

Chapter 3 – CEQA CHECKLIST RESPONSES



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- Small volumes of traffic originating in or destined to Mexico pass through Colton Crossing.

Table 13.6.B presents existing train volumes.

Table 13.6.B: Existing and Forecast Train Volumes and Delay¹

	Existing (2010)	2015	2035
<i>Weekly Train Volume²</i>			
Freight	866	987	1,680
Passenger	76	76	76
All	942	1,063	1,756
<i>Daily Train Volume²</i>			
Freight	124	141	240
Passenger	11	11	11
All	135	152	251

¹ Within modeling area.

² Total average train volumes include all trains within the model limits. Some of these trains do not pass through Colton Crossing, such as local trains that move between various yards, and trains that travel between UPRR's Mojave Subdivision and Alhambra Subdivision. These trains influence trains that travel through Colton Crossing, thus must be included in the model to provide accurate results.

Source: Rail Operations Analysis, February 2011

Train Delay and Train Idling Caused by the Colton Crossing. Train delay is strongly influenced by the Colton Crossing in the existing conditions. Train delay is expressed in terms of cumulative idling time and cumulative train time within the model limits. Cumulative idling time refers to the total amount of time that trains spend idling within the model area waiting to complete their travel in or through the model area. Idling can occur on mainline tracks, connection tracks or in rail yards within the model area. The cumulative train time within the model limits refers to the total time that a train takes to pass through the model area or reach a destination within the model area. Previously referenced Table 3.16.C illustrates the cumulative idling time, which indicates the level of delay of train movement within the modeling area. For the existing condition, the cumulative idling time within the model area on a weekly basis is 19 days; 8 hours and 23 minutes, which translates to 29.6 minutes per train on average. The train delay is forecast to increase in future conditions without the proposed project as shown in Table 3.16.C. In 2015, cumulative idling time is 30 days, 16 hours and 1 minute on a weekly basis, which translates to 41.5 minutes per train on average. By 2035, the cumulative idling time increases substantially to 522 days, 6 hours and 8 minutes on a weekly basis, which is 428 minutes (or 7 hours and 8 minutes) per train on average. In particular, westbound trains were observed in the rail model to accumulate on the UPRR Yuma Subdivision east of the Colton Crossing, waiting on clearance through the Colton Crossing. During peak periods, as many as five westbound trains were observed to be waiting either on the mainline at the crossing or in the vicinity of crossing in the 2015 condition. This condition would continue in 2035 with the predicted increase in train volumes and cumulative idling time.

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Table 3.16.C: Cumulative Train Idling and Total Train Times in Rail Study Area

At-Grade Crossing	No Project: Existing Infrastructure			Proposed Project: Future Infrastructure		
	2010	2015	2035	2010	2015	2035
Cumulative Idling Time, all Trains, per week (DD:HH:MM)	19:08:23	30:16:01	522:06:34	02:22:36	04:10:31	304:20:30
Cumulative Train Time within Model Limits, all Trains, per week (DD:HH:MM)	54:08:21	71:18:01	642:13:47	35:10:28	41:21:09	375:01:47

¹ Within modeling area

² Total average train volumes include *all* trains within the model limits. Some of these trains do not pass through Colton Crossing, such as local trains that move between various yards, and trains that travel between UPRR's Mojave Subdivision and Alhambra Subdivision. These trains influence trains that travel through Colton Crossing, thus must be included in the model to provide accurate results.

Notes: DD = days
HH = hours
MM = minutes

Source: Rail Operations Analysis, February 2011.

Grade-Crossing Occupancy Times. Additionally, the existing Colton Crossing affects the operation of local arterials where they meet at-grade with the UPRR and BNSF mainlines. Grade-crossing occupancy times were most strongly influenced by the locations where trains staged waiting to cross Colton Crossing or other locations where trains accumulated behind other trains waiting to cross Colton Crossing, in the existing condition. The results shown in Table 3.16.D demonstrate grade-crossing occupancy times.

Table 3.16.D: Existing Delay at Arterial Crossings

At-Grade Crossing	No Project: Existing Infrastructure (Trains / HH:MM)			Proposed Project: Future Infrastructure (Trains / HH:MM)		
	2010	2015	2035	2010	2015	2035
3 rd Street	65 / 02:36	76 / 03:12	140 / 05:41	65 / 02:31	76 / 03:00	141 / 05:20
Alessandro Road	40 / 02:25	49 / 03:00	98 / 05:54	40 / 02:25	49 / 02:58	98 / 05:50
Archibald Avenue	18 / 00:34	22 / 00:43	47 / 01:24	18 / 00:34	22 / 00:43	48 / 01:24
Beaumont Avenue	40 / 02:34	49 / 03:38	98 / 09:30	40 / 02:27	49 / 03:07	98 / 08:08
Bellegrave Avenue	19 / 00:37	23 / 00:46	48 / 01:41	19 / 00:37	23 / 00:46	49 / 01:42
Bon View Avenue	18 / 00:47	22 / 00:59	47 / 01:53	18 / 00:47	22 / 01:00	48 / 01:54
Brockton Avenue	17 / 00:49	22 / 01:04	47 / 02:22	17 / 00:48	22 / 01:00	47 / 02:14
Campus Avenue	48 / 01:48	59 / 02:15	120 / 04:03	48 / 01:48	59 / 02:15	120 / 04:04
Center Street	65 / 02:55	76 / 03:30	140 / 06:02	65 / 02:50	76 / 03:23	141 / 05:50

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Table 3.16.D: Existing Delay at Arterial Crossings

At-Grade Crossing	No Project: Existing Infrastructure (Trains / HH:MM)			Proposed Project: Future Infrastructure (Trains / HH:MM)		
	2010	2015	2035	2010	2015	2035
Chicago Avenue	65 / 02:38	76 / 03:14	140 / 05:41	65 / 02:33	76 / 03:00	141 / 05:18
Clay Street	18 / 00:40	22 / 00:49	47 / 01:54	18 / 00:39	22 / 00:49	48 / 01:54
Cridge Street	48 / 02:04	55 / 02:22	94 / 04:05	48 / 01:56	55 / 02:12	94 / 03:49
Cridge Street (BNSF)	48 / 02:04	55 / 02:22	94 / 04:05	48 / 01:56	55 / 02:12	94 / 03:49
E Street	52 / 02:52	Closure	Closure	52 / 02:57	Closure	Closure
Francis Avenue	18 / 00:34	22 / 00:43	47 / 01:26	18 / 00:35	22 / 00:44	48 / 01:27
H Street	52 / 02:49	Closure	Closure	52 / 02:54	Closure	Closure
Hamilton Boulevard	33 / 01:33	39 / 01:52	72 / 03:07	33 / 01:34	39 / 01:52	72 / 03:08
Hunts Lane	40 / 02:05	Grade Separated	Grade Separated	40 / 02:09	Grade Separated	Grade Separated
Iowa Avenue	65 / 02:52	Grade Separated	Grade Separated	65 / 02:47	Grade Separated	Grade Separated
Jurupa Road	19 / 00:37	23 / 00:46	48 / 01:50	19 / 00:37	23 / 00:46	49 / 01:51
Laurel Street	50 / 03:14	Grade Separated	Grade Separated	50 / 03:04	Grade Separated	Grade Separated
Live Oak Canyon	40 / 02:46	49 / 03:36	98 / 07:35	40 / 02:48	49 / 03:31	98 / 07:24
Magnolia Avenue	17 / 00:50	Grade Separated	Grade Separated	17 / 00:48	Grade Separated	Grade Separated
Main Street	41 / 01:42	47 / 01:58	83 / 02:58	41 / 01:41	47 / 01:56	83 / 02:56
Main Street (BNSF)	65 / 06:14	76 / 06:39	140 / 08:29	65 / 06:08	77 / 06:35	141 / 08:24
N Milliken Avenue	31 / 01:00	Grade Separated	Grade Separated	31 / 01:01	Grade Separated	Grade Separated
S Milliken Avenue	18 / 00:35	Grade Separated	Grade Separated	18 / 00:35	Grade Separated	Grade Separated
Mission Inn Avenue	65 / 02:38	76 / 03:12	140 / 05:41	65 / 02:33	76 / 03:02	141 / 05:24
Monte Vista Avenue	41 / 01:26	47 / 01:40	82 / 02:34	41 / 01:26	47 / 01:40	82 / 02:34
N. San Antonio Avenue	41 / 01:27	47 / 01:41	83 / 02:34	41 / 01:27	47 / 01:40	83 / 02:33
Olive Street	52 / 02:52	59 / 04:39	98 / 07:12	52 / 02:53	59 / 03:19	98 / 05:07
Palm Avenue (UP)	17 / 00:49	22 / 01:07	47 / 02:30	17 / 00:47	22 / 00:59	47 / 02:12
Palmyrita Avenue	65 / 02:49	76 / 03:26	140 / 06:07	65 / 02:43	76 / 03:14	141 / 05:46
Palomares Street	31 / 01:10	37 / 01:24	73 / 02:20	31 / 01:09	37 / 01:23	72 / 02:17
Panorama Road	17 / 00:54	21 / 01:09	46 / 02:18	17 / 00:53	22 / 01:06	47 / 02:12
Park Avenue	41 / 01:49	47 / 02:07	83 / 03:18	41 / 01:49	47 / 02:06	83 / 03:17

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Table 3.16.D: Existing Delay at Arterial Crossings

At-Grade Crossing	No Project: Existing Infrastructure (Trains / HH:MM)			Proposed Project: Future Infrastructure (Trains / HH:MM)		
	2010	2015	2035	2010	2015	2035
Rialto Avenue	39 / 02:21	46 / 02:44	84 / 04:34	39 / 02:23	46 / 02:46	85 / 04:36
Riverside Avenue	17 / 00:50	Grade Separated	Grade Separated	17 / 00:49	Grade Separated	Grade Separated
Rutile Avenue	19 / 00:37	23 / 00:46	48 / 01:42	19 / 00:37	23 / 00:46	49 / 01:43
S San Antonio	18 / 00:44	22 / 00:55	47 / 01:46	18 / 00:45	22 / 00:56	48 / 01:47
San Timoteo Road	40 / 02:35	49 / 04:32	98 / 15:12	40 / 02:09	49 / 02:35	98 / 08:41
Spruce Street	65 / 02:34	76 / 03:10	140 / 05:36	65 / 02:28	76 / 02:56	141 / 05:12
Streeter Avenue	17 / 00:48	Grade Separated	Grade Separated	17 / 00:46	Grade Separated	Grade Separated
Sultan Avenue	48 / 01:50	59 / 02:18	120 / 04:15	48 / 01:50	59 / 02:18	120 / 04:15
Valley Boulevard	52 / 02:47	58 / 03:12	97 / 05:00	52 / 02:53	58 / 03:18	97 / 05:10
Veile Avenue	39 / 02:00	48 / 02:25	98 / 04:45	39 / 01:58	48 / 02:23	98 / 04:42
Vine Avenue	18 / 00:45	22 / 00:57	47 / 01:49	18 / 00:46	22 / 00:57	48 / 01:50
Vineyard Avenue (AL)	31 / 01:01	Grade Separated	Grade Separated	31 / 01:01	Grade Separated	Grade Separated
Vineyard Avenue (LA)	18 / 00:36	22 / 00:46	47 / 01:30	18 / 00:36	22 / 00:46	48 / 01:30
Walnut Street	37 / 02:15	43 / 02:37	80 / 04:29	37 / 02:15	44 / 02:37	82 / 04:29
Whittier Avenue	40 / 02:09	49 / 02:42	98 / 06:45	40 / 02:01	49 / 02:32	98 / 06:20
Total occupancy for all crossings per week	1922 / 92:31	2274 / 91:18	3448 / 172:01	1922 / 90:53	2279 / 85:34	4331 / 158:28

¹ Within modeling area

² Total average train volumes include *all* trains within the model limits. Some of these trains do not pass through Colton Crossing, such as local trains that move between various yards, and trains that travel between UPRR's Mojave Subdivision and Alhambra Subdivision. These trains influence trains that travel through Colton Crossing, thus must be included in the model to provide accurate results.

Notes: HH = hours
MM = minutes

Source: Rail Operations Analysis, February 2011.

Opening Year 2015 Impacts.

Total rail delay in Opening Year 2015 for the at-grade rail crossings within the rail study limits were calculated and summarized in previously referenced Table 3.16.B. As shown in the table by comparing the Opening Year 2015 No Project and Opening Year 2015 Proposed Project columns, average daily train delays would be reduced at the vast majority of at-grade crossings with the proposed project.

The proposed project will result in reductions in cumulative idling and cumulative train times in Year 2015 as shown in Table 3.16.C. Cumulative idling times are reduced from 30 days, 16 hours, and 1 minute in the no project alternative to 4 days, 10 hours, and 31 minutes in the proposed project scenario alternative. This represents an 86 percent reduction in cumulative

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idling times. Similarly, cumulative total train times are reduced from 71 days, 18 hours, and 1 minute in the no project alternative to 41 days, 21 hours, and 9 minutes in the proposed project alternative. This represents a 42 percent reduction in cumulative total train times. Consequently, the proposed project produces a positive benefit in rail operations.

Forecast Year 2035 Impacts.

The proposed project alternative will result in substantial reductions in cumulative idling and cumulative train times in Year 2035 as shown in Table 3.16.C. Cumulative idling times are reduced from 522 days, 6 hours, and 34 minutes under the no project alternative to 304 days, 20 hours, and 30 minutes under the proposed project. This represents a 42 percent reduction in cumulative idling times. Similarly, cumulative total train times are reduced from 642 days, 13 hours, and 47 minutes under the no project alternative to 375 days, 1 hour, and 47 minutes under the proposed project alternative. This represents a 42 percent reduction in cumulative total train times. Consequently, the proposed project produces a positive benefit in rail operations.

Total rail delay in Forecast Year 2035 for the at-grade rail crossings within the rail study limits were calculated and summarized in previously referenced Table 3.16.D. As shown in the table by comparing the Forecast Year 2035 No Project and Forecast Year 2035 Proposed Project columns, average daily train delays would be reduced at the vast majority of at-grade crossings with the proposed project.

Avoidance, Minimization and/or Mitigation Measures

The following measures shall be implemented during construction activities to avoid or minimize potential adverse impacts on transportation and traffic.

TRA-1 Transportation Management Plan (TMP) will be prepared for the construction phases of the project. The objectives of a TMP are to maintain the safe movement of vehicles through the construction zone and to provide for the highest level of traffic circulation and access during the construction period. During construction, some traffic delays are anticipated. The TMP will include detailed information on measures taken for off-peak or nighttime work; flagging, lane, shoulder, street, ramp, or total facility closures; project phasing; temporary traffic screens; and details regarding the Construction Progress Schedule and delay penalties. The TMP will be prepared by the contractor prior to construction and will consist of but not be limited to the following elements to mitigate traffic inconvenience caused by construction activities:

- Coordination and communication among all affected local agencies that provide services within the project study area, including but not limited to City of Colton Public Works Department, Colton Police Department, Colton Fire Department, Omnitrans, and utility providers.
- Traffic Control: This project will require traffic control elements such as lane/shoulder closures and temporary signing/stripping on City streets.
- Public Awareness Campaign (PAC): Although the majority of any major roadway closures will occur at night, vehicles traveling through the construction zone will likely experience longer than normal delays. To reduce these delays and confusion to the motoring public during construction activities, the City

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UPRR will implement a PAC. The purpose of the PAC is to keep the surrounding community abreast of the project's progress and construction activities that could affect travel plans. The use of brochures and mailers, hand-delivering notices to the vicinity, providing a telephone hotline, posting informational signs, local cable television and news advertising, media releases, opportunities to field questions on the project through internet and e-mail, notifications to targeted groups regarding revised transit schedules/maps, rideshare organizations, schools, and organizations representing people with disabilities, commercial traffic reporters/feeds, and public meetings, as appropriate, are effective tools for disseminating this information.

- **Signing:** Information signing in the form of existing electronic message signs, changeable message signs, ground-mounted/fabric signs, and panel signs will be posted on Mount Vernon Avenue, La Cadena Drive, and Rancho Avenue and the local roadways south of and nearest to the railroad tracks prior to and during construction to inform motorists of delays, ramp closures, and alternate travel routes.

TRA-2 During the PS&E phase, identify the temporary conversion of the 9th Street/I-10 Eastbound Ramps intersection from one-way stop control to all-way stop control within the project plans and specifications approved by UPRR. The contractor will complete the temporary conversion. At the conclusion of project construction, the City in consultation with Caltrans will determine whether or not the additional traffic controls should be removed or remain in place. If it is determined that the intersection shall be converted back to one-way stop control, the contractor shall complete the conversion.

b) Conflict with an applicable congestion management program, including not limited to a level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. As identified in the Checklist Response XVI(a), the proposed project will have no impact on traffic volumes and associated levels of service in the Opening Year 2015 and Forecast Year 2035 scenarios. Consequently, the proposed project would have no impact on the roads included in the San Bernardino County Congestion Management Program.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project would not alter air traffic patterns, would not create hazards from changing the location of an airport, and would not result in the placement of populations in an air traffic safety area. No impact to air traffic would occur with the proposed project.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

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d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed project would not alter existing roadways and would not introduce incompatible uses to the project vicinity. The project would be designed consistent with Federal, State and AREMA standards.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

e) Result in inadequate emergency access?

Less Than Significant Impact. As identified in the Checklist Response XVI(d), operation of the proposed project would not alter existing roadways and will not alter existing emergency routes and access, resulting in no impact.

La Cadena Drive is a major arterial in the City, and all major arterials and freeways are identified in the City's Safety Element as emergency escape routes (see Safety Element, page 7-7). Construction activities would require intermittent temporary lane closures on La Cadena Drive, which could affect emergency vehicles that utilize La Cadena Drive. Implementation of **Measure TRA-1** and **TRA-2** (pages 109 and 110) would minimize impacts from construction vehicles and equipment to less than significant. Similarly, implementation of these measures would ensure that adequate access is provided at all time during project construction, reducing impacts to less than significant.

Avoidance, Minimization and Mitigation Measures

Implementation of **TRA-1** and **TRA-2** will minimize impacts from construction vehicles and equipment from the proposed project on area roadways.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle lanes, sidewalks, etc.)?

No Impact. As identified in the Checklist Response XVI(d), the proposed project would not alter existing roadways. Existing transit stops, bicycle lanes, sidewalks, and other pedestrian routes will be maintained at current levels. The proposed project would not affect policies, plans or programs supporting alternative transportation.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

XVII. UTILITIES AND SERVICE SYSTEMS

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project involves the construction of a railroad flyover and related structures and improvements; it will not construct or induce new housing, businesses, or

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industries onto the site or into the area and would not generate demand for wastewater treatment. Therefore, it will have no influence on the generation, collection, transport, or treatment of wastewater within the Santa Ana Region of the Regional Water Quality Control Board.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. As stated in Response XVII(a), the proposed project will not construct any new housing or businesses that would consume more water or generate more wastewater, and so would not require new water or wastewater treatment facilities or the expansion of any existing facilities. The proposed project would not require the construction or new or expansion of existing water or wastewater facilities.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project site includes the replacement of existing stormwater drainage facilities within the project study area. The existing facilities within the project area are currently undersized to convey the existing and projected flows. The proposed drainage features would be constructed within the project area and would not result in significant environmental effects. Additionally, these drainage facilities would be designed as to not increase the volume or velocity of flows downstream of the project site. In addition, the project will incorporate one or more retention structures to assure that runoff volumes offsite do not increase as a result of the project. These modifications and improvements will be coordinated with the City and the County, and are expected to be minor and would not in themselves create any significant impacts. Therefore, the proposed project would have less than significant impacts on stormwater drainage facilities.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. As stated in Checklist Response XVII(a), the proposed project will not construct any new housing or businesses that would consume more water, and so would not require new water treatment facilities, or expansion of any existing facilities. Therefore, the proposed project would have no effect on water supplies.

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Avoidance, Minimization and Mitigation Measures

No mitigation is required.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

No Impact. As stated Checklist Response XVII(a), the proposed project will not construct any new housing or businesses that would generate more wastewater, and so would not require new wastewater treatment facilities, or expansion of any existing facilities. Therefore, the proposed project would have no impacts on wastewater treatment.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. As stated in Checklist Response XVII(a), the proposed project will not construct any new housing or businesses that would generate more solid waste on an ongoing basis, and so it would not require expanded or new landfill facilities. Construction of the proposed project will generate refuse and waste (e.g., wood for cement forms, bags, remnant concrete, etc). However, this amount of waste will be minimized to the degree practical, and will not cause any capacity limitations at local waste transfer or landfill facilities. The County of San Bernardino, Solid Waste Management Division, manages the disposal of solid waste for the project area, and local wastes are disposed of in the nearby Colton Sanitary Landfill (SWIS #36-AA-0051). The County recently expanded the total capacity of this facility from 13.5 to 15.5 million cubic yards, which extended its useful life from 2009 to 2017 (SBC-SWMD website 2010). Therefore, the proposed project would have less than significant landfill impacts since there is adequate capacity at the Colton Landfill and no mitigation is required.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste?***

Less Than Significant Impact. The proposed project will be required to comply with all applicable regulations regarding solid waste during construction, and will not generate solid waste during its operational activities. Therefore, the proposed project would have less than significant impacts on solid waste regulations.

Avoidance, Minimization and Mitigation Measures

No mitigation is required.

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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant With Mitigation. Due the absence of biological resources within the project area, development of the proposed project would not cause a fish or wildlife population to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. The proposed project would not impact any threatened or endangered species or habitat as the project site and surrounding area have been previously and substantially disturbed. Although there is suitable habitat (soils and vegetation) for the Delhi sands flower-loving fly (DSF) adjacent to the project site, implementation of the **Measure BIO-01** (page 50) would avoid impacts to the DSF habitat. There are no known unique ethnic or cultural values associated with the site, nor are there any religious or sacred uses associated with the project site. However, the project has the potential to contain buried, as of yet undetected archaeological or paleontological resources. **Measures CUL-1, CUL-2, CUL-4, and PAL-1** (pages 55–58) have been identified to avoid and/or minimize potential impacts associated with the discovery of any undetected cultural and/or paleontological resources identified during construction operations. **Mitigation Measure CUL-3** (page 55) will mitigate substantial adverse change to the significance of an archaeological resource by establishing an Environmentally Sensitive Areas (ESAs) to protect any archeological resources during construction. Therefore, impacts to biological, cultural, and paleontological resources are considered to be less than significant.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less Than Significant Impact. The analysis within the Initial Study demonstrates that the proposed project would not have any individually limited, but cumulatively considerable impacts. Any potential impacts identified in the Initial Study would be reduced to a less than significant level through the implementation of avoidance, minimization and/or mitigation measures or adherence to established City, regional, state, and federally mandated design and construction standards. Based on the nature of the project, the existing condition of resources in the project area, and the technical studies prepared for this Initial Study, the proposed project would contribute to any cumulative environmental impacts and therefore no important environmental resources would be at risk as a result of project implementation.

- c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

Less Than Significant With Mitigation. As identified in the Initial Study, the proposed project would result in a positive effect within the project area through the reduction of air pollutant emissions and reduced noise and vibration associated with rail activities. While a number of the project impacts were identified as having a potential to impact humans, adherence to standard requirements along with implementation of the identified minimization and avoidance measures **AES-1** and **AES-3** (pages 33 and 36), **AQU-1** through **AQU-4** (page 40), **BIO-1**

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through **BIO-8** (pages 50-52), **CUL-1**, **CUL-2** and **CUL-4** (pages 55-58), **GEO-1** and **GEO-2** (page 60), **HAZ-1** through **HAZ-5** (pages 70-71), **HYD-1** through **HYD-4** (page 76-81), **NOI-1** (page 88), and **TRA-1** through **TRA-2** (pages 109 and 110), would either avoid or minimize these impacts and are considered to be less than significant.

Mitigation Measure AES-2 (page 34) will mitigate substantial adverse changes to the visual impacts at the southerly residences and these impacts would be reduced to a less than significant level.

Mitigation Measure CUL-3 (page 55) will mitigate substantial adverse change to the significance of an archaeological resource by establishing an Environmentally Sensitive Areas (ESAs) to protect any archeological resources during construction.

When considered within the context of the past, present and reasonably foreseeable projects within the project study area, the cumulative impacts the proposed project are not expected to directly or indirectly cause significant adverse impacts to humans.

Avoidance, Minimization and Mitigation Measures

All avoidance, minimization and/or mitigation measures to reduce impacts have been identified for each resource potentially affected and included in the Environmental Commitments Record (ERC) to ensure compliance.

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Raymond Hussey, AICP, Associate, IS Analysis for Land Use and Traffic

Keith Lay, Associate, Air Quality Specialist, Air Quality Technical Report and IS Analysis

Maria Lum, Associate/Biologist, Natural Environmental Study, Jurisdictional Delineation

Kent Norton, AICP, REA, Senior Environmental Planner, IS Analysis

Robert Reynolds, Associate/Paleontologist/Geologist, Paleontological Identification and Evaluation Report

Dah-Win Sheu, Visual Impact Assessment Technical Report Review

Casey Tibbet, M.A., Principal Architectural Historian, Historical Resources Evaluation Report

Wendy Walters, Senior Biologist, Natural Environment Study (Minimal Impacts)

Nicole West, Senior Environmental Specialist, Water Quality Assessment Report, and IS Analysis

4.4 HDR Engineering (Engineering Lead and Project Management)

Tom Kim, P.E., Vice President, Project Manager

Mark Evans, P.E., Deputy Project Manager

Aaron Rubio, Staff Engineer, Design Plans

Barry Butterfield, Senior Environmental Engineer, Construction Analysis

Mark Hemphill, Director Railway Consulting Services, Rail Operations Analysis

Scott Hale PMP, Senior Rail Modeler, Rail Operations Analysis

Bill Flores, Jr., P.E., CPESC, CPSWQ, Senior Engineer, Water Quality Management Plan

Ken Warfield, Senior Designer, Design Plans

Mark Seits, P.E., CFM, Senior Engineer, Preliminary Drainage Report, Location Hydraulic Study, Summary Floodplain Evaluation Report

4.5 CHJ Engineering (Project Geotechnical Analysis and Initial Site Assessment for Hazardous Materials)

Ann Laudermilk REA, Initial Site Assessment

Robert Johnson, RCE, REA, Initial Site Assessment

John S. McKeown, EG, Project Geologist, Geotechnical Investigation

James F. Cooke RCE, Project Engineer, Geotechnical Investigation

Jay J. Martin, EG, Vice President, Geotechnical Investigation

Chapter 4 – LIST OF PREPARERS

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4.6 Iteris (Vehicular Traffic Technical Report)

Gary Hamrick, Vice President, Vehicular Traffic Report Oversight

Vamshi Akkinepally PTP, Transportation Engineer, Vehicular Traffic Report

Wahid M. Farhat, P.E. (MI), PTP, Associate Transportation Engineer, Vehicular Traffic Report

4.7 ATS Consulting (Noise Technical Report)

Hugh Saurenman Ph.D., President, Noise Technical Report Oversight

Shankar Rajaram Ph.D., Associate, Noise Technical Report

4.8 Vandermost Consulting Services

Peter Carlson, Vice President, Peer Review of Technical Studies and Environmental Document

Taylor Reynolds, Assistant Project Manager, Peer Review of Technical Studies and
Environmental Document

Amir Morales, Senior Project Manager, Peer Review of Natural Environment Study and
Jurisdictional Delineation

4.9 PCR Services Corporation

Heidi Rous CCP, Director Air Quality, Climate & Acoustics Division, Peer Review of Air
Quality and Noise Assessments

Kyle Kim Ph.D., Senior Scientist, Peer Review of Noise Assessment

Margarita Wuellner, Ph.D., Director of Historic Resources, Peer Review of Historic Property
Survey Report

Kyle Garcia, Senior Archaeologist, Peer Review of Paleontological Identification
Report/Paleontological Evaluation Report and Historic Property Survey Report

4.10 ENVIRON

Carol Serlin, RG, Principal, Peer Review of Initial Site Assessment

Bozena Szeremeta, Senior Manager, Peer Review of Initial Site Assessment

Chapter 5 – DISTRIBUTION LIST

The Initial Study or a Notice of Availability will be distributed to local, and regional agencies; and utility providers affected by the proposed project. In addition, property owners directly affected by the project will also be provided with Notice of Availability of the document.

Federal Agencies

Veronica Chan
United States Army Corps of Engineers
Regulatory Division
911 Wilshire Boulevard
Los Angeles, California 90017

Sally Brown
United States Fish and Wildlife Service
Carlsbad Field Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011

State Agencies

California Department of Conservation
Director
801 K. Street, 24th Floor
Sacramento, California 95814

California Department of Water Resources
1416 9th Street
Sacramento, California 95814

State of California, Dept. of Fish & Game,
Region 6
3602 Inland Empire Boulevard, Suite C-220
Ontario, California 91764

California Air Resources Board
1001 I Street
Sacramento, California 95812

State Water Resources Control Board
1001 I Street
Sacramento, California 95814

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

State Clearinghouse
Executive Officer
Office of Planning and Research
1400 Tenth Street
Sacramento, California 95814

Regional/County/ Local Agencies

Southern California Association of
Governments
3403 10th Street, Suite 805
Riverside, California 92501

Water Quality Control Board
Santa Ana Region
3737 Main Street, Suite 500
Riverside, California 92501

South Coast AQMD
IGR Coordinator
21865 E. Copley Drive
Diamond Bar, California 91765

Chapter 5 – DISTRIBUTION LIST

San Bernardino Associated Governments 1170 W. 3 rd Street, 2 nd Floor San Bernardino, California 92410	County of San Bernardino Department of Public Works-Flood Control District 825 East Third Street San Bernardino, California 92415	San Bernardino County Fire Department Dan Wurl, Fire Chief 157 West Fifth Street, 2 nd Floor San Bernardino, California 92415-0451
County of San Bernardino Administrative Office 385 N. Arrowhead Avenue San Bernardino, California 92415-0120	San Bernardino County Sheriff's Department Rod Hoops, Sheriff 655 East Third Street San Bernardino, California 92415-0061	San Bernardino County Department of Public Works 825 East Third Street, Room 145 San Bernardino, California 92415-0835
Riverside County Flood Control and Water Conservation District 1995 Market Street Riverside, California 92501	City of Colton Public Works Department 650 N La Cadena Drive Colton, California 92324	City of Colton Fire Department Tom Hendrix, Fire Chief 303 East E Street Colton, California 92324
City of Colton Community Development Department 650 N La Cadena Drive Colton, California 92324	City of Colton Police Department Bob Miller, Chief of Police 650 N La Cadena Drive Colton, California 92324	Colton Main Library 656 9 th Street Colton California 92324
Colton Library Luque Branch 294 E. O Street Colton, California 92324	Omnitrans East Valley 1700 W. Fifth Street San Bernardino, California 92411	Rod Foster, City Manager City of Colton 650 N. La Cadena Drive Colton, California 92324
Metrolink 700 South Flower Street, Suite 2600 Los Angeles, California 90017	Amtrak Oakland Office Jeffrey White, Senior Environmental Coordinator 530 Water Street, 5 th Floor Oakland, California 94607	

State Legislators

Hon. Gloria Negrete McLeod, Senator California State Senate, District 32 4959 Palo Verde Street, Suite 110B Montclair, California 91763	Hon. Wilmer Amina Carter, Assembly Member State Capitol Post Office Box 942849 Sacramento, California 94249
--	--

Chapter 5 – DISTRIBUTION LIST

Local Elected Officials

Hon. Josie Gonzales, Supervisor
San Bernardino County Board of
Supervisors, District 5
385 North Arrowhead Avenue, Fifth Floor
San Bernardino, California 92415-0110

Interested Groups, Organizations, and Individuals

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage
Project Manager
12700 Pumarra Road
Banning, California 92220

Morongo Band of Mission Indians
Ernest Siva, Tribal Historian/Elder
9570 Mias Canyon Road
Banning, California 92220

Pechanga Band of Mission Indians
Anna Hoover, Cultural Resources Department
Post Office Box 2183
Temecula, California 92593

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
Post Office Box 391670
Anza, California 92539

Ramona Band of Cahuilla Mission Indians
John Gomez
Post Office Box 391670
Anza, California 92539

San Manuel Band of Mission Indians
James Ramos Chairperson
26569 Community Center Drive
Highland, California 92346

San Manuel Band of Mission Indians
Ann Brierty, Policy/Cultural Resources
Department
26569 Community Center Drive
Highland, California 92346

Serrano Nation of Indians
Goldie Walker
Post Office Box 343
Patton, California 92369

Soboba Band of Luiseño Indians
Joseph Ontiveros, Cultural Resources
Manager
Post Office Box 487
San Jacinto, California 92581

Utilities, Services, and Businesses

City of Colton Public Utilities Department
650 N La Cadena Drive
Colton, California 92324

Riverside Highland Water Company
12374 Michigan Street
Grand Terrace, California 92313-5602

Colton Disposal (Republic Services)
2059 Steel Road
Colton, California 92324

Chapter 5 – DISTRIBUTION LIST

The Gas Company
Gertman Thomas
Post Office Box 3003
Redlands, California 92373

Southern California Edison
Eastern Division
Ray Hicks, Division Manager
1351 Frances Street
Ontario, California 91761

Verizon California
Engineering Department
9 South 4th Street
Redlands, California 92373

Sprint
KSOPHT0101-Z4300
6391 Sprint Parkway
Overland Park, Kansas 66251-4300

Kinder Morgan Corporate Headquarters
1100 W. Town & County Road
Orange, California 91761

Charter Communications
12405 Powerscourt Drive
St. Louis, Missouri 63131

Time-Warner Cable
Customer Care Communications
9260 Topanga Canyon Boulevard
Chatsworth, California 91311

Walter Werstick
AT&T
22311 Brookhurst Street, Suite 203
Huntington Beach, California 92646

Southern California Gas Company
P.O. Box C
Monterey Park, California 91756

Sunesys, LLC.
Western Regional Office
1325 Pico, Suite 106
Corona, California 92881

Meeks & Daley Water Co.
31315 Chaney Street
Lake Elsinore, California 92530-2743

Bruce Dewere
Comcast/Time-Warner Cable
1500 Auto Center Drive
Ontario, California 91761

EXHIBIT F-2

Chapter 6 – REFERENCES

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EXHIBIT F-2

Appendix A – Title VI Policy Statement

EXHIBIT F-2

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711



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Be energy efficient!*

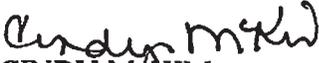
July 20, 2010

TITLE VI POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnou, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnou@dot.ca.gov.


CINDY MCKIM
Director

Appendix B – Environmental Commitment Record

EXHIBIT F-2

Date:

ENVIRONMENTAL COMMITMENT RECORD

(ECR)

Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
<p>AES-1</p>	<p>During the Project Study & Engineering phase, UPRR shall prepare a landscape program that addresses landscape treatment within the Caltrans right-of-way and within residential properties to the south of the UPRR right-of-way.</p> <p>This plan shall include landscape treatment along I-10 between Rancho Avenue and the freeway crossing of the BNSF railroad, within residential properties, and within City of Colton right-of-way to use areas adjacent to the project area for revegetation and it shall include landscaping with plant species compatible with the climatological conditions (e.g., xeric) of the geographic area while still promoting the enhancement of new project structures to the extent feasible. This program shall incorporate all applicable procedures and requirements as detailed in the publication Caltrans Highway Design Manual, Section 902.1, Planting Guidelines (November 2001), and the City of Colton General Plan.</p> <p>The landscape program shall include, but shall not be limited to, the following components, as feasible within Caltrans right-of-way from Rancho Avenue to the BNSF grade separation structure:</p> <ol style="list-style-type: none"> a. Maintain the visual planting character of the I-10 corridor; b. Consider guidance provided in the Interstate 10 Corridor Landscape Master Plan for landscaping; c. Incorporate all applicable procedures and requirements as detailed in the publication Caltrans Highway Design Manual, Section 902.1, Planting Guidelines (November 2001); d. Plant drought-resistant plants within the I-10 right-of-way, which promotes use of xeric (adapted to arid conditions) landscaping techniques; and e. Provide low-maintenance, erosion control groundcover species in the palette to preserve existing views and prevent erosion. <p>The landscape program shall include the following components, as feasible, within private residential parcels southerly of the UPRR right-of-way from Rancho Avenue to 5th Street and City-owned right-of-way on W. K Street and E. K Street, east of the existing Colton Crossing:</p> <ol style="list-style-type: none"> f. Establish a Tree Planting Program that provides monies to residential property owners and the City of Colton within this area to plant trees within their property to screen views of the flyover structure. The Tree Planting Program shall provide adequate funds to provide for purchase and planting of a selected palette of tree species. Tree species to be included in the selected palette should emphasize drought-tolerant species and native species, but may also contain fruit-bearing trees. Trees within City right-of-way shall be consistent with the adopted City Tree Replacement Palette. 	<p>IS/MND, Section 3.1</p>	<p>UPRR/Resident Engineer/Caltrans Landscape Architect, SANBAG, and City of Colton</p>	<p>During final design</p>	<p>UPRR</p>	
<p>AES-2</p>	<p>During final design, the UPRR shall incorporate aesthetic wall treatments into the final design of the proposed project. The selection process for aesthetic wall treatments shall be developed in consultation with the City of Colton and City-designated stakeholders. The selection of aesthetic wall treatments shall be based on the following criteria:</p> <ul style="list-style-type: none"> • Design shall include the application of a variety of textures and patterns to promote visual interest and to deter vandalism. Textures and patterns shall not consist of protruding features or shapes nor shall they include sharp edges; and • Design shall include the application of subtle reliefs at caps and/or parapets to 	<p>IS/MND, Section 3.1</p>	<p>UPRR/Resident Engineer/Caltrans, City of Colton and SANBAG</p>	<p>During final design</p>	<p>UPRR</p>	

EXHIBIT F-2

Date:

ENVIRONMENTAL COMMITMENT RECORD

(ECR)

Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
	<p>enhance shadow lines and to promote visual interest. Relief depth of textures and patterns and at caps and/or parapets shall be restricted to a maximum depth of 2 inches thereby facilitating inspection for cracking and structural deficiencies; and</p> <ul style="list-style-type: none"> • Design for wall treatments on the north side of the structure shall maintain compatibility with the I-10 Corridor Landscape Master Plan; and • Design shall not incorporate bold or bright colors that may interfere with day-to-day railroad operations. To the extent feasible, concrete treatments shall be integral-colored or stained to reduce the frequency of maintenance activities; and • Treatments shall be applied by form liner in basic patterns and repetitions so as to facilitate future maintenance and/or replacement; and • Design of the treatment and materials used in the treatment shall consider graffiti control and the long-term need to remove graffiti. 					
AES-3	During the Project Study & Engineering phase the UPRR will prepare a lighting plan for the I-10/Rancho Avenue ramps prior to construction. The lighting fixtures will be designed consistent with Caltrans lighting standards to minimize glare on adjacent properties and into the night sky. Lighting will be shielded and focused within the ramp right-of-way.	IS/MND, Section 3.I	UPRR/Resident Engineer/City of Colton	During final design	UPRR	
AQU-1	During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the project will be prevented to the maximum extent feasible.	IS/MND, Section 3.III	UPRR/Construction Contractor/SANBAG	During construction	SCAQMD	
AQU-2	Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications. Diesel particulate matter from off-road equipment will be controlled by installing EPA-registered particulate traps where feasible.	IS/MND, Section 3.III	UPRR/Resident Engineer/Construction Contractor	Prior and during construction	SCAQMD	
AQU-3	All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.	IS/MND, Section 3.III	UPRR/Resident Engineer/Construction Contractor	During construction	SCAQMD	
AQU-4	Contractor will be required to provide evidence to the Resident Engineer or construction manager at the start of work and periodically (at least every 6 months) during construction that the off-road equipment fleet (s) and portable equipment in use comply with applicable State and South Coast AQMD vehicle fleet emission reduction regulations, including a vehicle and equipment inventory indicating appropriate ARB registration or air district permits, and that construction equipment is being maintained per the manufacturers' specifications. A construction equipment inventory, including any add-on equipment, will be developed at the beginning of construction and maintained throughout construction. Periodic unscheduled inspections will be conducted by UPRR to ensure that the construction equipment has not been tampered with, is properly tuned and maintained, and to limit unnecessary idling.	IS/MND, Section 3.III	UPRR/Resident Engineer/Construction Contractor	During construction	SCAQMD	

EXHIBIT F-2

Date:

ENVIRONMENTAL COMMITMENT RECORD

(ECR)

Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
BIO-1	Prior to initiation of grading activities and staging, the contractor shall install temporary snow fencing along the access roads and grading limits adjacent to identified DSF habitat under the direction of a qualified biologist. This fencing shall be maintained throughout the construction period. If the fencing is damaged for any reason, said fencing shall be replaced within three working days. These fencing areas and requirements shall be shown on project plans and included in the PS&E package approved by UPRR.	IS/MND, Section 3.IV	UPRR/Construction Contractor	Prior and during construction	NES, USFWS, CDFG	
BIO-2	In compliance with Executive Order 13112, during construction, invasive species will be removed and controlled within the construction limits. This requirement shall be incorporated into the plans and specification approved by UPRR.	IS/MND, Section 3.IV	UPRR/Resident Engineer/Construction Contractor	During and maintenance	NES, EO 13112	
BIO-3	During construction, inspection and cleaning of construction equipment will be performed to minimize the importation of nonnative plant material, and eradication strategies (i.e., weed abatement programs) will be employed should an invasion occur. This requirement shall be incorporated into the plans and specifications approved by UPRR.	IS/MND, Section 3.IV	UPRR/Resident Engineer/Construction Contractor	Prior to and during construction	NES	
BIO-4	In compliance with Executive Order 13112, any revegetation, including erosion control, will utilize plant species that prevent the introduction or spread of invasive species, and use of species listed on the California Invasive Plant Council's Invasive Plant Inventory with a high or moderate rating shall be avoided. The plant palette for any revegetation shall be prepared by a licensed landscape architect, consistent with the requirements of EO 13112, and shall be included in the plans and specifications approved by UPRR.	IS/MND, Section 3.IV	UPRR/Resident Engineer/Construction Contractor/SANBAG	After construction	NES, EO 13112	
BIO-5	<p>Prior to initiating construction, Union Pacific Railroad (UPRR) shall submit a Pre-Construction Notification (PCN) form and Preliminary Jurisdictional Determination to the United States Army Corps of Engineers (USACE) to obtain coverage under a Nationwide Permit (NWP), pursuant to Section 404 of the Federal Clean Water Act (CWA).</p> <p>If compensatory measures are required by the USACE, the appropriate type and level of compensation shall be determined in coordination with the USACE based on the quantity and quality of jurisdictional resources to be affected. Typical compensation could include replacement and/or enhancement of on-site or off-site habitat. An example of compensatory measures would be the payment of in lieu fees or the purchase of established mitigation bank credits for enhancement of some identified USACE jurisdictional area. The specific mitigation bank is subject to approval by the USACE and possibly in coordination with the California Department of Fish and Game (CDFG) and the Santa Ana Regional Water Quality Control Board (RWQCB) under guidelines described by these regulatory agencies through the permitting process. Applicable compensatory measures would be in-lieu fee contribution to County of Riverside Parks and Open Space-Santa Ana River Mitigation Bank or a Santa Ana Watershed Association riparian and wetland restoration/enhancement project.</p>	IS/MND, Section 3.IV	UPRR/Resident Engineer/USACE/CDFG/RWQCB/SANBAG	Prior to and after construction	NES, Section 404 of the Federal CWA	
BIO-6	In the event that a Section 404 authorization or permit is required for the proposed project, UPRR shall submit an application for a 401 Water Quality Certification to the Santa Ana RWQCB and obtain a certification of water quality from the Santa Ana RWQCB prior to initiating construction. In the event that a Section 404 authorization or permit is not required for the proposed project, then prior to initiating construction, UPRR shall submit an application for a State waste discharge permit to the Santa Ana RWQCB for proposed impacts to Waters of the State and obtain appropriate authorization from RWQCB.	IS/MND, Section 3.IV	UPRR/Resident Engineer/RWQCB/SANBAG	Prior to construction	NES, Section 401 and 404 of the Federal CWA	
BIO-6	In the event that a Section 404 authorization or permit is required for the proposed project, UPRR shall submit an application for a 401 Water Quality Certification to the Santa Ana RWQCB and obtain a certification of water quality from the Santa Ana RWQCB prior to initiating construction. In the event that a Section 404 authorization or permit is not required for the proposed project, then prior to initiating construction, UPRR shall submit an application for a State waste discharge permit to the Santa Ana RWQCB for proposed impacts to Waters of the State and obtain appropriate authorization from RWQCB.	IS/MND, Section 3.IV	UPRR/Resident Engineer/RWQCB/SANBAG	Prior to construction	NES, Section 401 and 404 of the Federal CWA	
BIO-7	Prior to obtaining initiation of construction, UPRR shall submit a Lake or Streambed Alteration Notification (SAN) to the CDFG for their review. The CDFG may or may not	IS/MND, Section	UPRR/Resident Engineer/CDFG/SANBAG	Prior to construction	NES, Streambed Alteration	

EXHIBIT F-2

Date:

ENVIRONMENTAL COMMITMENT RECORD

(ECR)

Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
	choose to issue a Streambed Alteration Agreement. Notification from the CDFG of either issuance of an Alteration Agreement or determination that it is not required shall be obtained prior to initiating construction.	3.IV			Agreement	
BIO-8	All vegetation clearing shall be restricted to outside the active breeding season (February 15 through August 15) for birds whenever possible. If vegetation clearing must occur during breeding season, a qualified biologist shall conduct clearance surveys for active bird nests immediately prior to any clearing of vegetation to ascertain whether any raptors or other migratory birds are actively nesting in the Biological Study Area (BSA). During the clearance surveys, the location of any active bird nests shall be mapped by the biologist, and an appropriate buffer where work shall not take place shall be established and monitored. The buffer shall be delineated by flagging, which shall remain in place until the nest is either abandoned or the young have fledged. If active nests are present, appropriate buffer area shall be determined on a case-by-case basis, depending on nesting species, subject to discussion with the resources agencies when nesting is discovered. This requirement shall be included in the PS&E for the project approved by UPRR.	IS/MND, Section 3.IV	UPRR/Resident Engineer/CDFG/SANBAG	During construction	NES, Migratory Bird Treaty Act	
CUL-1	An archaeological monitor shall be retained by UPRR and be present during ground disturbing activities within the top four feet of the surface within the APE at the Colton Crossing and eastward. The monitor shall meet the Secretary of Interior Professional Qualifications Standards for historical archaeology. The monitor shall have the authority to temporarily halt or divert construction activities to assess the significance of archaeological finds and consult with the appropriate agency staff. The agency staff and consultant archaeologist will determine the need for salvage excavation, laboratory analysis, curation of materials, and reporting requirements.	IS/MND, Section 3.V	UPRR/Resident Engineer/Construction Contractor/ SANBAG	During construction	UPRR	
CUL-2	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	IS/MND, Section 3.V	UPRR/Resident Engineer/Construction Contractor/ SANBAG	During construction	UPRR	
CUL -3	An Environmentally Sensitive Area (ESA) will be established for the following seven archaeological sites: 36-022627, 36-022629, 36-022630, 36-022631, 36-022632, 36-022633, and 36-022634. The ESA will consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of each archaeological site. The ESA boundary of each site includes the surface exposure of the site and potential subsurface deposits identified during the remote sensing program, and a buffer of 20 feet. No work shall be conducted within the ESA. All designated ESAs and fencing limits will be shown on final design plans and appropriate fencing requirements included in the PS&E. Fencing will consist of high visibility fencing material and will be 4 feet high. The archaeological monitor who meets the Secretary of Interior Professional Qualifications Standards for historical archaeology, shall monitor the placement of the ESA fencing, inspect the fencing periodically throughout the construction period, order replacement of fencing (if needed) and monitor removal of fencing at the end of construction (see ESA Action Plan in the HPSR, Attachment F).	IS/MND, Section 3.V	UPRR/Resident Engineer/Construction Contractor/ SANBAG	During construction	UPRR	
CUL-4	If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact UPRR and Caltrans District 8 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable. This provision shall be included in the contract specifications approved by UPRR.	IS/MND, Section 3.V	UPRR/Resident Engineer/Construction Contractor/San Bernardino County Coroner's Office/SANBAG	During construction	Health and Safety Code	

EXHIBIT F-2

Date:

ENVIRONMENTAL COMMITMENT RECORD

(ECR)

Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
PAL-1	<p>A Paleontological Mitigation Plan (PMP) will be prepared by a qualified paleontologist prior to completion of final project design, and the recommendations incorporated into the PS&E approved by UPRR. The PMP will include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • A trained paleontological monitor shall be present during ground-disturbing activities within undisturbed sediments determined likely to contain paleontological resources. The monitoring will be conducted on a half-time basis when excavation is occurring in the western portion of the site, the eastern portion of the site, and for bridge footings where excavation exceeds 10 feet in depth. If paleontological resources are encountered during excavation, the monitoring will increase to full-time. • The monitor will be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor will be equipped to rapidly remove any large fossil specimens encountered during excavation. • If small fossil vertebrate remains are located during the monitoring program, standard samples (12 cubic meters/6,000 lbs) of sediment will be collected and processed to recover microvertebrate fossils. Processing will include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. • Upon encountering a large deposit of bone, salvage of all bone in the area will be conducted with additional field staff and in accordance with modern paleontological techniques. • All fossils will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens. • A report documenting the results of the monitoring and salvage activities and the significance of the fossils will be prepared and submitted to Caltrans and the project team within 60 days of the end of grading or excavation activities. • All fossils collected during this work, along with the itemized inventory of these specimens, will be offered to the San Bernardino County Museum or other appropriate museum repository for permanent curation and storage. 	IS/MND, Section 3.V	UPRR/Resident Engineer/Construction Contractor	During final design and during construction	UPRR	
GEO-1	<p>During the Plans, Specifications, and Estimates (PS&E) Phase, the design and construction of the project structures shall comply with the recommendations in the Preliminary Geotechnical Investigation (pages 30–51) prepared for the project (CHJ 2011) and shall be consistent with appropriate UPRR and American Railway Engineering and Maintenance-of-Way Association (AREMA) standards. Additional detailed geotechnical investigations may be conducted by qualified geotechnical personnel as needed to assess geotechnical conditions at specific locations within the project area for the purposes of more specific foundation or construction design. Additional construction requirements or refinements may be incorporated into the final project design as appropriate.</p>	IS/MND, Section 3.VI	UPRR/Resident Engineer/Construction Contractor/ SANBAG	During final design	Preliminary Geotechnical Investigation, AREMA standards	
GEO-2	<p>All of the following requirements shall be included in the final design for the project and so noted on appropriate plans:</p> <ul style="list-style-type: none"> • Structures shall be designed to resist the maximum credible earthquake associated with nearby faults. • Design and construction of the project in accordance with current Federal, State, 	IS/MND, Section 3.VI	UPRR/Resident Engineer/ SANBAG	During final design	applicable Federal, State, AREMA, and UPRR standards and California Building Code	

EXHIBIT F-2

Date:

ENVIRONMENTAL COMMITMENT RECORD**(ECR)**

Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
	AREMA, and UPRR standards as applicable, and the California Building Code.					
HAZ-1	During grading, soil excavation shall be monitored by the construction contractor for visible soil staining, odor, and the possible presence of unknown hazardous material sources, such as buried 55-gallon drums and underground tanks. If discolored soils, soils with an unusual odor, or undocumented subsurface structures are encountered during grading, work shall be halted in that area and a qualified environmental professional shall evaluate the situation and recommend the most appropriate course of action (e.g., sampling, remediation, etc). Depending on the type and extent of contaminated materials found onsite, the environmental professional may recommend entering into a Voluntary Cleanup Agreement (VCA) with the California Department of Toxic Substances Control (DTSC) to oversee remediation of the contamination, as appropriate. This requirement shall be included in the contract specifications approved by UPRR.	IS/MND, Section 3.VIII	UPRR/Resident Engineer/Construction Contractor/ Qualified Environmental Professional/ SANBAG	During construction	ISA	
HAZ-2	The prime contractor shall ensure that any soils that shall be disturbed on or adjacent to the project site, and that are suspected of being contaminated by hazardous materials, shall be appropriately tested and/or remediated prior to the start of construction. If contamination is suspected or identified prior to construction activities, an environmental professional shall determine the most appropriate course of action required. This requirement shall be included in the contract specifications approved by UPRR.	IS/MND, Section 3.VIII	UPRR/Resident Engineer/Construction Contractor/Qualified Environmental Professional/SANBAG	During final design and during construction	ISA	
HAZ-3	Prior to the start of grading in the general area where "unidentified organic material" was found north of the railroad tracks just southeast of the I-10 freeway and S. 6th Street, soil sampling and testing for hydrocarbons and metals shall be conducted. Backhoe trenching may be needed to fully evaluate the lateral and vertical extent of the material. Any soil found to be contaminated in excess of applicable health standards shall be remediated and disposed of according to applicable regulations. This requirement shall be included in the contract specifications approved by UPRR.	IS/MND, Section 3.VIII	UPRR/Resident Engineer/Construction Contractor/SANBAG	During final design and during construction	ISA	
HAZ-4	A licensed contractor shall be retained to properly document, inspect, monitor, and remediate the identified asbestos-containing materials, lead-based paint, and miscellaneous universal wastes, as described in the Preliminary Site Investigation report, dated February 2011. If asbestos-containing materials or lead-based paint are found, they shall be removed and properly disposed of prior to demolition or renovation, in accordance with rules and regulations of the South Coast Air Quality Management Control District and California Department of Toxic Substances Control. This requirement shall be included in the contract specifications approved by UPRR.	IS/MND, Section 3.VIII	UPRR/Resident Engineer/Construction Contractor/ SANBAG	During final design and during construction	ISA, SCAQMD, DTSC	
HAZ-5	If dewatering is required during grading or construction, the onsite water shall be tested to assure it does not exceed any established health standards for heavy metals, organic materials, or other contaminants. Water removed from construction areas that is contaminated shall be disposed of by a licensed contractor in an approved landfill according to applicable regulations. This requirement shall be included in the contract specifications approved by UPRR.	IS/MND, Section 3.VIII	UPRR/Resident Engineer/Construction Contractor/ SANBAG	During final design	ISA	
HYD-1	During construction, the Union Pacific Railroad (UPRR) shall comply with the provisions of <i>the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities</i> (Construction General Permit) (Order No. 2009-0009-DWQ, NPDES No. CAS000002), and any subsequent permit, as they relate to construction activities for the project. This shall include submission of the Permit Registration Documents, including a Notice of Intent (NOI), risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Resources	IS/MND, Section 3.IX	UPRR/Resident Engineer/Construction Contractor/ SANBAG	Prior to and during construction	NPDES General Permit	

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Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
	Control Board (SWRCB) via the Storm Water Multi-Application and Report Tracking System (SMARTS) at least 7 days prior to the start of construction. Construction activities shall not commence until a Waste Discharger Identification (WDID) number is received from the SMARTS. The SWPPP shall be prepared by a Qualified SWPPP Developer (QSD) and shall meet the requirements of the Construction General Permit and shall identify potential pollutant sources associated with construction activities; identify non-storm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants associated with the construction site. BMPs shall include, but not be limited to, Good Housekeeping, Erosion Control, and Sediment Control BMPs. The BMPs identified in the SWPPP shall be implemented during project construction. UPRR will comply with sampling and reporting requirements of the Construction General Permit. A Rain Event Action Plan (REAP) will be prepared and implemented by a Qualified SWPPP Developer (QSP) within 48 hours prior to a rain event of 50% or greater probability of precipitation according to the National Oceanic and Atmospheric Administration (NOAA). A Notice of Termination (NOT) shall be submitted to the SWRCB within 90 days of completion of construction and stabilization of the site.					
HYD-2	During final design, UPRR shall prepare a Final Water Quality Management Plan (WQMP) that details the Source Control, Site Design, and Treatment Control BMPs to be incorporated into the proposed project. The BMPs shall be consistent with the San Bernardino County Stormwater Program <i>Model Water Quality Management Plan Guidance and Water Quality Management Plan Template</i> and shall be properly designed, installed, and maintained to target pollutants of concern. The WQMP shall be submitted to the City of Colton and County of San Bernardino for review and approval.	IS/MND, Section 3.IX	UPRR/Resident Engineer/ SANBAG	During final design	Municipal permit	
HYD-3	The 11 th Street culvert shall be designed during the Plans, Specifications, and Estimates (PS&E) phase such that the size of the additional or replacement culvert(s) shall result in no increases in the Base Flood Elevation. During PS&E, the effect of the proposed project on the Base Flood Elevation shall be confirmed as part of the Final Hydrology and Hydraulics Report prepared during this phase such that no impact to Base Flood Elevations occurs from the proposed project. The Final Hydrology and Hydraulics Report shall be prepared by a qualified registered professional engineer and shall be approved by UPRR.	IS/MND, Section 3.IX	UPRR/Resident Engineer	During final design, construction, and maintenance	SBCFCD, FEMA	
HYD-4	A No Rise Certification for the 11 th Street Storm Drain shall be included as part of the Final Hydrology and Hydraulics Report, and shall be submitted to the City of Colton for review and approval, prior to completion of the Report.	IS/MND, Section 3.IX	UPRR/Resident Engineer	During final design, construction, and maintenance	SBCFCD, FEMA	
NOI-1	Development of a Noise Control Plan by the contractor will be included in the project specifications approved by UPRR. The contractor will be required to have a qualified acoustical professional develop a Noise Control Plan that demonstrates how the contractor will achieve the noise limits in Table 3.12.D. The plan will include measurements of existing noise, a list of the major pieces of construction equipment that will be used, and predictions of the noise levels at the closest noise-sensitive receptors. The Noise Control Plan prepared by the contractor will be approved by UPRR prior to construction. Measures to be included in the Noise Control Plan shall include, but not be limited to, the following: <ul style="list-style-type: none"> • Specific noise limits that shall not be exceeded will be identified. The recommended noise limits are given in Table 3.12.D. Also, the contractor shall be required to conduct noise monitoring to demonstrate compliance with contract noise limits. • Require the contractor to only use equipment that meets the noise limits in Table 3.12.D. • Where the construction cannot be performed in accordance with the requirements of the noise limits, the contractor shall be required to investigate alternative construction measures that would result in lower sound levels. 	IS/MND, Section 3.XII	UPRR/Resident Engineer/Construction Contractor/SANBAG	During construction	UPRR	

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(ECR)

Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
	<ul style="list-style-type: none"> • The contractor shall be required to use the following best management practices for noise abatement whenever practical: <ul style="list-style-type: none"> ▪ Utilize specialty equipment equipped with enclosed engines and/or high performance mufflers, as feasible. ▪ Locate equipment and staging areas as far from noise-sensitive receptors as possible. ▪ Limit unnecessary idling of equipment. On-site idling shall comply with the CARB mobile source anti-idling requirements (www.arb.ca.gov/msprog/truck-idling/truck-idling.htm). ▪ Install temporary noise barriers as needed where feasible. ▪ Reroute construction-related truck traffic away from residential streets to the extent permitted by the relevant municipality. ▪ Avoid impact pile driving where possible. Current construction plans do not include any impact pile driving. 					
<p>TRA-1</p>	<p>A Transportation Management Plan (TMP) will be prepared for the construction phases of the project. The objectives of a TMP are to maintain the safe movement of vehicles through the construction zone and to provide for the highest level of traffic circulation and access during the construction period. During construction, some traffic delays are anticipated. The TMP will include detailed information on measures taken for off-peak or nighttime work; flagging, lane, shoulder, street, ramp, or total facility closures; project phasing; temporary traffic screens; and details regarding the Construction Progress Schedule and delay penalties. The TMP will be prepared by the contractor prior to construction and will consist of but not be limited to the following elements to mitigate traffic inconvenience caused by construction activities:</p> <ul style="list-style-type: none"> • Coordination and communication among all affected local agencies that provide services within the project study area, including but not limited to City of Colton Public Works Department, Colton Police Department, Colton Fire Department, Omnitrans, and utility providers. • Traffic Control: This project will require traffic control elements such as lane/shoulder closures and temporary signing/stripping on City streets. • Public Awareness Campaign (PAC): Although the majority of any major roadway closures will occur at night, vehicles traveling through the construction zone will likely experience longer than normal delays. To reduce these delays and confusion to the motoring public during construction activities, the City UPRR will implement a PAC. The purpose of the PAC is to keep the surrounding community abreast of the project's progress and construction activities that could affect travel plans. The use of brochures and mailers, hand-delivering notices to the vicinity, providing a telephone hotline, posting informational signs, local cable television and news advertising, media releases, opportunities to field questions on the project through internet and e-mail, notifications to targeted groups regarding revised transit schedules/maps, rideshare organizations, schools, and organizations representing people with disabilities, commercial traffic reporters/feeds, and public meetings, as appropriate, are effective tools for disseminating this information. 	<p>IS/MND, Section 3.XVI</p>	<p>UPRR/Resident Engineer/Construction Contractor/SANBAG</p>	<p>During final design and construction</p>	<p>UPRR</p>	

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Colton Crossing Rail to Rail Grade Separation Project

No.	Description of Commitment	Ref.	Responsible Party/Monitor	Timing/Phase	Commitment Source	Comments
	<ul style="list-style-type: none"> Signing: Information signing in the form of existing electronic message signs, changeable message signs, ground-mounted/fabric signs, and panel signs will be posted on Mount Vernon Avenue, La Cadena Drive, and Rancho Avenue and the local roadways south of and nearest to the railroad tracks prior to and during construction to inform motorists of delays, ramp closures, and alternate travel routes. 					
TRA-2	<p>During the PS&E phase, identify the temporary conversion of the 9th Street/I-10 Eastbound Ramps intersection from one-way stop control to all-way stop control within the project plans and specifications approved by UPRR. The contractor will complete the temporary conversion. At the conclusion of project construction, the City in consultation with Caltrans will determine whether or not the additional traffic controls should be removed or remain in place. If it is determined that the intersection shall be converted back to one-way stop control, the contractor shall complete the conversion.</p>	IS/MND, Section 3.XVI	UPRR/Resident Engineer/Construction Contractor/Caltrans/SANBAG	During final design	UPRR	

Appendix C – Acronyms

EXHIBIT F-2

LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos-Containing Material
ADL	Aerially Deposited Lead
AMSL	Above Mean Sea Level
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
ARA	Aggregate Resource Area
ARB	(California) Air Resources Board
AREMA	American Railway Engineering and Maintenance-of-Way Association
ASR	Archaeological Survey Report
AST	aboveground storage tank
BACM	Best Available Control Measures
bgs	Below ground surface
BMP	Best Management Practices
BNSF	Burlington Northern Santa Fe
BSA	Biological Study Area
Caltrans	California Department of Transportation
CDFG	California Department of Fish & Game
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CFD	Colton Fire Department
cfs	Cubic feet per second
CGS	California Geological Survey (formerly CDMG)
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIDH	cast-in-drilled-hole
CO	carbon monoxide
CPD	Colton Police Department
CRA	California Resources Agency
CWA	Clean Water Act
dBA	A-weighted Decibels

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Department	California Department of Transportation
DPM	diesel particulate matter
DSF	Delhi sands flower-loving fly
DTSC	Department of Toxic Substances Control
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FRA	Federal Rail Authority
ft	foot/feet
FTA	Federal Transit Administration
HCP	Habitat Conservation Plan
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
I-10	Interstate 10
IGR	Intergovernmental Review
IS	Initial Study
ISA	Initial Site Assessment
LBP	lead-based paint
L _{dn}	day-night averaged noise level
L _{eq}	equivalent continuous sound level
L _{max}	maximum noise level
LOS	Level of Service
LUST	leaking underground storage tank
MI	Minimal Impact
MND	Mitigated Negative Declaration
mph	Miles per hour
MRZ	Mineral Resource Zone
MSAT	Mobile Source Air Toxics
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NES	Natural Environment Study
NHPA	National Historic Preservation Act of 1966
NO ₂	nitrogen dioxide
NOA	Naturally Occurring Asbestos

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NOI	Notice of Intent
NOT	Notice of Termination
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NWP	Nationwide Permit
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
PAC	Public Awareness Campaign
Pb	lead
PCN	Pre-Construction Notification
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter less than 10 microns in diameter
PMP	Paleontological Mitigation Plan
PPV	Peak Particle Velocity
PRSM	Paleontological Resource Sensitivity Map
PS&E	Plans, Specifications, and Estimates
PSI	Preliminary Site Investigation
RCP	reinforced concrete pipe
REC	Recognized Environmental Condition
ROG	Reactive Organic Gas
RTC	Rail Traffic Controller
RWQCB	Regional Water Quality Control Board
SAN	Streambed Alteration Notification
SANBAG	San Bernardino Associated Governments
SBIA	San Bernardino International Airport
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SHPO	State Historic Preservation Officer
SMARTS	Storm Water Multi-Application and Report Tracking System
SO ₂	sulfur dioxide
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

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TAC	toxic air contaminant
TCIF	Trade Corridor Improvement Fund
TIGER	Transportation Investment Generating Economic Recovery
TMP	Transportation Management Plan
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
VCA	Voluntary Cleanup Agreement
VdB	Vibration decibels
VIA	Visual Impact Assessment
VOC	Volatile Organic Compound
WDID	Waste Discharger Identification
WQAR	Water Quality Assessment Report
WQMP	Water Quality Management Plan
XPI	Extended Phase One Survey

EXHIBIT F-2

Appendix D – Responses to Comments

EXHIBIT F-2

APPENDIX D

RESPONSE TO COMMENTS

The Initial Study/Mitigated Negative Declaration (IS/MND) was circulated for public review from March 1, 2011 through March 31, 2011. Two public meetings were held on March 16 and March 17, respectively. The public had an opportunity to speak with the project team at two public information meetings held at the Hutton Center in North Colton (March 17) and the Luque Center in South Colton (March 16). The public information meetings were publicized in the *San Bernardino Sun*, the *Press Enterprise*, *La Prensa*, the *Colton Courier*, the City of Colton's Channel 3 Station, and at various public locations in the City. All media were provided bilingually, in Spanish and English. Additionally, 5,000 flyers were distributed door-to-door near the project area and the public notice was distributed to all persons who had expressed interest in receiving project updates. Information regarding the project status, proposed alternatives under consideration, and potential environmental effects were presented at the meetings. Handouts describing the project were available at the meeting in English and Spanish and bilingual staff was on hand to assist attendees. After the presentation, attendees were able to speak directly to members of the project technical team to discuss the proposed project and its environmental effects. As part of these meetings, attendees were given the opportunity to provide written comments on the proposed project and/or provide verbal comments to a court reporter.

Responses to comments received during the public review period and at the public hearings have been prepared and provided in this appendix.

FORMAT OF RESPONSE TO COMMENTS

Substantive environmental issues raised within each comment letter are numbered along the right-hand margins of each letter. Comments not requiring any response are not numbered. The responses to each comment letter immediately follow each letter and are referenced by the index numbers in the margins.

EXHIBIT F-2

The format of the responses to comments is based on a unique letter and number code for each comment. The number at the end of the code refers to a specific comment within the individual letter. Therefore, each comment has a unique code assignment. For example, 1-1-1 is the first substantive comment in letter 1-1. “1” represents a comment from a federal agency, “1” refers to the first comment letter from a federal agency, and the second “1” refers to the first comment of that letter. “2” is used for State agencies, “3” for regional/local agencies, and “4” for public comments.

LIST OF COMMENTS RECEIVED

The following is an index list of the agencies and persons who commented on the IS/MND prior to the close of the public comment period. Each comment letter received is indexed with a number below.

Federal Agencies

1-1 United States Fish and Wildlife Service

State Agencies

2-1 California Governor’s Office of Planning and Research

2-2 State of California Public Utilities Commission

2-3 State of California Department of Toxic Substances Control

Regional/Local Agencies

3-1: South Coast Air Quality Management District

3-2 City of Colton

General Public

4-1 Thornton Proficos

Meeting Transcripts

5-1 March 16, 2011 Public Meeting

EXHIBIT F-2

5-2 March 17, 2011 Public Meeting

A copy of each comment letter is included in this appendix. Brackets delineating the individual comments have been numbered in the right margin of the letter. Responses to each comment identified are included on the page(s) following each comment letter.

EXHIBIT F-2

Felicia Sirchia <Felicia_Sirchia@fws.gov>
To <marie.petry@dot.ca.gov>
03/22/2011 01:53PM
cc <Jenness_McBride@fws.gov>
Subject: Colton Crossing Rail-to-Rail Grade Separation Project - MND Comments

In Reply Refer To:
FWS-SB-11B0215-11TA0334

Marie,

We have reviewed the draft Initial Study with Proposed Mitigated Negative Declaration (MND) for the subject project. The MND states there is suitable habitat (soils and vegetation) for the Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*; "DSF") adjacent to the western portion of the project boundary and due to the proximity to suitable habitat, there is the potential for indirect effects to DSF habitat through fugitive dust, soil erosion, and off-road travelling. Therefore, to help Caltrans further avoid and minimize adverse impacts to the DSF, we have the following recommendation:

1-1-1

Construction along the western project boundary should be conducted outside of the DSF flight season (July 1 to Sept 20) to avoid indirect impacts to DSF eggs, larvae, and pupae.

We appreciate the opportunity to comment on the draft MND for this project. Should you have questions regarding these comments, please let me know. Thanks!

Felicia M. Sirchia
Fish & Wildlife Biologist
USFWS, Carlsbad Field Office
6010 Hidden Valley Road
Carlsbad, CA 92011
Phone 760.777.0163
Fax 760.431.5902

EXHIBIT F-2

UNITED STATES FISH AND WILDLIFE SERVICE

1-1-1

The U.S. Fish and Wildlife Service's (FWS) review of the IS/MND and recommendation regarding the DSF habitat adjacent to the project area is acknowledged. As indicated in Section 3.IV.a of the IS/MND, the potential indirect effects to suitable DSF habitat adjacent to the project area will be minimized through the implementation of the dust suppression and stormwater control measures and the installation of temporary fencing along the construction limits adjacent to suitable DSF habitat, as outlined in Measures BIO-1 through BIO-4. Therefore, limiting the proposed construction to outside the DSF flight season, as recommended by the FWS, is unwarranted since the potential indirect effects to adjacent, suitable DSF habitat will be avoided.

EXHIBIT F-2



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



April 1, 2011

Marie Petry
California Department of Transportation, District 8
464 W. 4th Street, MS 821
San Bernardino, CA 92401-1400

Subject: Colton Crossing Rail-to-Rail Grade Separation
SCH#: 2011031005

Dear Marie Petry:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on March 30, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

2-1-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely

Scott Morgan
Director, State Clearinghouse

EXHIBIT F-2

Document Details Report
State Clearinghouse Data Base

Letter 2-1

SCH# 2011031005
Project Title Colton Crossing Rail-to-Rail Grade Separation
Lead Agency Caltrans #8

Type MND Mitigated Negative Declaration

Description The Department, in cooperation with the San Bernardino Associated Governments (SANBAG) and the Federal Hwy Administration and Federal Railroad Administration, proposes to grade separate two existing railroad mainline tracks that run perpendicular to one another within the City of Colton, at a location known as the Colton Crossing. The UPRR mainline tracks will be elevated over the BNSF mainline tracks on a structure.

Lead Agency Contact

Name Marie Petry
Agency California Department of Transportation, District 8
Phone 909 383 2841 **Fax**
email
Address 464 W. 4th Street, MS 821
City San Bernardino **State** CA **Zip** 92401-1400

Project Location

County San Bernardino
City Colton
Region
Lat / Long 34° 3.55' 8.046" N / 117° 19.41' 35.29" W
Cross Streets La Cadena Drive / I-10
Parcel No.
Township 1S **Range** 4W **Section** 19 **Base**

Proximity to:

Highways I-10
Airports
Railways UPRR/BNSF
Waterways Santa Ana River
Schools
Land Use Industrial and residential

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 03/01/2011 **Start of Review** 03/01/2011 **End of Review** 03/30/2011

EXHIBIT F-2

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

2-1-1

The Department recognizes the receipt of comments from State agencies and the State Clearinghouse's acknowledgement that it has complied with review requirements for environmental documents.

EXHIBIT F-2

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



March 21, 2011

Marie Petry
Caltrans – District 8
464 W 4th Street, MS 821
San Bernardino, CA 92401

Dear Marie Petry:

Re: SCH# 2011031005; Colton Crossing Rail-to-Rail Grade Separation

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission’s Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Mitigated Negative Declaration* from the State Clearinghouse for the Colton Crossing Rail-to-Rail Grade Separation. RCES staff has met with HDR Engineering, consultants for the project, and concurs with the proposed alterations to the Colton Crossing.

2-2-1

As discussed during the January 18, 2011 office meeting with HDR Engineering, the proposed alterations to the Colton Crossing would require a formal application. A request for authorization must be submitted to the Commission through the Commission Docket Office. It must be noted that a formal application can take a period of eight to ten months for authorization.

2-2-2

Please continue to keep RCES informed of the project’s development. If you have any questions, please contact me at 213-576-1399 or email at bl@cpuc.ca.gov.

Sincerely,

Bill Lay
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

cc: Freddy Cheung, Union Pacific Railroad Company
Melvin Thomas, BNSF Railway Company
Victor Ortiz, City of Colton
Gerard Reminiskey, HDR Engineering

EXHIBIT F-2

CALIFORNIA PUBLIC UTILITIES COMMISSION

2-2-1

The comment states that the California Public Utilities Commission (Commission) has authority over highway-to-rail crossings; has reviewed the IS/MND for the proposed rail-to-rail crossing; and concurs with the proposed alterations associated with the Colton Crossing. These comments, which are introductory and provide information regarding the Commission's authority are acknowledged.

2-2-2

The comment states that the Commission has determined that a formal application is required. As such, the Commission will be added to the list of discretionary actions on Section 1.3 of the IS/MND. Therefore, UPRR will obtain Commission approval prior to construction.

EXHIBIT F-2



Linda S. Adams
Acting Secretary for
Environmental Protection



Department of Toxic Substances Control

Leonard E. Robinson
Acting Director
5796 Corporate Avenue
Cypress, California 90630



Edmund G. Brown Jr.
Governor

March 23, 2011

Ms. Marie Petry, Office Chief
Caltrans – District 8, Environmental Studies/Support B
464 W. 4th Street, MS 821
San Bernardino, California 92401

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE COLTON CROSSING RAIL-RAIL GRADE SEPARATION PROJECT, (SCH#2011031005), SAN BERNARDINO COUNTY

Dear Ms. Petry:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Initial Study (IS) and a draft Mitigated Negative Declaration (MND) for the above-mentioned project. The following project description is stated in your document: "The California Department of Transportation (Caltrans or the Department), in cooperation with the San Bernardino Associated Governments (SANBAG), Federal Highway Administration (FHWA) and the Federal Rail Administration (FRA) proposes to grade separate two existing railroad mainline tracks that run perpendicular to one another. The Union Pacific Railroad (UPRR) tracks, located within the study area, run west to east and south of Interstate 10 (I-10). Encompassing approximately 105 acres, the project study area extends approximately 11,200 feet from east to west and approximately 700 feet, at its widest, from north to south. The proposed project (also referred to as the UP Flyover Alternative) would raise the east-west UPRR mainline by placing it on an elevated structure from Rancho Avenue on the west to Mount Vernon Avenue on the east. The majority of the study area is developed or highly disturbed and consists of paved areas, buildings, bare grounds, ornamental plantings, rail features, and ruderal vegetation. There are two drainage channels that traverse the project study area. Existing structures within the study area include the former Southern Pacific Passenger depot (used recently as a business selling building materials but is vacant) and aboveground communication/signal equipment".

Ms. Marie Petry
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Based on the review of the submitted document DTSC has the following comments:

1) The MND should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC’s website (see below).
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

2-3-1

2) The MND should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

2-3-2

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3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the MND. 2-3-3

4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. 2-3-4

5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination. 2-3-5

6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. 2-3-6

7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project. 2-3-7

8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection 2-3-8

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Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

2-3-8

- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

2-3-9

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3164

DEPARTMENT OF TOXIC SUBSTANCES CONTROL BOARD

2-3-1

An Initial Site Assessment (ISA) was prepared by CHJ Incorporated for the proposed project. The ISA, which is Caltrans equivalent to a Phase 1 Environmental Site Assessment, contained a search of all the governmental databases listed in this comment. The results and appropriate avoidance and minimization measures are included in the ISA and summarized in Section 3.VII of the IS/MND

2-3-2

Measure HAZ-3 provides a mechanism and process if contamination is encountered. Section VIII of the IS/MND further discusses and analyzes the potential impacts associated with encountering hazardous waste.

2-3-3

As described in the IS/MND, one area was determined to have the potential for encountering contamination. These impacts were addressed in Section 3.VIII of the IS/MND and Measure HAZ-3 requires sampling of this material and remediation, if applicable health standards are exceeded.

2-3-4

The project applicant is required to remediate any areas of contamination within the project area, including asbestos-containing materials, lead-based paint, etc., as outlined in Section VIII of the IS/MND and Measure HAZ-4. Any remediation would be completed according to applicable federal and state regulations.

2-3-5

Measure HAZ-2 is included in the IS/MND to address the testing and/or treatment of on-site soil if it is suspected of being contaminated. All soil suspected of being contaminated will be tested and remediated per federal and state regulations.

2-3-6

EXHIBIT F-2

The assessment of contamination was summarized in the IS/MND. Procedures under which remediation of identified or undiscovered contamination will occur, and that remediation will be implemented to adequately protect public health and safety, are outlined in Section 3.VIII of the Initial Study.

2-3-7

The site has been used for over 80 years (since 1930) for railroad-related operations. Aerial photos indicate that in 1887 the project area contained several hotels, livery and feed companies, a fruit packing house, and a lumber yard and planing mill adjacent to the railroad right-of-way, although much of the western San Bernardino Valley was used for agriculture in the early 1900s.

Construction requires both CID footings for the bridge structures and vibratory rock columns for the overcrossing structure as described in the Project Description in the IS/MND. Both footings may be at a depth near groundwater, which is estimated to be 60 feet. However, due to construction techniques for both footings, if groundwater is encountered it is unlikely dewatering would be required. However, if any dewatering or pumping of groundwater is necessary, Measure HAZ-5 in Section VIII.A requires testing of the water prior to use or disposal to ensure the water does not exceed established health standards.

2-3-8

Implementation of the proposed project would not generate hazardous waste since it consists of construction of an overcrossing structure.

2-3-9

Measure HAZ-1 outlined in the IS/MND requires a qualified environmental professional to evaluate demolition and grading and recommend the most appropriate course of action (e.g., additional sampling, focused remediation, etc). Depending on the type and extent of contaminated materials found onsite, the environmental professional may recommend entering into a Voluntary Cleanup Agreement (VCA) with the California Department of Toxic Substances Control (DTSC) to oversee remediation of the contamination, which would be coordinated with DTSC as appropriate.