RELOCATION IMPACT STATEMENT

Mount Vernon Avenue Bridge

City of San Bernardino, San Bernardino County, California
State Bridge No. 54C0066
08-SBd-0-Local Assistance
Federal Project Number: BRLS-6507(003)
EA 965120

August 2017

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.
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DRAFT
RELOCATION IMPACT STATEMENT

Prepared By: ___________________________________________ Date: 8/17/17
Maile Kop, Right of Way Agent
Overland, Pacific & Cutler, Inc.

Reviewed By: ___________________________________________ Date: 8/17/17
David Cosper, P.E., Project Manager
Overland, Pacific & Cutler, Inc.

Approved By: ___________________________________________ Date: 8/17/17
Saba Engineer
City of San Bernardino, CA
Project Description

The San Bernardino County Transportation Agency (SBCTA), in cooperation with the California Department of Transportation (Caltrans) and the City of San Bernardino (City), is proposing to replace the existing Mount Vernon Avenue Bridge (Bridge Number 54C-066) over the Burlington Northern Santa Fe (BNSF) rail yard in the City of San Bernardino, San Bernardino County, California.

A National Environmental Policy Act (NEPA) Finding of No Significant Impact (FONSI) was adopted for the project in June 2011. The project involves a road/railroad grade separation and is statutorily exempt from the California Environmental Quality Act (CEQA). Since the NEPA document was adopted it has been noted that additional project improvements/refinements are needed that were not included in the adopted NEPA document.

The Preferred Alternative (Alternative 3 – Bridge Replacement) identified in the adopted NEPA document extended from just south of 5th Street to just north of King Street. Based on the identified project improvements/refinements the project would now extend from just south of 5th Street to Rialto Avenue. The proposed improvements/refinements to the project are shown below.

- A portion of the BNSF intermodal operations/parking area located to the east of the bridge on the north side of the existing rail tracks would be removed and a new area between Kingman Street and West 4th Street and from Cabrera Avenue to Mount Vernon Avenue (this will involve the acquisition and removal of the existing residences/businesses within these limits) would be constructed – this would include the construction of a 10-foot block wall around the new paved area to shield it from surrounding uses;
- West 4th Street would end at its intersection with Cabrera Avenue rather than being cul-de-saced at Mount Vernon Avenue;
- The existing Eagle Building and four associated buildings would be relocated from the east side of Mount Vernon Avenue to the west side of Mount Vernon Avenue;
- The two existing crane repair pads would be relocated north of their current location (one on either side of Mount Vernon Avenue);
- The two temporary rail tracks (Tracks 218 and 219) identified in the adopted NEPA document would now be permanent rail tracks;
- Tracks 216 and 217 would be realigned in the immediate vicinity of the new bridge;
- The structures located at the southwest end of the bridge bordered by Mount Vernon Avenue to the east, the alley behind the structures to the west, West 3rd Street to the north, and West 2nd Street to the south would be acquired and removed; and,
• The steps associated with structures fronting Mount Vernon Avenue south of West 2nd Street and north of King Street would be reconstructed as needed to match the new road/sidewalk grade.

Consistent with the updated project layout the following would be incorporated

• Utilities would be relocated as needed, to accommodate the proposed improvements.
• Best management practices (BMPs) for water quality treatment would be provided as part of the proposed project.
• Pedestrian facilities would be compliant with Americans with Disabilities Act (ADA) standards.
• Geotechnical borings would be conducted within the project’s limits of disturbance, as needed, for design of the project.
• Temporary advanced signage during construction would be required, which would involve portable changeable message signs or other temporary signage that would not require any ground disturbance.

A preliminary site plan is provided as Appendix A – Preliminary Site Plan.

Purpose of the Project
The purpose of the proposed project is to provide a bridge that is structurally safe and meets current seismic, design, and roadway standards. This would entail construction of a bridge with standard geometry to correct the current misalignment of the southbound approach, standard vertical clearance at West 3rd Street, and standard vertical and horizontal clearances at the BNSF yard. By implementing the project as expeditiously as possible under the circumstances, the City desires to restore a vitally important connector linking communities north and south of the BNSF railroad. The new bridge would be consistent with current rail and mass transit operations and facility needs.

Need for the Project
Seismically Deficient - The existing bridge was constructed in 1934 and incorporated steel girders salvaged from an earlier 1907 structure. As part of the Local Bridge Seismic Safety Retrofit Program, a seismic analysis and retrofit study were conducted in 1996. The Final Seismic Retrofit Strategy Report, issued in June 1997, determined that the bridge fell under Category 1, a category for bridges that could potentially collapse in a seismic event and threaten public safety.

Sufficiency Rating - Caltrans maintains the National Bridge Inventory—Structure Inventory and Appraisal for bridges both on and off the federal highway system in the state. The inventory includes a sufficiency rating for each bridge. The sufficiency rating is typically determined by
three considerations: (1) structural adequacy and safety; (2) serviceability and functional obsolescence; and (3) essentiality for public use. A special reduction factor is considered to account for conditions related to detours, traffic safety features, and structure type. When a bridge has a deficient sufficiency rating, it is placed on the Federal Eligible Bridge List (EBL) to receive high priority for retrofit/rehabilitation or replacement under the Federal Highway Bridge Program (HBP). A deficient bridge is defined as having a sufficiency rating ≤ 80 and a status flag as Structurally Deficient (SD). Bridges with a sufficiency rating ≤ 80 and SD or Functionally Obsolete (FO) status are eligible for rehabilitation, while bridges with a sufficiency rating ≤ 50 and SD or FO status are eligible candidates for replacement. In 2002, the sufficiency rating for the Mount Vernon Avenue Bridge was 45.6 with flags for both SD and FO. The major bridge deficiencies in 2002 were identified as poor deck condition, nonstandard deck geometry, and nonstandard underclearance at West 3rd Street. With the results of the 2004 bridge inspections, the sufficiency rating for the Mount Vernon Avenue Bridge was reduced to 2.0. The very low sufficiency rating for the bridge is the result of the following factors: low superstructure capacity, poor substructure condition, serious deck condition, inadequate deck geometry, and substandard vertical clearance at West 3rd Street. Additionally, the capacity of the existing bridge railing does not meet current standards.

**Structurally Deficient (SD)** - The bridge has a low superstructure capacity, poor substructure conditions and deck deficiencies. The deck has moderate and severe transverse cracks and spalls at various locations. The steel bents have structural damage and heavy corrosion on almost all steel element connections. The girders receive a score of 0.0 for operating and inventory ratings due to several severe fatigue cracks on the girder-to-cap beam connections. Inventory and operating capacity is calculated at 20.8 and 35.4 metric tons, respectively based on the temporary support installed in 2004.

**Functionally Obsolete (FO)** - The existing bridge is considered to be FO because of the nonstandard deck geometry, misaligned south approach, and nonstandard vertical clearance at West 3rd Street.
Caltrans Right of Way Manual Exhibit 10-EX-3A

The following section is consistent with the requirements of the Caltrans Right of Way Manual and corresponding Exhibit 10-EX-3A.

<table>
<thead>
<tr>
<th>Dist.</th>
<th>County</th>
<th>Route</th>
<th>PM</th>
<th>EA</th>
</tr>
</thead>
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<td>No Caltrans Route</td>
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<td>965120</td>
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</table>

Project Description: Mount Vernon Avenue Bridge Reconstruction and additional improvements as previously identified.

Federal Project No.: BRLS-6507(003)

I. Purpose of Relocation Impact Statement
The purpose of this Draft Relocation Impact Statement is to provide the City, SBCTA, Caltrans and the public with information on the impact that the proposed project would have on residential and nonresidential occupants. Relocation impacts within the project area are noncomplex and adequate relocation resources are available for displacees. All displacees will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended, and the California Relocation Act.

II. Summary of Residential and Nonresidential Displacements
A map of residential displacements is provided as Appendix B – Displacement Area Map.

<table>
<thead>
<tr>
<th>Single Family Units</th>
<th>Mobile Homes</th>
<th>Multi-Family Units</th>
<th>Residential Displacements (Units/Residents)*</th>
<th>Nonresidential Displacements (Type/Employees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>0</td>
<td>1</td>
<td>30 / 107</td>
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</table>

* Estimate of residents is based upon an average of 3.55 persons per household (2011-2015 US Census Statistics). Residential displacees were not interviewed or contacted.

** Denotes unknown number of employees, it is estimated no more than 10 based upon a site visit and the size of the facility.

III. Summary of Relocation Resources Available to Displacees (Residential)
A map of the replacement area is provided as Appendix C – Replacement Area Map.

<table>
<thead>
<tr>
<th>Relocation Resource</th>
<th>For Rent</th>
<th>For Sale</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Bedroom Houses</td>
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<td>7</td>
<td>7</td>
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<tr>
<td>Two Bedroom Houses</td>
<td>5</td>
<td>48</td>
<td>53</td>
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<tr>
<td>Three Bedroom Houses</td>
<td>39</td>
<td>50</td>
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<tr>
<td>Four+ Bedroom Houses</td>
<td>18</td>
<td>18</td>
<td>36</td>
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<tr>
<td>Condominiums</td>
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<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Multi-Family Residences</td>
<td>3</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

See “References” on page 7 for details.

IV. Summary of Relocation Resources Available to Displacees (Nonresidential)

<table>
<thead>
<tr>
<th>Relocation Resource</th>
<th>For Rent – appropriate zoning and site requirements</th>
<th>For Sale – appropriate zoning and site requirements</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Retail / Auto Related</td>
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<td>8</td>
<td>13</td>
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<tr>
<td>Commercial Office / Special Services</td>
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</tr>
<tr>
<td>Industrial Complex</td>
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<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Industrial / Commercial Properties</td>
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<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Farmland</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Sources: Information obtained from LoopNet.com, and Craigslist.com.
See “References” on page 7 for details.

V. Statement of Findings
Research indicates that adequate resources, including such factors as, availability, funding, staffing, and time, exist for residential displacees with the exception of available multi-family properties for rent. There is only one multi-family (duplex) displacement and available two and three bedroom comparable housing for rent/sale can be provided as shown in Appendices E – Single Family Rentals, F – Section 8 Rentals, and G – Single Family Dwellings for sale through the “Housing of Last Resort” program to be offered as required by the URA. Some displaced tenants may be receiving subsidized housing vouchers. Displacee interviews are typically conducted after the first written offer to purchase is presented, prior to relocation assistance determination. More information regarding the number of impacted Section 8 residents will be identified during this process. Only one nonresidential displacee (Car Wash Facility) is anticipated. Due to the specific nature of the business, it is anticipated comparable commercial
properties will require substantial modifications to correlate with specific needs of the car wash operations unless another car wash site is found available upon implementation of the Relocation Assistance Program.

VI. Relocation Program and Services Statement
All displacees will be contacted and interviewed by a Relocation Agent as part of the Relocation Assistance Program, who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities will be conducted in accordance with the URA. Relocation resources shall be available to all displacees free of discrimination. At the time of the first written offer to purchase, owner occupants are given a detailed explanation of SBCTA’s “Relocation Program and Services.” Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of SBCTA’s “Relocation Program and Services.” In accordance with the URA, SBCTA will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use.

Prepared By: ___________________________ Date: 8/17/17
Maile Kop, Right of Way Agent
Overland, Pacific & Cutler, Inc.

Reviewed By: ___________________________ Date: 8/17/17
David Cosper, P.E., Project Manager
Overland, Pacific & Cutler, Inc.
References

City of San Bernardino, California, website: http://www.ci.sanbernardino.ca.us, accessed June 2017.
United States Census Bureau website:
https://www.census.gov/quickfacts/table/PST045216/0665000.00

Persons Contacted

No persons were contacted in the preparation of this DRIS.

Preparers

Overland, Pacific & Cutler, Inc.
Maile Kop, Analyst, 5 years’ experience in right of way acquisition and relocation assistance for residential and commercial projects; cost estimation and design coordination. Contribution: Co-Author.
David Cosper, P.E., Project Engineer, 30 years’ experience in management of right of way acquisition and relocation programs for Transportation projects. Contribution: Co-Author / Reviewer.
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Appendix B  Displacement Area Map
Appendix C  Replacement Area Map
<table>
<thead>
<tr>
<th>No.</th>
<th>Address</th>
<th>City</th>
<th>Beds</th>
<th>Baths</th>
<th>Rent</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>2508 N Waterman Av</td>
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<td>2</td>
<td>444 Riverside Av</td>
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<td>3</td>
<td>441 W 3rd St</td>
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<table>
<thead>
<tr>
<th>No</th>
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<td>Beds</td>
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<td>2</td>
<td>$259,900</td>
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## Available Single Family Dwellings for Sale - June 2017

<table>
<thead>
<tr>
<th>No</th>
<th>Address</th>
<th>City</th>
<th>Beds</th>
<th>Baths</th>
<th>Price</th>
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<td>Baths</td>
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<td>1006 N Meridian Av</td>
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<td>7046 Tippecanoe Av</td>
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Appendix I  Commercial Properties for Sale and for Rent
### Available Retail & Auto Related Properties for Sale - June 2017

<table>
<thead>
<tr>
<th>No</th>
<th>Address</th>
<th>City</th>
<th>Lot (SF)</th>
<th>Building (SF)</th>
<th>Price</th>
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</thead>
<tbody>
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### Available Retail & Auto Related Properties for Rent - June 2017

<table>
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<th>No</th>
<th>Address</th>
<th>City</th>
<th>Lot (SF)</th>
<th>Building (SF)</th>
<th>Price (SF/Yr)</th>
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<tbody>
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