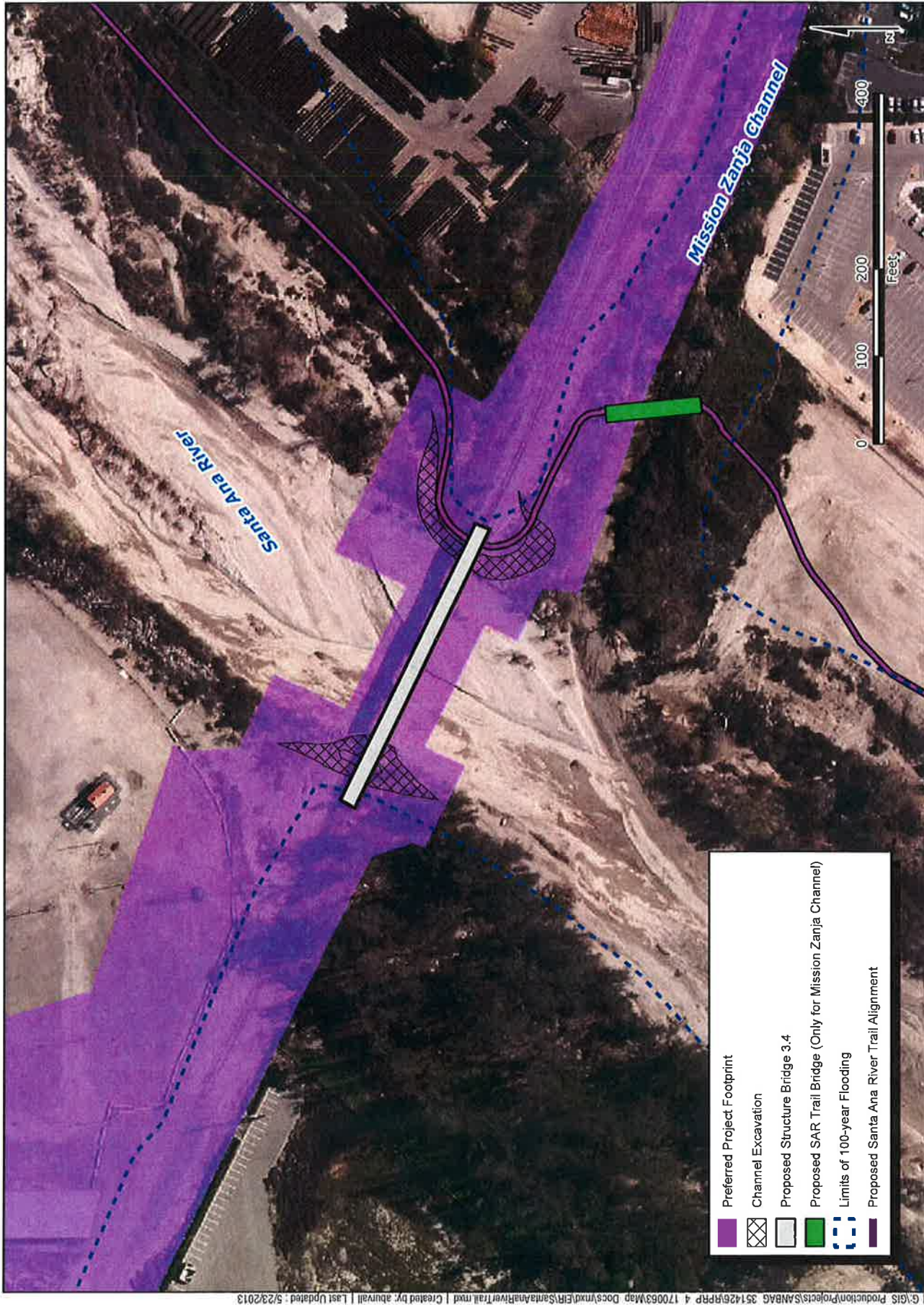
Figure 2 – Santa Ana River Trail

-Page Intentionally Blank-



Section (4)f Resources Overview

Page Intentionally Blank-



SAR Trail Alignment

Figure 2

FTA/SANBAG | Redlands Passenger Rail Project

-Page Intentionally Blank-



San Bernardino Associated Governments

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



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

September 24, 2014

Jim Canaday
San Bernardino County Parks and Recreation Department
777 East Rialto Avenue
San Bernardino, CA 92415

Nancy Sansonetti, AICP, S.C.
County of San Bernardino Department of Public Works
Environmental Management Division
825 E. Third Street, Room 123
San Bernardino, CA 92415-0835

Subject: Redlands Passenger Rail Project (RPRP) - Section 4(f) Determination for Department-Owned Park and Recreational Resources, including the Santa Ana River Trail

Dear Mr. Canaday and Ms. Sansonetti,

We are pleased to inform you that the San Bernardino Associated Governments (SANBAG) in coordination with the Federal Transit Administration (FTA) released a draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Redlands Passenger Rail Project (Project) on August 6, 2014 for public review and comment. The draft EIS/EIR was prepared in accordance with the National Environmental Policy Act (NEPA), FTA's "Rules for Implementing NEPA," and the California Environmental Quality Act (CEQA). The draft EIS/EIR includes consideration of protected Section 4(f) resources (23 CFR Section 774), including those owned and administered by the San Bernardino County Parks and Recreation Department (County) and the subject of SANBAG's previous correspondence on June 7, 2013 (see Attachment A). Attachment B includes a CD containing an electronic copy of the draft EIS/EIR for the City's reference.

Previous Section 4(f) Consultation

On August 1, 2012, we sent a letter to provide notice that improvements associated with the RPRP would occur in close proximity to resources owned (planned) and/or managed by the San Bernardino County Parks and Recreation Department. On August 6, 2012, subsequent contact with the San Bernardino County Parks and Recreation Department included an email summarizing the contents of the notification letter sent the week prior. A subsequent outreach letter was sent to the San Bernardino County Parks and Recreation Department on June 7, 2013 indicating that no direct use, temporary occupancy, or constructive use of the Santa Ana River Trail would result from the Project.

To date, we have not received a formal response from the San Bernardino County Parks and Recreation Department concerning the contents of the notification letter and potential 4(f) use of the Santa Ana River Trail. For this reason, we have also directed this outreach letter to the County's Department of Public Works, Environmental Management Division. Based on additional email correspondence with the County's Environmental Management Division, we understand that the County has implemented a temporary detour for the trail alignment until final crossing solution is implemented. Hence, the Section 4(f) use determinations provided in our letter dated June 7, 2013 remain unchanged and are consistent with the analysis presented in the draft EIS/EIR.

Determination

With the implementation of Mitigation Measure PCS-1a, Coordinate Trail Planning with Local Jurisdictions, SANBAG will work with the County to develop an acceptable design for the trail crossing through SANBAG's right of way. As a result, no direct use, temporary occupancy, or constructive use of the Santa Ana River Trail would result from the Project (or Build) Alternatives as defined in Chapter 2 of the draft EIS/EIR. This determination is consistent with the analysis presented in the Draft EIS/EIR (see Section 3.16, Section 4(f) Resources).

Notification

At this time, SANBAG, in coordination with FTA, is requesting your written concurrence with the 4(f) use determinations for the Santa Ana River Trail. We would ask that the District provide written response to this letter within 30 days of receipt to ensure inclusion in the final EIS/EIR. In your response, please include a statement that indicates, *"The County has reviewed the reviewed the properties inventoried for this Project and we concur that the Project will not adversely affect the activities, features, or attributes that make the Santa Ana River Trail eligible for Section 4(f) protection. We agree that this Project will result in no Section 4(f) use on this resource."*

We appreciate your continued cooperation and dialogue as it relates to the Project. Please feel free to contact me (909.884.8276) or Clint Meyer with HDR (714.730.2300) for additional information or questions. We look forward to your response.

Sincerely,



Mitchell Alderman, PE
Director of Rail and Transit Programs

CC/

Hymie Luden, FTA, Region 9
Dominique M. Paukowits, FTA Region 9



Regional Parks

KEITH LEE
Director

November 6, 2014

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

SUBJECT: SECTION 4(f) CONCURRENCE SANTA ANA RIVER TRAIL

Dear Mr. Alderman:

On behalf of the Regional Parks Department, I have reviewed the properties inventoried for the Redlands Passenger Rail Project (RPRP). The parcels include Department of Public Works, Flood Control parcels to the west of the RPRP and the former San Bernardino RDA parcels to the east. I am hereby providing concurrence that the RPRP will not adversely affect the activities, features or attributes, as they exist today that make the Santa Ana River Trail eligible for Section 4(f) protection. The RPRP will result in no Section 4(f) use on this resource in its current state.

Please let me know if you should require anything further in this regard.

Sincerely,

MAUREEN A. SNELGROVE
Deputy Director

cc: Phil Krause, Park Planner III
AJ Gerber, Park Planner I
Dawn Messer, Deputy County Counsel

BOARD OF SUPERVISORS

ROBERT A. LOVINGOOD
First District

JANICE RUTHERFORD
Chair, Second District

JAMES RAMOS
Third District

GARY C. OVITT
Vice Chair, Fourth District

JOSIE GONZALES
Fifth District

GREGORY C. DEVEREAUX
Chief Executive Officer

Chinese Historical Society of Southern California

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

October 30, 2012

Susan Dickson, President
Chinese Historical Society of Southern California
415 Bernard St.
Los Angeles CA 90012

Re: Cultural Resources Documentation for Redlands Passenger Rail Project, San Bernardino County, California

Dear Ms. Dickson:

On behalf of the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) this outreach letter is being provided to the Chinese Historical Society of Southern California in compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Redlands Passenger Rail Project (RPRP). With funding from FTA, SANBAG is proposing the RPRP, which would develop passenger rail service between downtown San Bernardino and the University of Redlands (see Figure 1 – Study Area). The proposed route would follow a 9-mile segment of the former Santa Fe Railway Redlands Subdivision right-of-way (ROW). This project is subject to environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Project Description

The RPRP includes reconstruction of the existing track and bridges, construction of four new station platforms, fiber optic cable installation, and channel improvements. Track improvements include the removal/replacement of existing ballast and subgrade materials, new rail and rail ties, grade crossing panels, placement of drainage structures (e.g. ditches) and retaining walls. These improvements would maintain the existing railroad grade and occur within the existing ROW.

Known Cultural Resources

There are five archaeological resources located within the Study Area. These include the Gage Canal (CA-SBR-7168), the Elephant Orchards Packing House site (P-36-11856H), the Redway House site (CA-SBR-5313H), the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H). The Gage Canal has been previously determined not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The Redway House site, CA-SBR-5313H, located immediately east of Interstate 10 and south of the Zanja, has not been evaluated for eligibility to the NRHP or CRHR. CA-SBR-5314H consists of the Redlands Chinatown site and is a contributing element to the NRHP-listed Santa Fe Depot Historic District. Resource CA-SBR-8092H is the Mill Creek Zanja, a Spanish Mission-period water conveyance feature built with Native American labor. A portion of the Zanja is listed on the NRHP and CRHR.

Comments Requested

SANBAG and FTA would like to receive input from you regarding information about resources within the project area. Because the project area includes the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H), you have been identified as a potential interested party. Therefore, FTA invites you to share any information you may have regarding cultural resources within the project area or its vicinity, especially those associated with the Redlands Chinatown.

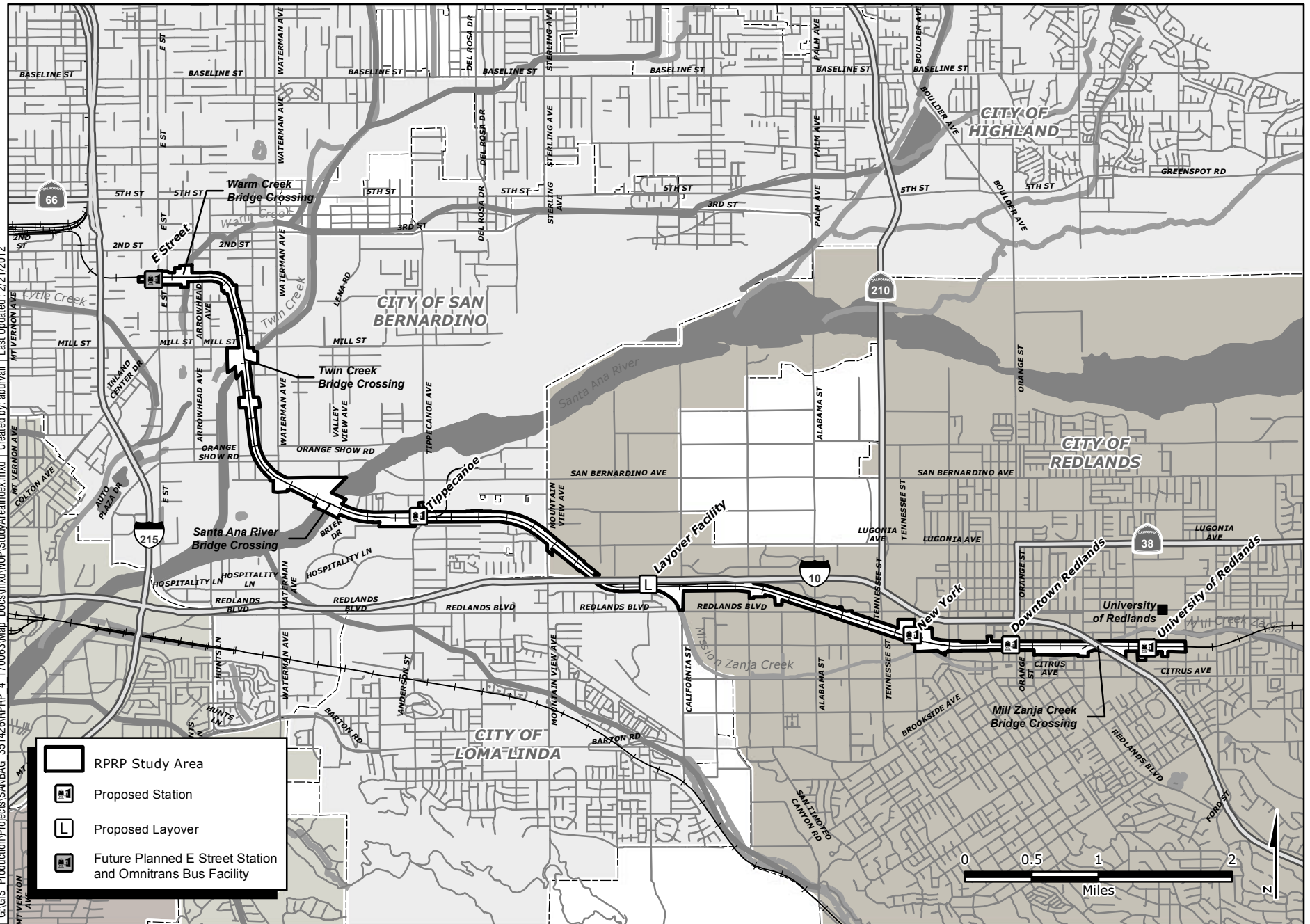
If you have any questions or comments regarding the proposed project, please feel free to contact me by phone at 909.884.8276 or Clint Meyer (HDR – 714-320-2300). We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Enclosure: Figure 1 –Study Area Map



RPRP Study Area
Figure 1

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

October 30, 2012

Gordon Hom, Vice President for Programs
Chinese Historical Society of Southern California
415 Bernard St.
Los Angeles CA 90012

Re: Cultural Resources Documentation for Redlands Passenger Rail Project, San Bernardino County, California

Dear Mr. Hom:

On behalf of the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) this outreach letter is being provided to the Chinese Historical Society of Southern California in compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Redlands Passenger Rail Project (RPRP). With funding from FTA, SANBAG is proposing the RPRP, which would develop passenger rail service between downtown San Bernardino and the University of Redlands (see Figure 1 – Study Area). The proposed route would follow a 9-mile segment of the former Santa Fe Railway Redlands Subdivision right-of-way (ROW). This project is subject to environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Project Description

The RPRP includes reconstruction of the existing track and bridges, construction of four new station platforms, fiber optic cable installation, and channel improvements. Track improvements include the removal/replacement of existing ballast and subgrade materials, new rail and rail ties, grade crossing panels, placement of drainage structures (e.g. ditches) and retaining walls. These improvements would maintain the existing railroad grade and occur within the existing ROW.

Known Cultural Resources

There are five archaeological resources located within the Study Area. These include the Gage Canal (CA-SBR-7168), the Elephant Orchards Packing House site (P-36-11856H), the Redway House site (CA-SBR-5313H), the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H). The Gage Canal has been previously determined not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The Redway House site, CA-SBR-5313H, located immediately east of Interstate 10 and south of the Zanja, has not been evaluated for eligibility to the NRHP or CRHR. CA-SBR-5314H consists of the Redlands Chinatown site and is a contributing element to the NRHP-listed Santa Fe Depot Historic District. Resource CA-SBR-8092H is the Mill Creek Zanja, a Spanish Mission-period water conveyance feature built with Native American labor. A portion of the Zanja is listed on the NRHP and CRHR.

Comments Requested

SANBAG and FTA would like to receive input from you regarding information about resources within the project area. Because the project area includes the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H), you have been identified as a potential interested party. Therefore, FTA invites you to share any information you may have regarding cultural resources within the project area or its vicinity, especially those associated with the Redlands Chinatown.

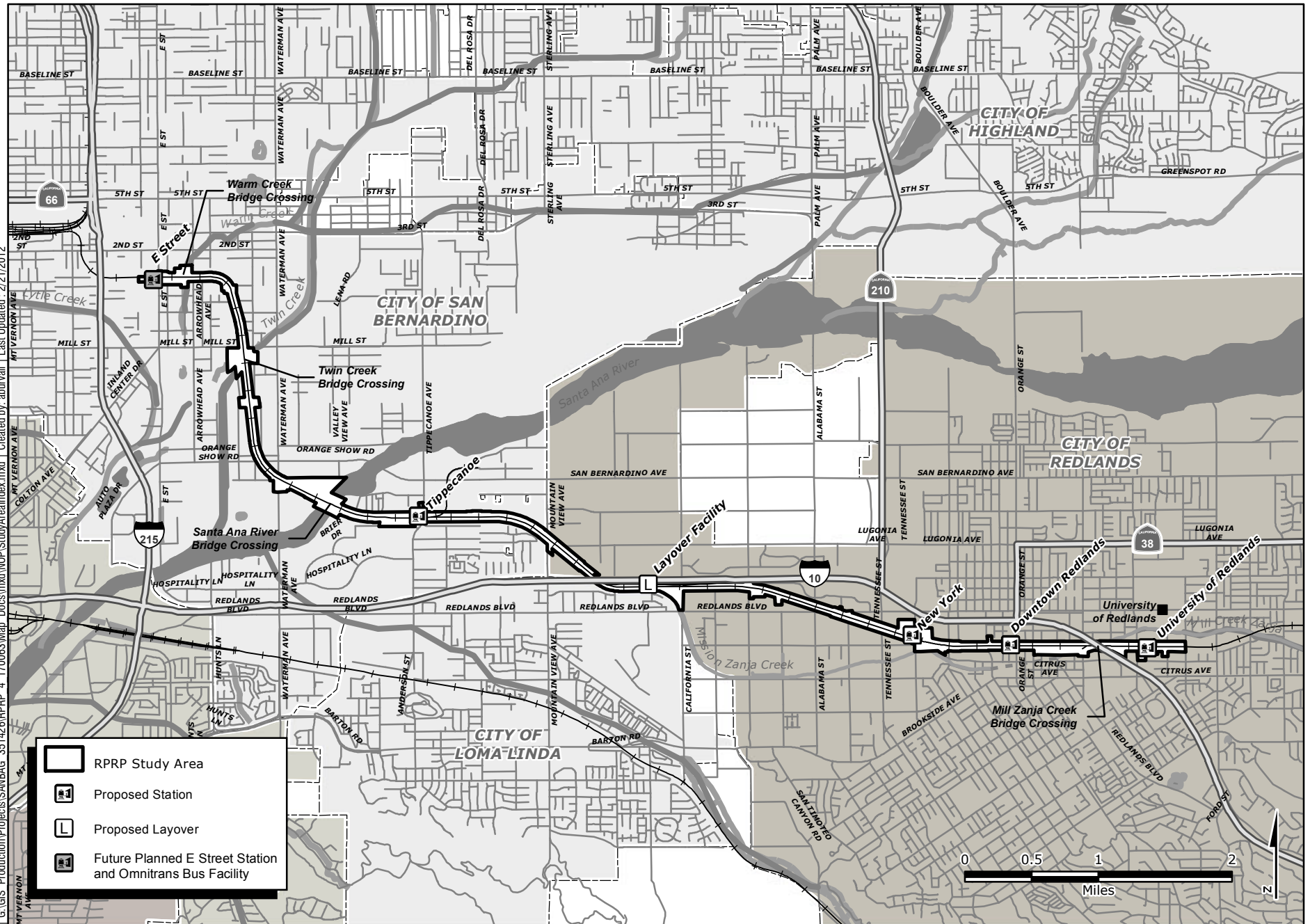
If you have any questions or comments regarding the proposed project, please feel free to contact me by phone at 909.884.8276 or Clint Meyer (HDR – 714-320-2300). We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Enclosure: Figure 1 –Study Area Map



RPRP Study Area
Figure 1

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

October 30, 2012

Donald Loo, Secretary
Chinese Historical Society of Southern California
415 Bernard St.
Los Angeles CA 90012

Re: Cultural Resources Documentation for Redlands Passenger Rail Project, San Bernardino County, California

Dear Mr. Loo:

On behalf of the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) this outreach letter is being provided to the Chinese Historical Society of Southern California in compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Redlands Passenger Rail Project (RPRP). With funding from FTA, SANBAG is proposing the RPRP, which would develop passenger rail service between downtown San Bernardino and the University of Redlands (see Figure 1 – Study Area). The proposed route would follow a 9-mile segment of the former Santa Fe Railway Redlands Subdivision right-of-way (ROW). This project is subject to environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Project Description

The RPRP includes reconstruction of the existing track and bridges, construction of four new station platforms, fiber optic cable installation, and channel improvements. Track improvements include the removal/replacement of existing ballast and subgrade materials, new rail and rail ties, grade crossing panels, placement of drainage structures (e.g. ditches) and retaining walls. These improvements would maintain the existing railroad grade and occur within the existing ROW.

Known Cultural Resources

There are five archaeological resources located within the Study Area. These include the Gage Canal (CA-SBR-7168), the Elephant Orchards Packing House site (P-36-11856H), the Redway House site (CA-SBR-5313H), the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H). The Gage Canal has been previously determined not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The Redway House site, CA-SBR-5313H, located immediately east of Interstate 10 and south of the Zanja, has not been evaluated for eligibility to the NRHP or CRHR. CA-SBR-5314H consists of the Redlands Chinatown site and is a contributing element to the NRHP-listed Santa Fe Depot Historic District. Resource CA-SBR-8092H is the Mill Creek Zanja, a Spanish Mission-period water conveyance feature built with Native American labor. A portion of the Zanja is listed on the NRHP and CRHR.

Comments Requested

SANBAG and FTA would like to receive input from you regarding information about resources within the project area. Because the project area includes the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H), you have been identified as a potential interested party. Therefore, FTA invites you to share any information you may have regarding cultural resources within the project area or its vicinity, especially those associated with the Redlands Chinatown.

If you have any questions or comments regarding the proposed project, please feel free to contact me by phone at 909.884.8276 or Clint Meyer (HDR – 714-320-2300). We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Enclosure: Figure 1 –Study Area Map

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

October 30, 2012

Eugene Moy, Vice President
Chinese Historical Society of Southern California
415 Bernard St.
Los Angeles CA 90012

Re: Cultural Resources Documentation for Redlands Passenger Rail Project, San Bernardino County, California

Dear Mr. Moy:

On behalf of the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) this outreach letter is being provided to the Chinese Historical Society of Southern California in compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Redlands Passenger Rail Project (RPRP). With funding from FTA, SANBAG is proposing the RPRP, which would develop passenger rail service between downtown San Bernardino and the University of Redlands (see Figure 1 – Study Area). The proposed route would follow a 9-mile segment of the former Santa Fe Railway Redlands Subdivision right-of-way (ROW). This project is subject to environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Project Description

The RPRP includes reconstruction of the existing track and bridges, construction of four new station platforms, fiber optic cable installation, and channel improvements. Track improvements include the removal/replacement of existing ballast and subgrade materials, new rail and rail ties, grade crossing panels, placement of drainage structures (e.g. ditches) and retaining walls. These improvements would maintain the existing railroad grade and occur within the existing ROW.

Known Cultural Resources

There are five archaeological resources located within the Study Area. These include the Gage Canal (CA-SBR-7168), the Elephant Orchards Packing House site (P-36-11856H), the Redway House site (CA-SBR-5313H), the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H). The Gage Canal has been previously determined not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The Redway House site, CA-SBR-5313H, located immediately east of Interstate 10 and south of the Zanja, has not been evaluated for eligibility to the NRHP or CRHR. CA-SBR-5314H consists of the Redlands Chinatown site and is a contributing element to the NRHP-listed Santa Fe Depot Historic District. Resource CA-SBR-8092H is the Mill Creek Zanja, a Spanish Mission-period water conveyance feature built with Native American labor. A portion of the Zanja is listed on the NRHP and CRHR.

Comments Requested

SANBAG and FTA would like to receive input from you regarding information about resources within the project area. Because the project area includes the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H), you have been identified as a potential interested party. Therefore, FTA invites you to share any information you may have regarding cultural resources within the project area or its vicinity, especially those associated with the Redlands Chinatown.

If you have any questions or comments regarding the proposed project, please feel free to contact me by phone at 909.884.8276 or Clint Meyer (HDR – 714-320-2300). We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Enclosure: Figure 1 –Study Area Map



San Bernardino Associated Governments

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



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

October 30, 2012

Bob Clark, President
Redlands Conservancy
PO Box 855
Redlands, CA 92373

Re: Cultural Resources Documentation for Redlands Passenger Rail Project, San Bernardino County, California

Dear Mr. Clark:

On behalf of the Federal Transit Administration (FTA) and San Bernardino Associated Governments (SANBAG) this outreach letter is being provided to the Redlands Conservancy in compliance with Section 106 of the National Historic Preservation Act (NHPA) for the Redlands Passenger Rail Project (RPRP). With funding from FTA, SANBAG is proposing the RPRP, which would develop passenger rail service between downtown San Bernardino and the University of Redlands (see Figure 1 – Study Area). The proposed route would follow a 9-mile segment of the former Santa Fe Railway Redlands Subdivision right-of-way (ROW). This project is subject to environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Project Description

The RPRP includes reconstruction of the existing track and bridges, construction of four new station platforms, fiber optic cable installation, and channel improvements. Track improvements include the removal/replacement of existing ballast and subgrade materials, new rail and rail ties, grade crossing panels, placement of drainage structures (e.g. ditches) and retaining walls. These improvements would maintain the existing railroad grade and occur within the existing ROW.

Known Cultural Resources

There are five archaeological resources located within the Study Area. These include the Gage Canal (CA-SBR-7168), the Elephant Orchards Packing House site (P-36-11856H), the Redway House site (CA-SBR-5313H), the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H). The Gage Canal has been previously determined not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The Redway House site, CA-SBR-5313H, located immediately east of Interstate 10 and south of the Zanja, has not been evaluated for eligibility to the NRHP or CRHR. CA-SBR-5314H consists of the Redlands Chinatown site and is a contributing element to the NRHP-listed Santa Fe Depot Historic District. Resource CA-SBR-8092H is the Mill Creek Zanja, a Spanish Mission-period water conveyance feature built with Native American labor. A portion of the Zanja is listed on the NRHP and CRHR.

Comments Requested

SANBAG and FTA would like to receive input from you regarding information about resources within the project area. Because the project area includes the Redlands Chinatown site (CA-SBR-5314H) and the Mill Creek Zanja (CA-SBR-8092H), you have been identified as a potential interested party. Therefore, FTA invites you to share any information you may have regarding cultural resources within the project area or its vicinity, especially those associated with the Redlands Chinatown.

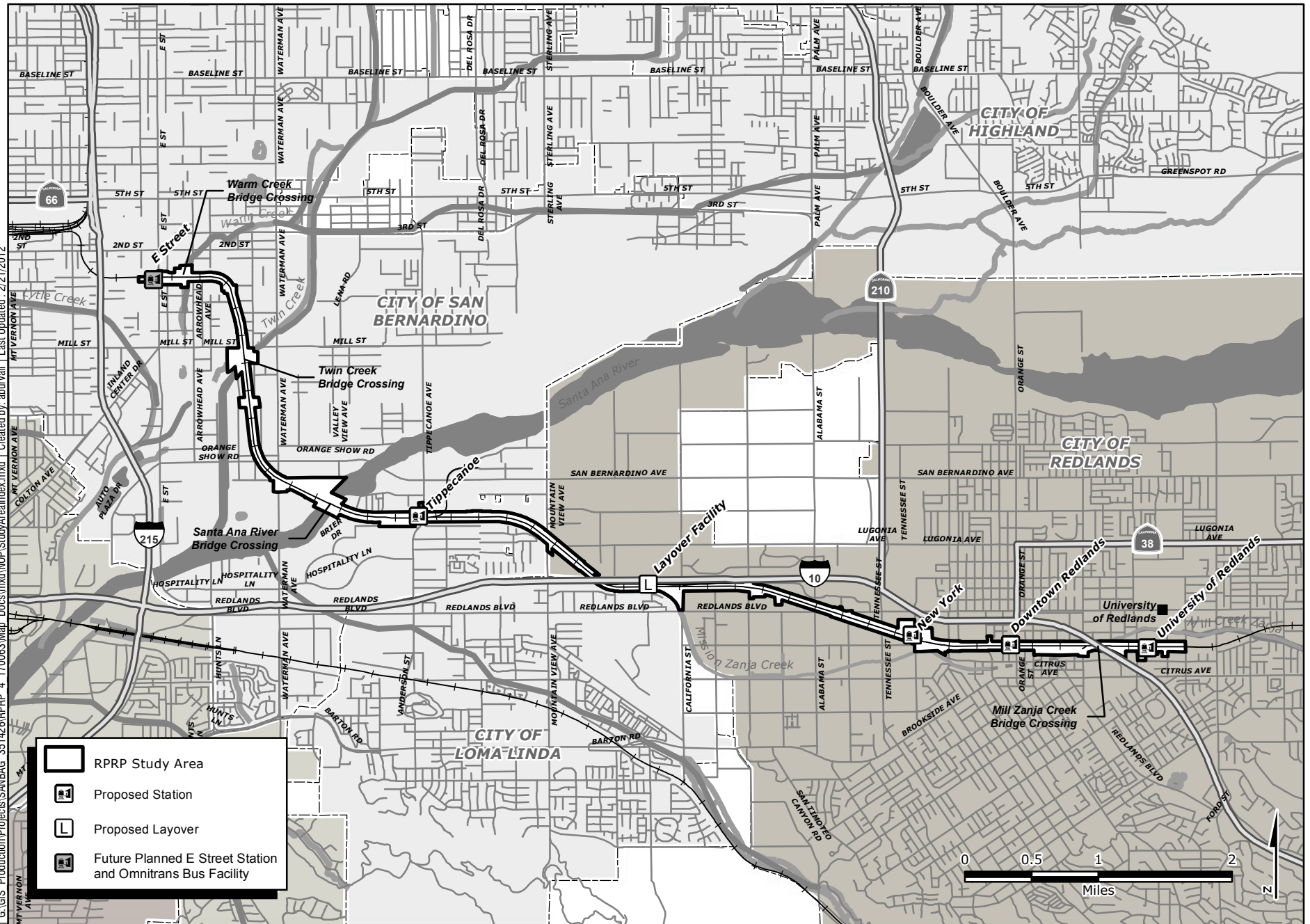
If you have any questions or comments regarding the proposed project, please feel free to contact me by phone at 909.884.8276 or Clint Meyer (HDR – 714-320-2300). We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitchell A. Alderman". The signature is fluid and cursive, with the first name "Mitchell" being more prominent.

Mitchell A. Alderman, P.E.
Director of Transit and Rail Programs

Enclosure: Figure 1 –Study Area Map



RPRP Study Area
Figure 1

