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South Coast Air Quality Management District

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(909) 396-2000 • www.aqmd.gov

E-mailed: March 31, 2011

March 31, 2011 **A1105021**

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

Review of the Draft Mitigated Negative Declaration for the Colton Crossing Rail to Rail Grade Separation Project

SCAQMD staff appreciates the opportunity to comment on the above mentioned document. SCAQMD staff is concerned that the comments from our October 27, 2010 letter (attached) on this document were generally disregarded. As a result, the air quality impacts are understated in the Draft MND, and potentially significant impacts may not have been disclosed to the public. The lead agency states in the Draft Mitigated Negative Declaration (MND) that the project will have a net project benefit by reducing regional air quality impacts through increased rail efficiency. SCAQMD staff recognizes and strongly supports the benefits of grade separated rail crossings, and that increased efficiencies can reduce exhaust emissions from cars, trucks, and locomotives. However this project also appears to have the ability to remove a bottleneck in the rail system allowing for increased rail traffic and emissions in a community that is already heavily impacted by poor air quality.

3-1-1

3-1-2

There are four primary areas in which the Draft Mitigated Negative Declaration (MND) has not addressed the potential for air quality impacts. These include the determination of localized air quality impacts, the growth inducing potential of the project, the use of an inappropriate CEQA baseline for existing conditions, and the lack of quantification of mitigation measure effectiveness. Because of the technical inadequacies of the Draft MND, it appears that the analysis must be revised before document approval.

3-1-3

SCAQMD staff strongly recommends that the lead agency evaluate the comments contained within this letter and the October 27, 2010 letter, and revise the analysis prior to certifying the CEQA document. Additional detailed comments on this project are attached to this letter. Should you have any questions, please contact me at (909) 396-3105.

3-1-4

Sincerely,

Susan Nakamura
Planning and Rules Manager

EXHIBIT F-2

Attachments

Control Number
SBC110308-01
BW:KW:SN:JM

1) Local Air Quality Impacts

The lead agency did not conduct a localized air quality analysis or Health Risk Assessment (HRA) to determine how the construction or operation of the project may impact the adjacent residential neighborhood. According to Appendix B of the Air Quality Analysis, up to 900 locomotives per day will pass through this crossing. Based on information provided in this appendix, this level of activity yields 164 pounds per day of locally generated diesel particulate matter emissions that do not currently exist. The lead agency did not analyze the potential impacts to ambient air quality standards from this activity, nor did it evaluate potential health risks.

3-1-5

Further, the lead agency presented annual tons per year estimates of pollutants from construction activities, but did not present the peak daily emissions that are expected from the project in the Draft MND. Based on information provided in Appendix A of the Air Quality Analysis, the peak daily emissions during trackwork construction could reach 283 pounds per day of NOx, significantly above the SCAQMD threshold of 100 pounds per day. This potentially significant impact is not mitigated disclosed in the text of the Draft MND.

3-1-6

The lead agency relied on guidance from the Federal Highway Administration to determine that a quantitative analysis of toxic impacts is not possible due to potential uncertainties and that only a qualitative analysis is possible. This approach ignores section 15064 of the CEQA Guidelines that requires *substantial evidence* to determine the significance of an impact. Furthermore, Caltrans has relied on a HRA for other CEQA documents including the Schuyler Heims Bridge project and has agreed to conduct an HRA for the I-710 corridor expansion project. Methodologies are also available to assess emissions from rail projects as demonstrated by the HRA's completed by the California Air Resources Board for major rail yards throughout the state. Further, the lead agency is strongly encouraged to use the SCAQMD regional and local significance thresholds for any project carried out within its jurisdiction.

3-1-7

2) CEQA Baseline

The lead agency used an incorrect CEQA baseline throughout the analysis to determine the significance of impacts. Pursuant to Section 15125 of the CEQA Guidelines, the existing environmental setting "at the time that environmental assessment commences . . . will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." Instead of using this required methodology, the lead agency chose to compare a hypothetical and speculative future scenario without the project to one with the project. This speculative approach is contrary to CEQA requirements and serves to underestimate potential impacts. For example, in Table 5-11 of the Air Quality Analysis, the lead agency states that the project will have a net benefit by reducing regional PM10 emissions by 1,118 pounds per day. However as demonstrated in the table below, under CEQA the proposed project will generate 840 pounds per day of NOx above the existing conditions, which is above SCAQMD thresholds.

3-1-8

Scenario	PMT10 emissions (lbs/day)
With project (2035)	1569.6
Existing conditions (2010)	729.6
CEQA project impact	840
SCAQMD Threshold	150

3-1-8

3) Growth Inducing Potential and Cumulative Impacts

The lead agency claims that the rail crossing currently serves approximately 124 trains per day, and that by 2035, the project could serve up to 251 trains per day. Further, the lead agency states that construction of this project will not allow any increase in rail traffic because 1) the project will not directly generate trips and 2) the project site can currently accommodate 251 trains per day. In combination with using an incorrect CEQA baseline, both of these arguments ignore the requirements to assess growth inducing potential and cumulative impacts from the project.

3-1-9

The project will construct a new rail crossing, but will not remove the old rail crossing. Despite the argument that the existing crossing will only serve local traffic in the future, no enforceable measures have been included that will strictly limit the amount of trains using both east-west lines in the future. For example, if rail traffic increases beyond what is projected in this Draft MND, and more trains are required to use the crossing, then the additional capacity that this project provides will allow that activity to happen. This scenario would lessen any potential regional benefits that the Draft MND is claiming. If the lead agency chooses not to assess this impact, then an enforceable measure is needed that limits the number of trains that can use this crossing.

3-1-10

Further, while this project does not directly generate rail traffic, it accommodates and potentially even encourages other facilities to increase their use of rail. This indirect impact is "cumulatively considerable" under CEQA and must be analyzed by comparing existing conditions with future project conditions.

3-1-11

4) Effectiveness of Mitigation Measures

The lead agency states in the Air Quality Analysis that the project will reduce its 19.2 tons per year of construction NOx exhaust emissions in 2012 by utilizing mitigation measures AQ-1 through AQ-5. The only measure that applies to exhaust emission is AQ-2 which states that "emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications." As the emission factors used in the analysis already assume this condition, the lead agency has not demonstrated that there will be any reduction in NOx emissions through the implementation of these mitigation measures. In addition to exceeding SCAQMD regional thresholds, the project also appears to exceed general conformity requirements. The lead agency should demonstrate quantitatively how the 19.2 tons/year of NOx emissions will be reduced to less than 10 tons per year prior to certifying the MND for this project.

3-1-12
3-1-13

In addition, the lead agency states that the construction emissions estimate assumes that all off-road equipment will use Tier 3 engines. SCAQMD encourages the lead agency to include this as an explicit mitigation measure to ensure compliance.

3-1-14

5) Availability of Project Documentation

Many of the calculations included in the Draft MND are included as technical appendices. These appendices were not made available on a website for the public to review, nor were they made available to SCAQMD staff until several requests were made. In addition, the raw data was not available for public review nor provided as requested. Without the ability to review this data, SCAQMD staff does not have the ability to fully determine the technical adequacy of the information contained in the Draft MND. As we are the responsible agency with expertise in evaluating air quality impacts, we strongly recommend that the lead agency make this information available.

3-1-15



South Coast Air Quality Management District

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E-mailed: October 27, 2010

October 27, 2010

Mr. Jay Norvell
Chief, Division of Environmental Analysis
Ms. Sharon Scherzinger
Chief, Division of Transportation Planning

Department of Transportation
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Sacramento, CA 94273

Colton Crossing Rail to Rail Grade Separation Project

On July 6, 2010, the SCAQMD staff met with the project team for the Colton Crossing project including staff from Caltrans, the San Bernardino Association of Governments (SANBAG), and consultants. Based on information provided by the project team, the Colton Crossing currently includes 4 rail lines owned and operated by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroads that cross each other at the same grade. This rail intersection served approximately 120 trains per day in the peak of 2007 and can cause delays of approximately 50 minutes per train. Train traffic is expected to rise in the future with the projected increase in goods movement from the ports and other southern California destinations. The proposed project would build an overpass for the BNSF rail line to cross over the UP rail line. Approximately \$125 million of public funds (federal and state) will be used to construct this privately held project.

3-1-16

Based on information presented by the Colton Crossing project team, SCAQMD staff has several concerns about potential air quality impacts from the project. Most importantly, the Colton Crossing is a large source of diesel emissions in a community that is already severely impacted by poor air quality. Although one of the main purposes of the project is to relieve train congestion by building an overpass, an unintended adverse impact may be worsened local air quality for the nearby community. The Colton Crossing team also indicated that the air quality analysis will be limited to federal methodologies to determine compliance with CEQA. This approach would exclude calculating the growth inducing impacts of this project required under CEQA. Without presenting a complete air quality analysis for the project, it is impossible for the lead agency or the public to determine if the project will significantly impact air quality and public health. The lead agency should ensure that all potential impacts from the project are sufficiently assessed according to both NEPA and CEQA. SCAQMD staff is especially concerned by Caltrans apparent policy to assess projects only according to federal methodologies, and without conducting additional analysis required by CEQA. This concern has been raised repeatedly in project-specific comment letters from SCAQMD staff.¹

3-1-17

Further, based on information presented to SCAQMD staff by the project team, Caltrans role as lead agency is unclear. It is SCAQMD staff's understanding that Caltrans does not have the authority to approve or deny the project because it does not have jurisdiction to review rail crossings, the project is being carried out by private parties predominantly on private land, and Caltrans' role is generally limited to providing public funding (with the exception of giving up a small right-of-way). Should the funding scenario for the project change, Caltrans would have no regulatory authority over the project.

3-1-18

In order to address these concerns, SCAQMD staff encourages Caltrans to work with our agency to ensure air quality impacts are sufficiently analyzed. SCAQMD has successfully collaborated with other transportation agencies to develop air quality analysis protocols including the ports of Los Angeles and Long Beach and the Alameda Corridor Transportation Authority. SCAQMD staff looks forward to working with Caltrans to find a solution. Additional detailed comments on this project are attached to this letter. Should you have any questions, please do not hesitate to contact me at (909) 396-3105.

3-1-19

Sincerely,



Susan Nakamura
Planning and Rules Manager

Attachment

- cc: Raymond Wolfe, Caltrans, Director District 8
- Michael Miles, Caltrans, Director District 7
- Cindy Quon, Caltrans, Director District 12
- David Bricker, Caltrans, Deputy Director District 8
- Ron Kosinski, Caltrans, Deputy Director District 7
- Sylvia Vega, Caltrans, Deputy Director District 12
- Kelly Dunlap, Caltrans, Chief Environmental Management Office
- Garth Hopkins, Caltrans, Chief Regional and Interagency Planning Office
- Mike Brady, Caltrans, Senior Environmental Planner
- Richard Clark, PUC, Director Consumer Protection Safety Division

SN:PG:VT:IM

1) Quantitative Air Quality Analysis

Pursuant to CEQA Guidelines §15064 “The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency.” In order to satisfy this requirement, Caltrans has traditionally relied on federal methodologies to evaluate air quality impacts under CEQA, including performing qualitative assessments of particulate matter impacts and avoiding analyses of health risk impacts (for further details, see citations below). Caltrans has frequently stated that no methods are available to quantitatively evaluate air quality and health risk impacts, despite the standard approaches used by other transportation agencies in the state such as the Ports of Los Angeles and Long Beach, the Alameda Corridor Transportation Authority, etc. Although Caltrans’s approach may be adequate for federal conformity and NEPA determinations, they do not present the quantitative, substantial evidence necessary under CEQA Guidelines §15064 or CEQA case law (*Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91 Cal. App. 4th 1344, 1379). In order to present substantial evidence that air quality impacts are adequately evaluated, SCAQMD staff recommends that Caltrans use standard SCAQMD methodologies² for quantifying impacts for projects located within the jurisdiction of the SCAQMD. If Caltrans does not quantify air quality impacts, it won’t have the information needed to determine if impacts are significant, and what level of mitigation is needed to reduce impacts to a less than significant level. SCAQMD staff is willing to work with Caltrans to develop an air quality analysis protocol tailored to the needs of Caltrans if it finds that an alternative approach is necessary.

3-1-20

2) Significance Thresholds

Although no significance thresholds have been established by the Lead Agency for air quality impacts, the Colton Crossing project team has indicated that a Mitigated Negative Declaration will be prepared. SCAQMD staff is concerned that Caltrans has concluded that air quality impacts will be less than significant without completing an air quality analysis or establishing a significance threshold. Without disclosing the rationale for determining significance, it is unclear how the public can trust that project impacts are evaluated objectively and scientifically.

SCAQMD staff is concerned about the thresholds used to determine significance because for past projects, Caltrans has claimed that “Per Caltrans policy, the number of benefited receptors will be compared to the number of adversely affected receptors to provide an overall determination of project impacts.”³ This rationale is not acceptable as it goes against Environmental Justice policies by assuming that benefits in one location can offset impacts in another location and it does not judge the severity of impacts. Further, this approach is not consistent with CEQA Guidelines §15382 whereby potentially substantial changes to the physical environment that are caused by the project must be considered significant. It is inconsistent with CEQA for a lead agency to make a significance determination based only on areas with project benefits. Localized areas with detrimental project impacts must also be considered on their own as the project benefits may not affect the local area.

3-1-21

SCAQMD staff recognizes that “. . . [Caltrans] has not and has no intention to develop thresholds of significance for CEQA. The determination of significance under CEQA is left to the internal project development team. . .”⁴ Consistent with CEQA Guidelines §15064.7(c), Caltrans may use thresholds established by other public agencies. As this project is located

solely within the jurisdiction of the SCAQMD, Caltrans is strongly encouraged to use the thresholds adopted by SCAQMD for the Colton Crossing project.

3-1-21

3) Construction Impacts

The project team informed SCAQMD staff that construction impacts will not be quantified for the Colton Crossing project. Construction emissions from the proposed project may contribute to a violation of Ambient Air Quality Standards (AAQS) locally, regionally, and cumulatively. Substantial evidence should therefore be presented in the CEQA document that quantitatively determines the potential significance of this impact. Although Caltrans has frequently determined that air quality impacts from construction are less than significant due to their temporary nature, many AAQS are based on short term averaging periods (<24 hours). Construction activities for this project will likely use many pieces of heavy duty diesel equipment for several months at a time. Further, CEQA Guidelines §15064(d) specifically requires that construction activities shall be considered by a lead agency as a direct physical change when determining the significance of a project.

3-1-22

In order to assist lead agencies with assessing construction impacts, the SCAQMD adopted a Localized Significance Threshold Methodology that simplifies an analysis of construction impacts.⁵ Although this method is voluntary in the SCAQMD, a lead agency is not relieved of its duty to fulfill the requirements of CEQA if it chooses not to use the Localized Significance Threshold Methodology. In order to answer Question III(b) in the CEQA checklist, a lead agency must determine if the project will violate any existing air quality standard. Many air quality standards are based on short term averaging periods that are applicable to construction activities that occur over a period of days to months. Without quantification of construction emissions and mitigation measure effectiveness, a reliance on unspecified best management practices to reduce impacts to a less than significant level is inadequate.

4) Operational Impacts

The Colton Crossing project team informed SCAQMD staff that the potential for increased emissions due to higher rail traffic volumes after project build out will not be evaluated. The rationale presented for this approach is that increased emissions from higher traffic volumes will be evaluated under CEQA for other projects that allow additional train traffic. This approach is not consistent with CEQA. The Colton Crossing project team indicated that the existing conditions present a significant bottleneck, which the project is designed to relieve. In addition, based on the San Pedro Bay Container Forecast Update⁶, port-related goods movement in Southern California is expected to reach pre-recession levels by 2014, with continued growth through 2030. This increase in traffic will be accommodated by this project, and will be above baseline levels.

3-1-23

Without assessing the impacts of the maximum projected train traffic that can use this crossing, the Lead Agency is inappropriately deferring the assessment of project significance and implementation of mitigation measures to other lead agencies and to a post-project approval time. SCAQMD staff therefore recommends that the Lead Agency compare maximum train traffic emissions after project build out with the current baseline emissions to determine project significance.

5) Potential for Electrification of Rail

As this project handles a large proportion of rail traffic serving the Los Angeles area, SCAQMD staff requests that the Lead Agency consider designs that would allow for the electrification of rail lines in the future as this measure may be required in the future to reduce emissions from rail traffic. SCAQMD staff also encourages the Lead Agency to include a discussion in the CEQA document of how this project may affect future rail electrification projects.

} **3-1-24**

¹ For detailed comments on selected recent projects, please see the following comment letters:

Draft Environmental Impact Report / Environmental Assessment for the Interstate 10 (San Bernardino Freeway / El Monte Busway) High-Occupancy Toll Lanes Project from Ian MacMillan to Ron Kosinski, April 14, 2010.

Available here: <http://www.aqmd.gov/ceqa/igr/2010/April/DEIRcalt-10TollLane.pdf>

Draft EA/IS-MND for the Half Interchange (on-ramp) to the I-405 from Arbor Vitae Street from Ian MacMillan to Ron Kosinski, February 12, 2010. Available here:

<http://www.aqmd.gov/ceqa/igr/2010/February/EAI405HalfInterchangeArborVitae.pdf>,

Notice of Intent to Adopt a Negative Declaration for the State Route (SR-57) Northbound Widening Between Katella Ave. and Lincoln Blvd. Project from Steve Smith to Leslie Manderscheid, April 24, 2009. Available here:

<http://www.aqmd.gov/ceqa/igr/2009/April/NDSR57.pdf>

Draft Supplemental Environmental Impact Statement/ Recirculated Environmental Impact Report and Section 4(ff) Evaluation for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project from Susan Nakamura to Ron Kosinski, February 13, 2009. Available here: <http://www.aqmd.gov/ceqa/igr/2009/February/SEIRbridge.pdf>

Draft Environmental Impact Report Interstate 405 Sepulveda Pass Widening Project from Steve Smith to Ron Kosinski, June 28, 2007. Available here: <http://www.aqmd.gov/ceqa/igr/2007/june/DEIR405fwy.pdf>

Negative Declaration for the Proposed I-10 Median Mixed Flow Lane Addition Project Between Orange and Ford Streets in the City of Redlands – CALTRANS District 8 from Steve Smith to Luke Stowe, June 16, 2004. Available here: <http://www.aqmd.gov/CEQA/igr/2004/june/519-08.doc>

Notice of Intent to Adopt Negative Declaration for the Proposed I-5 HOV 134 to 118 Lane Improvement Project, Cities of Burbank, Glendale and Los Angeles – Caltrans District 7 from Steve Smith to Ron Kosinski, September 12, 2000. Available here: <http://www.aqmd.gov/ceqa/igr/2000/sept/ND%20I-5%20HOV%20134%20to%20118%20Lane%20Improvement%20Project%20CALTRANS%20Sept.%208%202000.doc>

Draft Initial Study/Environmental Assessment for the San Diego (I-405) Freeway and Ventura (US-101) Freeway Interchange from Steve Smith to Ron Kosinski, August 24, 2000. Available here:

<http://www.aqmd.gov/ceqa/igr/2000/august/San%20Diego%20Freeway%20%20Ventura%20Freeway%20Interchange.doc>

² The SCAQMD CEQA Air Quality Analysis Handbook is available from SCAQMD Subscription Services by calling (909) 396-3720. Supplementary guidance is also available on the SCAQMD website at:

<http://www.aqmd.gov/ceqa/hdbk.html>

³ See minutes from the I-710 Environmental Subject Working Group September 14, 2009 meeting, available here:

http://www.metro.net/projects_studies/1710/community/images/ESWG%209-14-09.pdf

⁴ Caltrans *Standard Environmental Reference* Chapter 36

<http://www.dot.ca.gov/ser/voll/sec5/ch36eir/chap36.htm#definition>

⁵ Available here: <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>

⁶ Available here: http://www.portoflosangeles.org/pdf/SPB_Container_Forecast_Update_2009.pdf

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

3-1-1

The South Coast Air Quality Management District's (SCAQMD) comment is acknowledged. Refer to response to comments 3-1-2 through 3-1-24, which respond to the SCAQMD's letters dated March 31, 2011, and October 27, 2010.

3-1-2

The SCAQMD's statement that the proposed project would result in a long-term regional air quality benefit is acknowledged. The purpose of the proposed project is to improve the operational efficiency of the Colton Crossing by reducing the amount of time trains wait to pass through the Crossing as stated in Section 1.2 of the IS/MND. Rail growth has numerous sources, such as local rail traffic, port traffic, NAFTA traffic, etc.

Additionally, rail growth is dependent on numerous factors, including but not limited to the economy (supply and demand); the competitive nature of shipping, such as what port/logistic center/railroad is used based on cost, timing, etc; and the infrastructure capacity at numerous locations including the ports, rail yards, logistics centers, rail lines, etc. Both railroads (BNSF and UPRR) as well as other outside consultants determined that the projected average growth rate, independent of whether the proposed project is constructed, is 2.71% compounded annually. This projection was independently reviewed and confirmed in the Rail Operations Study. The modeling conducted for the Rail Operations Study then applied this growth factor to the baseline condition, that was confirmed by rail manifest data obtained during the summer, 2010, to determine the projected growth in trains. This projected growth was processed through the model, and the results of this effort showed that the existing at-grade crossing could handle the increased volume of trains. There is no evidence in the growth projections that if the proposed project were built the growth rate would suddenly increase higher than the projected 2.71%. Furthermore, there is no evidence in the record that the proposed project is required to accommodate a growth rate of 2.71%. Therefore, the Department disagrees with SCAQMD's characterization of the crossing as a "bottleneck". Please refer to Response to Comments 3-1-8, 3-1-9 and 3-1-11 for a further discussion of the modeling conducted to establish the future train volumes, which provide documentation that rail growth will not occur as a result of the proposed project.

EXHIBIT F-2

In addition, the air quality analysis determined that the proposed project would reduce the long-term local and regional emissions. As outlined in Section 3.III.B of the IS/MND, it was determined that the proposed project would reduce the local and regional mobile source air toxics (MSATs) and criteria pollutant emissions. These reductions would result in an improvement to the local air quality.

3-1-3

The SCAQMD identifies four areas of concern, localized air quality impacts, growth-inducing potential of the proposed project, inappropriate CEQA baseline, and lack of quantification of mitigation measure effectiveness. This is an introductory statement and each of these areas of concerns is further discussed in detail in later comments. Please refer to response to comments 3-1-5 through 3-1-7, which address local air quality impacts; 3-1-8, which addresses the CEQA baseline; 3-1-9 through 3-1-11, which address the growth-inducing potential; and 3-1-12 through 3-1-14, which address effectiveness of mitigation measures.

3-1-4

The comments received on October 27, 2010, were taken into consideration in preparing the air quality analysis. Please refer to Response to Comments 3-1-16 through 3-1-24 for information on how the comment was addressed in the air quality analysis.

3-1-5

The comment states that the air quality analysis did not conduct localized air quality analyses or health risk assessments of the short-term construction or long-term operational emissions. The SCAQMD's comment is acknowledged. The air quality analysis has been prepared using Department protocols and guidance. As described in Response to Comment 3-1-2 and Sections 3.III.B3/III.C and 3.III.D of the IS/MND, local analyses were conducted for criteria air pollutants and mobile air toxics. In light of the fact that the proposed project will not increase emissions, a health risk assessment for long-term operational emissions is unnecessary. Given the short term nature of construction emissions, preparation of a health risk assessment is not appropriate since the purpose of this assessment is to determine long term effects of an activity over the life time of individuals. As noted in Section 3.III.B/3.III.C, measures have been identified to avoid or minimize potential short term construction equipment emissions.

The comment also states that the future rail activity will add 164 lb/day of diesel particulate matter to the project vicinity that does not currently exist. This increase is associated with the proposed project. However, without the proposed project the increase in emissions between the 2010 baseline and 2035 would be 290 lb/day. Therefore, the increases in diesel particulate are due to the projected growth in rail operations that are independent of the proposed project and will occur whether the proposed project is constructed or not. As noted in Section 3.III.B of the IS/MND, constructing the grade separation would reduce the local and regional diesel particulate matter emissions in existing (2010) and future (2015 and 2035) conditions when compared to the no project scenario.

The reference in the comment to 900 locomotive trips per day is incorrect. Between 2008 and 2035 the number of rail operations per week is expected to increase from 942 to 1,756, for an increase of 814 trips per week. On a daily basis the average number of rail operations is projected to increase from 135 to 251. However, this increase is due to regional growth that is independent of the proposed project and the increase will be the same under the future with and without project conditions. Please refer to Response to Comment 3-1-8 and 3-1-9 regarding the rail forecasts.

3-1-6

The air quality analysis has been prepared using Department protocols and guidance. Caltrans is not required to adopt the SCAQMD's, or any other numeric thresholds for determining CEQA significance. The Lead Agency, which in this case is Caltrans, has the authority to determine and adopt its own criteria for determining significance. However, in the IS/MND, Caltrans acknowledged that the Project would produce some short-term construction emissions, determined appropriate and feasible measures to minimize the emissions, and concluded the Project's impacts on air quality are less than significant.

The construction emissions associated with the proposed project would not exceed the emissions budgets in the approved Air Quality Management Plan (AQMP) during the years of construction. The construction emissions of NO_x represent less than 0.03 percent of total construction emissions identified in the AQMP for the construction years. Given the short term nature of the construction emissions and by compliance with the SCAQMD Rule 403 control measures and additional measures outlined in Section 3.III.B/3.III.C of the IS/MND construction emissions would be further reduced. Although

it is recognized that there will be a short-term increase in emissions due to construction of the Project, this increase is significantly outweighed by the benefits associated with the immediate and long-term reductions in regional and local pollutant emissions associated with improved rail efficiency.

As the Department has not adopted SCAQMD's thresholds related to peak construction days, providing this data in the document is not required, nor does it change the conclusions in Section 3.III.B/3.III.C of the IS/MND.

3-1-7

The air quality analysis calculated the local and regional MSAT emissions from rail operations, train idling, and local vehicle emissions at existing and future rail crossings consistent with the requirements found in the CEQA Guidelines. It was determined that the proposed project would reduce MSAT emissions locally and regionally when compared to the no project condition. Therefore, the proposed project would not result in any new or additional toxics impacts.

3-1-8

The comment claims that an incorrect CEQA baseline was used in the CEQA document and the future scenario is speculative and hypothetical. As documented in Section 3.XVI.A of the IS/MND, the Rail Operations Study provides the baseline condition for rail activity based on actual train data collected from Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) for the period July 25 to August 3, 2010. The Rail Operations Study also documented the projected growth in rail activity based on data provided by the UPRR, BNSF, Global Insights, Inc., and Leachman and Associates. The Rail Operations Study documented the various types of freight trains that move through the Colton Crossing. Given the variety of sources generating rail activity, rail growth in the future is certain. However, that rail activity growth is not dependent on the proposed project and will occur with or without the proposed project. The Rail Operations Study confirmed that the railroad network could accommodate the projected growth through the Colton Crossing without the proposed project; therefore, the proposed project is not growth-inducing or growth-generating. Since the proposed project does not generate the rail traffic growth, the IS/MND analyzed what effect, if any, the proposed project would have on the various levels of projected background growth.

For the 2010 analysis, the air quality study relied on actual data from rail manifests collected between July 25 and August 3, 2010. The study analyzed emissions from that rail activity with and without proposed project. The data presented below are the same as presented in Table 3.3.I in the IS/MND.

Change in 2010 Rail Emissions (lbs/day)

Pollutant	2010 Without Project	2010 With Project	Difference
CO	4,632.0	4,296.0	-336.0
ROG	1,087.2	1,008.0	-79.2
NOx	26,460.0	24,285.6	-2,174.4
SO ₂	152.6	148.8	-3.8
PM ₁₀	729.6	672.0	-57.6
PM _{2.5}	672.0	619.2	-52.8
CO ₂	83,040,000.0	80,880,000.0	-2,160,000.0

As shown in the table, the proposed project would benefit air quality by reducing emissions in the existing condition.

Rail operations are anticipated to grow in the future at an average of 2.71 percent annually compounded. The next benchmark studied in the IS/MND was 2015. The following table summarizes data included in Table 3.3.J in the IS/MND.

Change in 2015 Rail Emissions (lbs/day)

A	B	C	D	E	F	G
Pollutant	2010 Without Project (Baseline)	2015 Without Project	Background Growth	2015 With Project plus Background Growth	Difference between Baseline and 2015 With Project plus Background Growth	2015 With Project Less Background Growth
CO	4,632.0	5,472.0	840.0	4,992.0	360.0	-480.0
ROG	1,087.2	1,284.0	196.8	1,168.8	81.6	-115.2
NOx	26,460.0	31,200.0	4,740.0	28,149.6	1,689.6	-3,050.4
SO ₂	152.6	183.6	31.0	178.3	25.7	-5.3
PM ₁₀	729.6	861.6	132.0	780.0	50.4	-81.6
PM _{2.5}	672.0	794.4	122.4	717.6	45.6	-76.8
CO ₂	83,040,000.0	99,840,000.0	16,800,000.0	96,960,000.0	13,920,000.0	-2,880,000.0

In 2015, rail emissions will increase without the proposed project due to the increase in rail activity, referred to as Background Growth in the table above (Column D). With the proposed project, 2015 emissions (Column E) will also increase over the 2010 condition (Column B) due to Background Growth, as shown in Column F. Since the proposed project is not responsible for the Background Growth, which would occur with or without the proposed project, those emissions must be removed to determine what effect the proposed project would have on the environment. The removal of the 2015 Background Growth shows that the proposed project causes an air quality benefit by reducing emissions, as shown in Column G.

The 2035 rail emissions follow the same trend as shown in the following table, which summarizes data included in Table 3.3.K in the IS/MND.

Change in 2035 Rail Emissions (lbs/day)

A	B	C	D	E	F	G
Pollutant	2010 Without Project (Baseline)	2035 Without Project	Background growth	2035 With Project plus background Growth	Difference between Baseline and 2035 With Project plus background Growth	2035 With Project Less Background Growth
CO	4632.0	16320.0	11688.0	9528	4896.0	-6792.0
ROG	1087.2	3823.2	2736.0	2232	1144.8	-1591.2
NO _x	26460.0	99984.0	73524.0	58368	31908.0	-41616.0
SO ₂	152.6	379.7	227.1	368.4	215.8	-11.3
PM ₁₀	729.6	2688.0	1958.4	1569.6	840.0	-1118.4
PM _{2.5}	672.0	2472.0	1800.0	1442.4	770.4	-1029.6
CO ₂	83040000.0	206400000.0	123360000.0	200400000	117360000.0	-6000000.0

In 2035, rail emissions will increase without the proposed project due to the increase in rail activity, referred to as Background Growth in the table above (Column D). With the proposed project, 2035 emissions (Column E) will also increase over the 2010 condition (Column B) due to Background Growth, as shown in Column F. Since the proposed project is not responsible for the Background Growth, which would occur with or without the proposed project, those emissions must be removed to determine what effect the proposed project would have on the environment. The removal of the 2035 Background

Growth shows that the proposed project causes an air quality benefit by reducing emissions, as shown in Column G.

3-1-9

As described in Section 3.XVI.A of the IS/MND, the modeling methodology for the rail projections is provided outlining the factors considered in determining the future train volumes. As documented, the existing train volumes were based on actual train dispatch data provided by UPRR and BNSF. Future projections were based on a review of available data regarding goods movement within Southern California and data provided by UPRR and BNSF. It was determined after consideration of the data available, that the proposed project would have no effect on the growth of rail volumes within the study area for the study period. The rail lines would be able to accommodate this growth with or without the proposed project, as documented in the Rail Operations Study, Section 5.3, “The capacity of the rail infrastructure within the model limits, for the train characteristics, schedules, and frequencies provided by BNSF, UP, Metrolink, and Amtrak, is adequate for the train volumes in each of the three cases (2010, 2015, and 2035), in both the build and no-build cases.” Therefore, since the existing infrastructure, without the proposed project, can accommodate the projected future growth of rail activity, the proposed project is not growth inducing. Instead, the project improves the operational efficiency of future rail growth that will occur with or without the project.

3-1-10

The comment asserts that leaving the existing crossing in place provides additional capacity and “accommodates and perhaps encourages” increased use of rail. This assertion is incorrect.

As part of the proposed project, the existing southerly mainline track would be converted to a dedicated local switching track that would connect the West Colton Yard and the Old Colton Yard.

To maintain the existing pattern of railroad line connectivity, the Old Colton Yard must be connected to the new south main track at both the east and west ends. However, it is not geometrically feasible to provide a direct connection to the south main track at the west end of the Old Colton Yard due to the difference in elevation between the west end of the Old Colton Yard and the new main tracks on the flyover (approximately 40 feet). It

is thus necessary to provide a track extending to the west from the west end of the Colton Yard, across the two BNSF main tracks, to a point near Rancho Avenue where the south main track is at an elevation that is feasible to connect with.

In addition the at-grade connection track would maintain connectivity between the West Colton Yard and the Old Colton yard without the need to interfere with mainline train movements, thus relieving congestion and improving operational efficiency.

Approximately 13.3 local and switching trains per week are expected to use this track, or an average of approximately two per day.

As part of the conversion of the existing southerly mainline track to a dedicated local switching track the existing heavy-duty crossing frog on the at-grade track would be removed and replaced with a light-duty flange bearing crossing frog as outlined in Section 3.XII.A of the IS/MND. The flange bearing crossing frog would provide a reduction in noise and vibration as compared to a conventional heavy-duty crossing frog, but its light-duty design would require the UPRR switching and local trains to move at slow speeds (10 mph). In addition, the light-duty design of the crossing frog would preclude its regular use by long, heavy mainline trains. The placement of the flange bearing crossing frog has been included in agreements that are being negotiated between SANBAG, UPRR, and BNSF.

The slow speed, light-duty nature of the flange bearing crossing frog would restrict the usefulness of the at-grade track in handling mainline trains, and thus would not provide viable additional capacity for UPRR mainline trains.

3-1-11

As discussed above in Response to Comments 3-1-2, 3-1-8, 3-1-9 and 3-1-10, the rail modeling conducted for the proposed project determined that the improvements at the Colton Crossing would not affect the total number of trains within the study area in either the 2015 or 2035 conditions. As the proposed project would not change the number of trains, the proposed project would not contribute to cumulative train volume or emission increases.

3-1-12

The comment states that the air quality analysis claims that measure AQ-2 would reduce the 19.2 tons/year of NO_x generated during construction. This is incorrect. The air quality analysis states that with SCAQMD Rule 403, and Measures AQ-1 through AQ-5 the air quality emissions were considered less than significant. The air quality analysis does not assume that these measures would provide any specific reduction. In addition, as the environmental document does not conclude that the construction equipment emissions would be significant, the use of Tier 3 equipment was not mandated. However, the proposed project includes the use of 2010 equipment, which is equivalent to Tier 3, as documented in Response 3-1-14. Please refer to Response to Comment 3-1-6 regarding CEQA thresholds.

3-1-13

A General Conformity Analysis has been prepared in support of the Environmental Assessment for the proposed project demonstrating that the exceedances of the NO_x de minimis threshold would not conflict with the State Implementation Plan (SIP). Please refer to Response to Comment 3-1-6 regarding the SCAQMD's emission thresholds.

3-1-14

The construction analysis was based on the use of year 2010 equipment, which is equivalent to Tier 3 construction equipment. The use of Tier 3 equipment is part of the specifications for the proposed project and is not a mitigation measure designed to reduce a specific impact to below a level of significance.

3-1-15

All technical studies were available for public review at Caltrans, SANBAG, City of Colton, and the two local libraries. Included was the Air Quality Analysis which included the appendices to the technical studies. A copy of the technical study with appendices was provided to SCAQMD staff on March 23, 2011, within one day of their request (email from Ian McMillan on March 22, 2011 at 4:51 PM). Provision of electronic modeling spreadsheets is not required by CEQA, the CEQA guidelines or Caltrans CEQA guidance/standard practice. All inputs and outputs to the modeling are available in the Appendices to the Air Quality Technical Analysis, which was provided to the SCAQMD. Additionally the Department offered to answer any questions regarding the

modeling process. As part of these responses, we have addressed SCAQMD's comments on the air quality modeling provided to date.

3-1-16

The comment is a summary of the proposed project. For clarification, currently there are two BNSF and two UPRR tracks within the project area not four tracks as referenced in the comment. Also, the proposed project provides for a structure for the UPRR main lines to cross over the BNSF main lines not the BNSF crossing over the UPRR, as stated in the comment.

3-1-17

Please refer to Response to Comments 3-1-2, 3-1-5, and 3-1-9, which discuss the local air quality impact analyses conducted for the proposed project. Please refer to Response to Comment 3-1-8 regarding the CEQA baseline.

The Air Quality Analysis is based on the Caltrans Standard Environmental Reference (SER). Growth inducing and cumulative impacts were evaluated. Please refer to Response to Comments 3-1-9 through 3-1-11, which address the growth-inducing potential and cumulative impacts of the proposed project.

Caltrans prepared the Air Quality Analysis consistent with the Standard Environmental Reference (SER) and meeting CEQA requirements. The regional and local air quality analyses of criteria pollutants and MSATs quantified emission levels, which are adequate to evaluate the effect of the proposed project on local and regional air quality since, in this case, they show that the project will reduce emissions.

3-1-18

CEQA applies in situations where a governmental agency can use its judgment in deciding whether and how to carry out or approve a project. A project subject to such judgmental controls is called a "discretionary project," per Section 15357 of the CEQA Guidelines. A discretionary approval requires use of judgment or subjective criteria on the part of the approving agency.

Caltrans is the lead agency for the California Environmental Quality Act (CEQA) document and the coordination for this work is being handled by Caltrans District 8.

Ultimately, the proposed project will require approval and allocation of funding by the California Transportation Commission (CTC) and, as noted in Response to Comment 2-2-2, the California Public Utilities Commission (PUC). As a CTC approval is required, Caltrans, as the State transportation authority, is the appropriate body to be designated the lead agency for CEQA.

As lead agency for CEQA, Caltrans is responsible for ensuring that all potential environmental impacts associated with the proposed action to be undertaken by the CTC will be sufficiently assessed. This is accomplished through Caltrans preparation and approval of environmental documentation such as the IS/MND prepared for the proposed project.

3-1-19

The SCAQMD's offer to provide assistance is acknowledged.

3-1-20

The air quality analysis that was prepared for the proposed project included calculations of the local and regional MSAT emissions, construction emission, and on-road and train criteria pollutant emissions. In addition, Sections 3.III.B/3.III.C and 3.III.D of the IS/MND determines the significance of the long-term operational and short-term construction emissions based on Caltrans guidance. Please refer to Response to Comments 3-1-2 and 3-1-5 regarding thresholds of significance.

3-1-21

The air quality analysis has been prepared following the Caltrans SER and using Department protocols and guidance. The air quality analysis determines the potential impacts of the proposed project compared to existing and future no project conditions and does not "weigh" the benefitted versus adversely affected receptors. As shown in Section III of the IS/MND, the proposed project would benefit regional and local air quality. Please refer to Response to Comments 3-1-5, 3-1-7, and 3-1-8 regarding evaluation of project impacts, significance of the proposed project's short-term and long-term emissions, and proposes mitigation measures to reduce those emissions to below a level of significance.

3-1-22

The emissions generated within each phase of construction were calculated and presented in the air quality analysis. Mitigation measures designed to reduce these impacts to below a level of significance were also included in the air quality analysis and Section 3.III.B of the IS/MND. Caltrans has not adopted the SCAQMD's localized significance threshold (LST) methodology and, therefore, it was not used for this analysis. Please refer to Response to Comment 3-1-6 regarding the construction mitigation measures.

3-1-23

The potential growth-inducing impacts of the proposed project were evaluated. Please refer to Response to Comment 3-1-9, which addresses growth inducement.

3-1-24

Design standards for electrification differ by the type of method used. At this time there is no set method of electrification. The Colton Crossing is designed so as not to place any additional restrictions on the future electrification of the rail lines. No aspects of the design preclude the future electrification of the rail lines.

EXHIBIT F-2



March 31, 2011.

Caltrans District 8
Environmental Studies/Support D
464 W. 4th Street
San Bernardino, CA 92401
Attn: Marie Petry, Office Chief

**RE: Initial Study and Proposed Mitigated Negative Declaration for Colton Crossing
Rail to Rail Grade Separation Project**

Dear Ms. Petry:

Thank you for the opportunity to comment on the referenced environmental documents. We appreciate the ongoing collaboration with Caltrans and SANBAG to plan and construct this project within the City of Colton. We have the following comments for your consideration:

Cultural Resources - Historic

The Initial Study states that "none of the built environment resources are eligible for the California Register of Historical Resources (California Register) and none qualify as historical resources under CEQA" (page 52). Furthermore, the Historic Property Survey Report (Appendix to the Initial Study), finds that two resources of historic importance to the City of Colton, the Southern Pacific Passenger Depot (aka "Cal Wal Gypsum Supply") and American Railway Express Company (aka "Wells Fargo Express") to not be historic resources for the purposes of CEQA and ineligible for listing in the National Register of Historic Places under any criteria (ref: Attachment B, Historic Resource Evaluation Report). The City of Colton disagrees with these conclusions based on the following:

3-2-1

The City conducted its own Historic Resources Survey (1989 to 1992), which included the Southern Pacific Depot and Wells Fargo Express buildings (both located at 125 N. 9th Street). The Historic Resources Inventory for the Southern Pacific Depot determined that, although heavily modified, the building is significant under the "Transportation Theme" evaluation criterion, and is the earliest remaining railroad depot in Colton, and is possibly the oldest standing depot structure in Southern California (see Attachment 1). The Historic Resources inventory for the Wells Fargo Express building determined that the building is significant under both the "Architecture and Construction Theme" and "Commerce Theme" evaluation criteria (Attachment 2). The analysis of the Wells Fargo Express building further concludes that it "has managed to retain its integrity,

3-2-2

CIVIC CENTER
650 N. 11 Cadena Drive
Colton, CA 92324
(909) 370-5099

despite heavy industrial use." The Historic Resource Survey included both buildings on its list of "Eligible and Significant Properties," which means they are eligible for listing in the City of Colton Historic Properties Register. These buildings have not yet been formally nominated and approved as City of Colton-designated historic resources ("Landmark" status) by the City's Historic Preservation Commission and the City Council. The Historic Preservation Ordinance (Colton Municipal Code, Chapter 15.40) contains provisions for nomination and approval of historic resources, including the protection of eligible resources until historic designation formally occurs.

3-2-2

Section 15064.5 of the CEQA Guidelines states that "a resource included in a local register of historic resources, as identified in section 5020.1(k) of the Public Resources Code or identified as significant in an historic resources survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resources as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant." Furthermore, this section includes the following guidance: "The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historic Resources, **not included in a local register of historic resources** (pursuan to section 5020.1(k) of the Public Resources Code), **or identified in an historic resources survey** (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historic resource defined in Public Resources Code sections 5020.1(j) or 5024.1."

3-2-3

Based on the above factors, the City requests that the Initial Study reference earlier historic resources analyses conducted by the City, and that the City has determined these building to be eligible for listing on the City's Historic Properties Register, and to receive protections offered by the Historic Preservation Ordinance. As locally significant historic resources which will be impacted by the Colton Crossing project, we request that appropriate mitigation be incorporated into the MND.

3-2-4

In addition to the above, we request the following minor edit to Section 6.2 (Historic-Archaeological Resources) of the Historic Property Resources Report: Include a reference and summary of Area of Potential Effect (APE) reference nos. 3 and 4.

3-2-5

Public Services - Fire Protection

1. Fire Department Emergency Access:

- Details are needed on width and access points for proposed maintenance road. The Fire Department emergency access road width requirement is 26 feet clear width. If gated and secured, a Knox Rapid Entry Key System should be provided.
- Staging areas located along the southern length of the structure should be identified as areas of additional fire access points from the ground level (fire apparatus staging areas for aerial fire fighting capabilities).

3-2-6

3-2-7

2. Fire Flow:

- A fire flow delivery system should be provided for the length of the structure. Fire flow may be provided by a municipal water supply (fire hydrants) or a combination of fire hydrants and fixed standpipes.

3-2-8

3. Emergency Response:

- A Quick Attack Pumper should be provided to ensure accessibility on the flyover/structure.

3-2-9

Utilities and Service Systems

1. Electric Utility:

The City's Electric Utility has structures and existing lines that run north-south within the proposed project boundaries which will be impacted by the project. The Electric Utility will require the replacement/relocation of the structures and lines to the new finish grade level to provide required ground clearances. The Initial Study/MND should discuss how the completed Colton Crossing Rail to Rail Grade Separation Project will accommodate the cost and installation of utilities including:

3-2-10

The impact to maintain of any future underground lines and structures installed within the project boundaries, due to the change in location of the new utilities.

The project will raise the grade level of the proposed Rail Crossing and therefore reduce the required ground clearance of the utility line.

2. Water and Wastewater Utility:

The City, through its Water and Wastewater Department, provides domestic water service to customers within its water service area. The Water and Wastewater Utility has structures that run north-south within the proposed project boundaries which will be impacted by the project. The Water and Wastewater will require the replacement/relocation of the structures to the new finish grade level. Any potential impacts should address how the completed Colton Crossing Rail to Rail Grade Separation Project will accommodate the cost of replacement/relocation of the structures of Water and Wastewater utilities.

3-2-11

3. Storm Water Drainage:

- The City of Colton owns and operates storm drain facilities that run north-south within the proposed project boundaries which will be impacted by the project. The Public Works Department will require the replacement/relocation of the structures to the new finish grade level. The environmental analysis should address how the completed Colton Crossing Rail to Rail Grade Separation Project will accommodate the cost of replacement/relocation of the structures of storm drain utilities.

3-2-12

- Exhibit "A" of the Preliminary Drainage Report (Appendix to the Initial Study) identifies the location of the proposed feature 2 basin located south of the I-10 freeway, west of Rancho Avenue and East of Hermosa Avenue. The location of the basin conflicts with the future 108" RCP drain for the City of Colton's 3-5 Storm Drain Project. An alternative method to resolve the conflict is to install the future pipe to alleviate the ponding that will be created by the basin. The Initial Study/MND should explore other alternative methods of drainage mitigation.

3-2-13

Transportation/Traffic

1. Transportation Improvements:

- The project design shall accommodate any future right-of-way build out along La Cadena Drive that is included in the City's Circulation Element of the General Plan (Mohle, Grovel and Associates 1993), which emphasizes the need for a circulation system capable of accommodating the existing developments along with the amount of growth expected to occur. These improvements are deemed necessary in order to facilitate traffic flow and emergency access within the City's circulation system.
- The list of cumulative projects that have been approved and are pending in the City of Colton should be updated. Please contact the City for exhibits and descriptions of those cumulative projects that should be included in the Initial Study (e.g. 215 Widening, Fairway Apartments, Iron Horse Hills Project, etc.)

3-2-14

3-2-15

2. Emergency Access:

The Traffic Management Plan (TMP) will require coordination and communication among affected local agencies (City of Colton Public Works, Colton Police, Colton Fire, Omnitrans, Ambulance, etc.) that provide services within the project area, and also address evaluating alternate routes for emergency services. [Also see Utility and Service Systems comment #1, above]

3-2-16

Hydrology and Water Quality

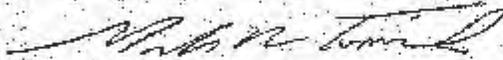
1. Water Quality Standards:

The project should consider implementing Low Impact Development (LID) concepts which are the foremost method of reducing impacts to watersheds from urban development. The project should incorporate sufficient BMP treatment to ensure that storm water generated by the project is managed on-site both pre- and post construction.

3-2-17

Thank you for your careful consideration of the City of Colton's comments. We look forward to continuing our productive collaboration with Caltrans, SANBAG and consultants to ensure the successful outcome of the Colton Crossing project.

Sincerely,



Mark R. Tomich, AICP
Development Services Director

Attachments

cc: Rod Foster, City Manager
Amer Jakher, Public Works & Utility Services Director
Tom Hendrix, Fire Chief

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic Name: Southern Pacific Depot
2. Common or Current Name: Cal Wal Cypsum Shanty
3. Number & Street: 125 North 9th Street
 City: COLTON Vicinity Only: Zip: 92324 County (3-Letter Designator): SRR
4. Quad Map No.: 1074 UTM A: 11/470220/3769210 B: C: D:
5. Parcel No: 0162-161-23 Other:

Ser. No.	_____
National Register Status:	_____
Local Designation:	_____

DESCRIPTION

6. Property Category: Building If District, Number of Documented Resources
7. Briefly describe the present physical appearance of the property, including condition, boundaries, surroundings, and (if appropriate) architectural styles

A two story, rectangular shaped building of wood and stucco construction with Queen Anne details. This building consists of a main two story mass and two single story wings on an east/west axis. The main mass has a front gable roof, with hipped roof over the entrance, attached to the main building on the north side and a shed roof covering the waiting platform on the south side. Hipped roofs cover the two wings. A small hipped monitor extends over the west wing. Shingling is composition. Siding is stucco. Window openings on the south wall have been stuccoed over, and the open air waiting area on the east end has been converted into interior space. Some original windows are still present on the north side, appear to be original, with the addition of a large picture window in the central mass. Decorative cut-out braces are located under the eaves of the platform cover. The building has been heavily modified.

8. Alterations & Uses:

9. Related Features on Property:

Attach Photo Envelope Here

Put Address and Photo Date on Rear of Photo

10. Planning Agency:
City of Colton11. Owner & Address:
William F. Mc Guern
226 North La Cadena Street
Colton, CA 9232412. Type of Ownership:
Private

13. Present Use: Commercial

14. Zoning: M-7

15. Inpects: Deterioration/Remodel

Send a copy of this form to: Office of Historic Preservation, P.O. Box 942896, Sacramento CA 94296-0001
 PPR 523 (Rev 8/89)

HISTORICAL INFORMATION

16. Construction Date(s): 1875 Original Location: Yes Date Moved: N/A
17. Architect: Unknown Builder: Heiter Glahn of San Francisco
18. Historic Attributes (With Number from List): 17, Railroad Depot

SIGNIFICANCE AND EVALUATION

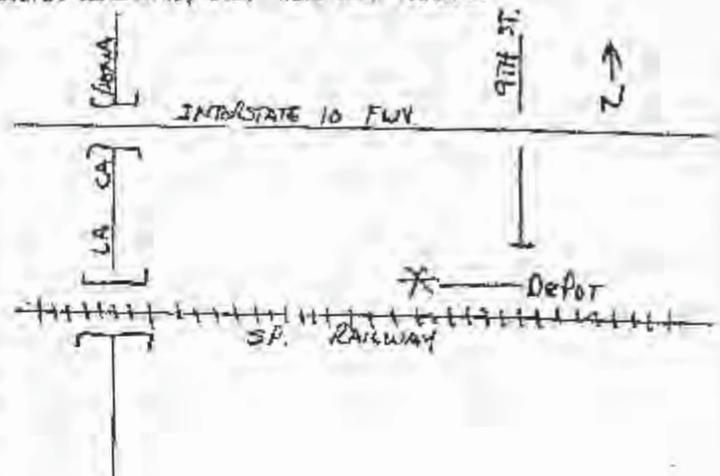
19. Context for Evaluation: Theme: Transportation Area: So. Cal
 Period: 1875 to Present Property Type: Railroad Depot Context, formally developed?: Yes
20. Briefly discuss the property's importance within the context. Use historical and architectural analysis as appropriate. Compare with similar properties.

This building is significant under the Transportation Theme. It is the earliest remaining railroad depot in Colton, and is possibly the oldest standing depot structure in Southern California. Originally built in approximately 1876 when the Southern Pacific extended their line from Spadra to Colton, the building has undergone several remodelings. The original lines and facade of the building have remained intact when compared to early photographs. The building was built of wood, with shiplap siding. In 1917, the railroad announced that it would add a forty-five foot addition to the existing building, and to complete a remodeling which included stuccoing the exterior walls. Additional announcements were made in the Colton Courier in October of 1921. Railroad records indicate that the building was completed in 1922. At this time, the east wing of the building was added, mimicing the baggage area in the west wing. This wing included an open air platform at the far east end and a womens waiting room. The depot was closed in the 1960s, and was converted to commercial use. Remodeling by Cal-Mal Building supplies included sealing and stuccoing all windows on the south (trackside) wall removal of the internal brick chimney, and enclosing of the open waiting area. Although the building has lost much of its architectural integrity, its early age, the demolition of all other Southern Pacific depots within the region increase this building's eligibility for listing.

21. Sources: Sanborn Maps; Southern Pacific Railroad; "As the Sand Shifts in Colton, California," by Hazel Olson

22. Applicable National Register Criteria: 4B4
23. Other recognition:
 State Landmark Number:
24. Evaluator: Lynn Merrill
 Year of Evaluation: 1991
25. Survey Type: C (C=Comprehensive, P=Project Related, S=Single Property)
26. Survey Name: Colton Historic Resources Survey
27. Year Form Prepared: 1991
 By (Name): Lynn Merrill
 Organization: City of Colton
 Address: 650 North La Cadena Drive
 City, State Zip: Colton, California, 92324
 Phone: (714) 370-5079

Sketch map. Show location and boundaries of property in relation to nearby streets, railways, natural landmarks, etc. Name each feature.



HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic Name: Wells Fargo Express Building
2. Common or Current Name: Cal-Mat Building Materials
3. Number & Street: 125 North 9th Street

City: COLTON

Vicinity Only:

Zip: 92324

County (3-Letter Designator): SBR

4. Quad Map No.: 1074 UTM A: 11/470160/3769240 B: C: D:
5. Parcel No: 0162-161-23 Other:

Ser. No. _____
National Register Status: _____
Local Designation: _____

DESCRIPTION

6. Property Category: Building If District, Number of Documented Resources:
7. Briefly describe the present physical appearance of the property, including condition, boundaries, surroundings, and (if appropriate) architectural style:

A single story, rectangular shaped structure of brick and stucco construction in a Mission revival style. The building consists of an office area located on the west side of the building and a warehouse on the east side. Roof is cross gable with ceramic tiles. Gable ends are parapeted in a typical espadana and there are round attic vents. Walls are stuccoed. Two arched openings are present in the west wall. A short promenade is located on the southwest corner at the junction of the office and warehouse wings, consisting of a flat roof extending out to a stuccoed group of two arches. This wall blends into the south warehouse wall. Two small arched window openings with wrought iron bars are located on either side of rectangular freight door. The east wall consists of three arched openings, with one that continues to the ground. The other two openings have wrought iron bars mounted within the openings. The building is located within a contractor yard, and is surrounded by building materials.

8. Alterations & Date:
9. Related Features on Property:

Attach Photo Envelope Here
Put Address and Photo Date on Rear of Photo

10. Planning Agency:
City of Colton
11. Owner & Address:
William McGuern
294 North La Cadena Street
Colton, CA 92324
12. Type of Ownership:
Private
13. Present Use: Storage
14. Zoning: M-2
15. Threats: Deterioration/Vandal

Send a copy of this form to: Office of Historic Preservation, P.O. Box 942896, Sacramento CA 94296-0001
OPR 523 (Rev 8/89)

HISTORICAL INFORMATION

- 16. Construction Date(s): 1909 Original Location: Yes Date Moved: N/A
- 17. Architect: Unknown Builders: Unknown
- 18. Historic Attributes (With Number from List): 06, Commercial Building

SIGNIFICANCE AND EVALUATION

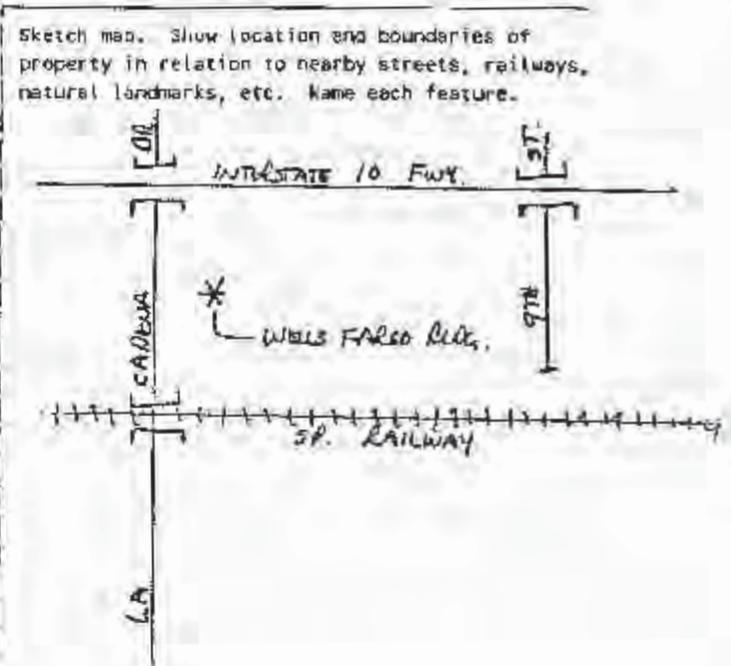
- 19. Context for Evaluation: Theme: Architecture/Commer Area: Colton
 Period: 1909 to Present Property Type: Railway Express Office Context formally developed?: Yes

20. Briefly discuss the property's importance within the context. Use historical and architectural analysis as appropriate. Compare with similar properties.

This building is significant under both the Architecture and Construction theme, and the Commerce theme. It is an excellent example of the Mission style architecture as applied to a commercial building. The prominent espadas, tile roof and arched openings reinforce the styling. This building was built in 1909 for the Wells Fargo & Company express. Sanborn maps for 1928 indicate that the building was used as an office and warehouse for the American Railway Express Company. Both businesses were involved in the shipment of small packages and valuables on the rail lines, and therefore are closely associated with the railroads. It is located immediately west of the former Southern Pacific Railroad depot. Both this building and the depot are currently used by Cal-Hel Building Materials. This building is used for material storage. It appears to have been restuccoed in later years, but has managed to retain its integrity, despite heavy industrial use.

- 21. Sources: Sanborn Maps; interview with Historic and Scenic Commissioners; "As the Sand Shifts in Colton, California," by Hazel Cleot.

- 22. Applicable National Register Criteria: 35
- 23. Other recognition:
 State Landmark Number:
- 24. Evaluator: Lynn Merrill
 Year of Evaluation: 1991
- 25. Survey Type: C (C=Comprehensive, P=Project Related, S=Single Property)
- 26. Survey Name: Colton Historic Resources Survey
- 27. Year Form Prepared: 1991
 By (Name): Lynn Merrill
 Organization: City of Colton
 Address: 650 North La Cadena Drive
 City, State Zip: Colton, California, 92324
 Phone: (714) 370-5079



March 10, 2011

To: Mark Tomich, Development Services Director

From: Larry Sheffield, Historical Preservation Commission

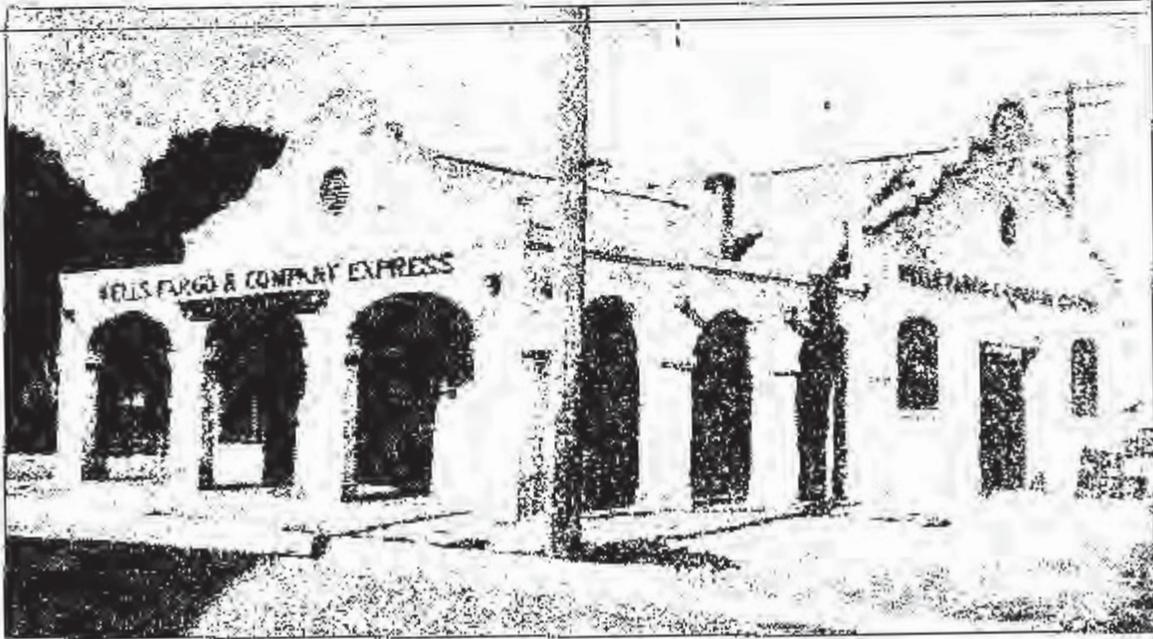


Photo from Olson, Hazel, *As the Sand Shifts in Colton, California*, p. 230. Olson dated the photo as 1909.

CITY OF COLTON

3-2-1

In 1991, the Colton Historic Resources Survey evaluated the Southern Pacific Depot and the American Railway Express Company building and determined that both met the City's criteria for designation as historic resources. However, neither building has ever been formally designated by the City under its local preservation ordinance. Since the earlier survey is more than five years old and the buildings have not been formally designated, pursuant to Public Resources Code (PRC) 5024.1(g)(4), the buildings were re-evaluated as part of the current project. These evaluations are included in the Historic Property Survey Report (HPSR), which Caltrans uses for completing National Historic Preservation Act (NHPA) Section 106 evaluations as well as CEQA compliance pertaining to historical resources.

It is Caltrans policy to apply both the National Register criteria used for Section 106 compliance and the California Register criteria used to determine CEQA significance simultaneously when conducting evaluations. Because the eligibility and integrity criteria provided in the California Register of Historical Resources (California Register) regulations are so similar to the National Register of Historic Places (National Register) criteria, *National Register Bulletin 15* is used to provide guidance in how to interpret both California Register and National Register criteria. Caltrans does not conduct evaluations under local ordinances, which are the responsibility of the local jurisdiction. However, local ordinances and surveys play a role in determining whether resources are considered historical resources for the purposes of CEQA if the local jurisdiction has resources already officially listed under a local ordinance or has already conducted a cultural resources survey that meets certain requirements defined under CEQA as a Certified Local Government (CLG). Generally, but not always, resources that meet these requirements outlined in CEQA and the PRC automatically become historical resources for the purposes of CEQA.

CEQA Guidelines 15064.5(a) references certain requirements that must be met for previously surveyed resources to be considered historical resources. CEQA 15064.5(a) defines a Historical Resource as a resource included in a local register of historical resources, as defined in section 5020.1(k) of the PRC or identified as significant in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC.

Based on research conducted for the project, the City of Colton General Plan Cultural Resources Element, the City of Colton Historic Preservation Ordinance, and communications conducted for the project in April 2011 with the Office of Historic Preservation Local Government Assistance Unit, CEQA Guidelines 15064.5(a) have not been met. Therefore, as CEQA lead agency for the project, Caltrans has determined that its original conclusion that neither the Southern Pacific Depot nor the American Railway Express Company building are considered to be historical resources for the purposes of CEQA.

CEQA Guidelines 15064.5(a)(2) state that a resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resources survey meeting the requirements in Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. The City has not formally designated either the Southern Pacific Depot or the American Railway Express Company building following the process outlined in Section 15.40.080(d) of the City's Historic Preservation ordinance. Therefore, the requirements PRC 5020.1(k) have not been met. PRC 5024.1(g) identifies four requirements for historical resources surveys:

1. The survey has been or will be included in the State Historic Resources Inventory.
2. The survey and the survey documentation were prepared in accordance with office procedures and requirements.
3. The resource is evaluated and determined by the Office to have a significance rating of Category 1 to 5 on DPR Form 523.
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

According to research conducted for the project, these requirements have also not been met. According to the Office of Historic Preservation, the 1991 Colton survey does not appear to have been included in the state Historic Resources Inventory (PRC 5024.1(g) (1)). Because the survey was completed in 1991, prior to the City of Colton becoming certified as a Certified Local Government, it is unclear whether the survey or the survey

documentation were prepared in accordance with Office (of Historic Preservation [OHP]) procedures and requirements (PRC 5024.1(g)(2)). Because the survey was not sent to OHP in accordance with (1) and (2) above, the resource significance ratings are undetermined (PRC 5024.1(g)(3)). In addition, the 1991 survey is more than five years old (PRC 5024.1(g)(4)) and does not appear to have been updated since the time it was prepared 20 years ago.

In light of the above, the Southern Pacific Depot and the American Railway Express Company building are not automatically historical resources as defined by CEQA. CEQA 15064.5(a) further states that public agencies must treat resources that meet the requirements of 15064.5(a) as significant unless the preponderance of evidence demonstrates that they are not historically or culturally significant. The CEQA lead agency can also determine resources to be historical resources if they meet California Register criteria. The current survey conducted in 2010–2011 for the Colton Crossing Project evaluated both buildings against both the California Register and National Register criteria and has determined that the evidence does not suggest that these buildings should be considered significant under CEQA.

The survey and evaluation conducted in 2010 for the current project revealed that the American Railway Express Company building is in poor condition and has sustained numerous alterations that have compromised its historic architectural integrity. Some of these alterations are indicated on the original 1991 survey forms and, in the intervening 20 years, the integrity of the building has been further compromised. Alterations include filled in openings, removal of roof tile and a portion of the roof, and the addition of a modern precision block wall. Also, based on a 1909 photograph that was provided with the City's comment letter, it is clear that most of the historic-period arcade has been removed, further compromising the architectural integrity of design, setting, materials, feeling, workmanship, and association. While the building is clearly associated with the history of railroads and related express delivery services, it cannot be demonstrated to have made a significant contribution to the broad patterns of California's history and cultural heritage; the building does not have the strength of association that would outweigh its lack of integrity. Further, it is a modest and modified example of a building style that is not unique or rare (refer to HPSR, Attachment B for a full evaluation).

As stated in the 1991 City of Colton evaluation, the Southern Pacific Depot was already heavily altered at that time and the current survey confirmed the building's lack of

integrity. However, according to the 1991 survey, the significance of the depot was largely based on it being the oldest remaining depot in Colton and possibly in southern California. The previous survey indicated that the depot was built in 1876, but research conducted for the Colton Crossing Project indicates that it was not built until 1888, when it replaced a freight house that had formally occupied the same location. Although this may be the oldest depot in Colton, that alone does not make the building significant. A depot in any town is likely the oldest depot in that particular town or city. The building must be able to convey its association with its period of significance, which the current evaluation has defined as 1888 to 1960. This period extends from the date of construction to the end of the historic period (as of 2010 when the evaluation was completed). Significant alterations to the building, as well as its setting, have severely compromised its ability to convey its association with the 1888–1960 period. Further, there are other Southern Pacific depots in southern California that date to the same period, such as the 1886 Palms-Southern Pacific depot in Los Angeles, which is similar in design to the Colton depot and is a designated City of Los Angeles Historic Cultural Landmark. In addition, there are several Southern Pacific depots in California that are listed in the National Register including the Davis (1868/1914), San Carlos (1888), Fresno (1889), Whittier (1892), Chico (1892), Santa Barbara (1902), and Glendale (1923) depots. Of these, the Whittier and Chico depots appear to be similar in style to the Colton depot, although they are more elaborate examples. Beyond these, there are depots throughout the State that were built by other railroads that pre-date the one in Colton (refer to HPSR, Attachment B for a full evaluation). Thus, in a manner similar to the American Railway Express Company building discussed above, the Southern Pacific Depot lacks sufficient significance and integrity to be considered eligible for the California Register under any criteria.

3-2-2

Please refer to Response to Comment 3-2-1 regarding the 1991 Survey.

3-2-3

Please refer to Response to Comment 3-2-1. As discussed in that response, CEQA Guidelines 15064.5(a) references certain requirements that must be met for previously surveyed resources to be considered historical resources. Based on research conducted for the proposed project and communications conducted with the Office of Historic

Preservation Local Government Assistance Unit in April 2011, CEQA Guidelines 15064.5(a) has not been met. In addition, PRC 5024.1(g) identifies four requirements for historical resources surveys and these requirements have also not been met.

3-2-4

For the reasons discussed above in Response 3-2-1, the American Railway Express Company building and the Southern Pacific depot were determined not to be historical resources for the purposes of CEQA. Therefore, no mitigation measures associated with these buildings are required. However, the Historic Property Survey Report (HPSR) and the Initial Study/Mitigated Negative Declaration have been amended to reference the 1991 survey.

3-2-5

The City has requested that Section 6.2 (Historic-Period Archaeological Resources) of the Historic Resources Evaluation Report (HRER) be modified to include a reference and summary for these two buildings. However, this section is specifically for archaeological resources. Therefore, a discussion of these two buildings is not appropriate in this section of the HRER. Both buildings are appropriately recorded and evaluated in the HPSR, Attachment B (refer to DPR 523 forms in Chapter 11 of the HRER). In addition, text regarding the previous studies and the City's conclusions will be documented in the HPSR and HRER as appropriate.

3-2-6

Access roads as requested by the City are not provided for linear projects such as the Colton Flyover. UPRR has several grade separations within the area where the requested access is not provided. The facility does not provide habitable space that would require compliance with regulations for those types of projects.

A wide access road on the flyover is not possible primarily because of right-of-way constraints west of crossing of BNSF. The proposed 10-foot wide paved road on the flyover would provide access for most emergency vehicles. The proposed gate at Mount Vernon Avenue can be equipped with a Knox Rapid Entry Key System if locked for security.

3-2-7

Large fire fighting trucks could get near the flyover at ground level. Access is available north and south of the flyover structure east of the BNSF crossing via Valley Boulevard at 6th Street, 9th Street, and Mount Vernon from the north. Access to the structure west of the BNSF crossing is provided via Rancho Avenue and the I-10 freeway.

3-2-8

There are existing hydrants within the project limits. No additional fire flow is proposed. Please refer to Response to Comment 3-2-6 regarding equipment access.

3-2-9

Construction of the proposed project does not change the existing demand for fire suppression. Existing City fire fighting equipment should be adequate for responding to emergencies that may occur on the flyover structure. Please refer to Response to Comment 3-2-6 regarding access on the structure by fire equipment.

3-2-10

The IS/MND identifies the electrical facilities that would be affected by the proposed project. Payment for costs to relocate these facilities is not a subject for evaluation in CEQA.

3-2-11

The IS/MND identifies the water and wastewater facilities that would be affected by the proposed project. Payment for costs to relocate these facilities is not a subject for evaluation in CEQA.

3-2-12

The IS/MND identifies the stormwater/drainage facilities that would be affected by the proposed project. City storm drainage facilities within the existing UPRR right-of-way will not be affected by the proposed project. Drainage facilities within the elevated structure have been sized according the County's Master Plan of Drainage to convey future flows once the City implements its ultimate Master Plan facilities. Drainage facilities on Caltrans right-of-way between 3rd and 5th Streets will be relocated by the

proposed project. Payment for costs to relocate these facilities is not a subject for evaluation in CEQA.

3-2-13

The existing depressed basin west of Rancho Avenue north of the UPRR will not be affected. The proposed Feature 2 basin, shown in the Preliminary Drainage Report, is not being built since routing drainage to this location from the flyover structure is not possible. Any conflicts with a future pipeline proposed by the City will not be exacerbated by the proposed project. No detailed plans for the pipeline have been submitted to UPRR for review and UPRR has not granted property rights to construct the pipeline. Drainage off the flyover structure will be directed toward a treatment basin near Fifth Street. It should be noted that the drainage facilities within the flyover structure have been sized consistent with the County Master Plan of Drainage.

3-2-14

The proposed bridge span over La Cadena Boulevard provides 75 feet between abutments, which would allow space for six travel lanes.

3-2-15

The cumulative project list for projects within the City was provided by City of Colton staff in November 2010. The City projects identified in the comment were not provided at that time. The comment does not identify how these projects may affect the conclusions of the cumulative impact assessment. All applicable projects known at the time of the preparation of the IS/MND were included in the cumulative impact assessment prepared for the proposed project.

3-2-16

Measure TRA-1 identifies coordination of the Transportation Management Plan with the local agencies including the agencies identified in the comment (City of Colton Public Works, Colton Police, Colton Fire, Omnitrans, etc.) to ensure that any intermittent lane closures on La Cadena would be coordinated with these emergency/public services

providers. Emergency access is not expected to be affected since there will be no complete closure of any roadways during construction.

3-2-17

The proposed project incorporates sufficient Low Impact Development features to reduce the impacts to the surrounding watershed. Included features are infiltration basins and/or structural BMP devices to address impacts from the flyover structure, as well as non-covered ditches to address the at-grade rail sections. The infiltration basins would detain the added discharge, at a minimum, from the structure so as not to have an adverse impact to peak flows or to create a hydrologic condition of concern. The infiltration basins and/or structural BMP devices will also serve to treat the stormwater runoff from hard surface to meet local water quality requirements. The runoff from the at-grade rail improvements will percolate through the ballast and drain to either the adjacent ditch or infiltrate to the underlying soil. Also, since the ditches are not covered infiltration is also expected to occur. In either case where the stormwater runoff infiltrates, it is expected that a certain level of treatment is provided by the underlying soil.

Thornton Proficos proficos@yahoo.com
To <marie.petry@dot.ca.gov>
03/26/2011 08:45PM
Subject Colton Crossing public comment period

A few questions about the Colton Crossing project during the current public comment period
...

First, during construction, the current Union Pacific east-west Mains 1 and 2 will be in operation, however, diagrams show only one track available. Can that be explained? Is the diagram incorrect?

4-1-1

Second, it would seem that allowing a Union Pacific single-track to remain for local train traffic would be a very noisy and disruptive thing, and thwart the grade separation benefit of a quiet crossing for local residents in the vicinity. It should be noted that I personally, a few miles from the Colton Crossing site, have heard the incredible noise the crossing makes under certain atmospheric conditions, and most commonly that occurs early in the morning when people are trying to sleep. Can't UP use the east end for access instead of the crossing itself?

4-1-2

THORNTON PROFICO

4-1-1

Both mainline tracks will remain open during construction to maintain continuous train movements. Once the structure is completed, the mainline tracks will be moved to the overcrossing structure and one of the mainline tracks will be removed and the existing southerly mainline track and the crossing diamond will be converted to a dedicated local switching tracks allowing connectivity between the West Colton Yard and Old Colton Yard.

4-1-2

Please refer to Response to Comment 3-1-10, which discusses the use of the dedicated local switching track. This track will carry a greatly reduced volume of trains per week and the existing diamond crossing would be replaced by a light-duty flange-bearing frog crossing, which requires that trains travel at a much slower speed. Additionally, this type of crossing results in lower noise and vibration levels compared to the existing conventional heavy duty crossing frog.

EXHIBIT F-2

Public Hearing Transcript 03-16-11.txt

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)
PUBLIC INFORMATION MEETING

PUBLIC REVIEW AND COMMENT PERIOD)
PUBLIC MEETING RE:)
COLTON CROSSING RAIL-TO-RAIL)
GRADE SEPARATION PROJECT)

REPORTER'S TRANSCRIPT
OF
ORAL PUBLIC COMMENTS AND QUESTIONS

LOCATION: LUQUE CENTER
292 East "O" Street
Colton, CA 92408
DATE AND TIME: wednesday, March 16, 2011
6:10 p.m. to 7:30 p.m.
REPORTED BY: DIANE CARVER MANN, CSR
CSR NO. 6008
JOB NO.: 69919DM

□

1 A P P E A R A N C E S

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3 PUBLIC COMMENTERS:

4 ADRIAN CHAVEZ
5 MARY GAUMONT

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Public Hearing Transcript 03-16-11.txt

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GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC. 2

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5	PUBLIC COMMENTS AND QUESTIONS	4

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GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC. 3

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1 COLTON, CALIFORNIA WEDNESDAY, MARCH 16, 2011

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P-R-O-C-E-E-D-I-N-G-S

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MR. ADRIAN CHAVEZ: Adrian Chavez,

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367 West "M" Street, Colton, 92324. Phone number is

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909-825-5819, and elainechavez@sbcglobal.net.

10

My question is, with the increase of trains

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passing through the city of Colton, is this going to

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increase the smog? Is this going to increase the smog

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from the trains and also the vehicles that are stopped

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at Valley Boulevard? That is my question.

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The other question that I have is, the

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safety for the students walking to Colton High School

} 5-1-1
} 5-1-2
} 5-1-3
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Public Hearing Transcript 03-16-11.txt

17 from the east side of the railroad tracks, Santa Fe
18 walking from the east side to Colton High School, once
19 they block "H" Street and "E" Street, is there going
20 to be danger to the kids if they cross there?

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5-1-3
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21 Those are my questions, because I brought
22 that up and nobody has answered me.

23 MS. MARY GAUMONT: My name is
24 Mary Gaumont. My mailing address is
25 1190 South willow Avenue in Rialto, 92376, and my

4

GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC.

□

1 number is 909-874-0578. I live in Rialto, but I'm
2 coming here because of the house on
3 353 West "L" Street in Colton. I own it, and my son
4 and his girlfriend live there with two kids. And the
5 thing is that -- one is, the baby is going to be three
6 months, and then my grandson is going to be 13.

7 And what I'm concerned about is the dust
8 that's going on right there right now. I found out
9 that they are putting new ties on there, and that's
10 what I heard, you know, because they have a lot of
11 them next to their house.

12 And it's been very noisy. I don't know
13 what's been going on before, because big trucks had
14 been going up and down, up and down. I don't know
15 what's been going on for -- it's been quite a while
16 now -- I don't remember about how many months -- and
17 they bring a lot of dust. He did talk to SANBAG, to
18 Lena. She did send somebody over there one day, but
19 ever since then, nobody has been around.

Public Hearing Transcript 03-16-11.txt

24 that the railroad put many, many, many years ago. I
25 think -- I know it's been there since I was born. And
GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC. 6

1 I'm 72 years old, and the fence is still there, that
2 wire fence. And the railroad used to come and clean,
3 like, once a year all the -- what do you call it? --
4 the weeds on that side. And then my mom would keep it
5 up. My mom was always out there in the yard, and she
6 would always go around the fence and keep it clean.
7 But the railroad hasn't done any cleaning of weeds on
8 that side for a long, long time now.

9 Oh, another thing. I don't know how long
10 they're going to be working up there. But if they
11 would send a water truck once in a while for all the
12 dust, because they have these -- I don't know what
13 these trucks keep going up and down, up and down. I
14 know now they probably were taking the ties up there.
15 But before that, I don't know what they're doing up
16 there. And if they would send a water truck once in a
17 while so we don't get all that dust.

18 (The proceedings were concluded at 7:30 p.m.)

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GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC. 7

Public Hearing Transcript 03-16-11.txt

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R E P O R T E R ' S C E R T I F I C A T E

I, DIANE CARVER MANN, a certified shorthand reporter, do hereby certify that the foregoing pages comprise a full, true and correct transcription of the public comments made at the SANBAG Public Review and Comment Period Public Meeting.

Dated this 23rd day of March 2011, at Chino, California.

DIANE CARVER MANN, CSR NO. 6008

GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC. 8

MARCH 16, 2011, PUBLIC MEETING TRANSCRIPT

5-1-1

The proposed project would not increase the number of trains occurring on the mainlines. Please refer to Response to Comment 3-1-8 regarding future rail projections. Furthermore, the proposed project will reduce train emissions. Please refer to Response to Comment 3-1-2.

5-1-2

As described in Section 3.III.a of the IS/MND, local air quality would be improved with implementation of the proposed project. Please refer to 3-1-2 regarding local air quality.

5-1-3

The proposed project would not affect the existing legal pedestrian access to the high school. The environmental documentation associated with the City's Quiet Zone project will be required to address safe pedestrian access through the quiet zone.

The remainder of the comments relate to issues related to BNSF mainline track south of the project area. The comments have been forwarded to BNSF.

EXHIBIT F-2

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

PUBLIC INFORMATION MEETING

PUBLIC REVIEW AND COMMENT PERIOD)
PUBLIC MEETING RE:)
COLTON CROSSING RAIL-TO-RAIL)
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A P P E A R A N C E S

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PUBLIC COMMENTERS:

ADRIAN CHAVEZ
MARY GAUMONT

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PRESENTATION OF PROJECT
(not recorded)

PUBLIC COMMENTS AND QUESTIONS

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1 COLTON, CALIFORNIA WEDNESDAY, MARCH 16, 2011

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P-R-O-C-E-E-D-I-N-G-S

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GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC.

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13 what's been going on before, because big trucks had
14 been going up and down, up and down. I don't know
15 what's been going on for -- it's been quite a while
16 now -- I don't remember about how many months -- and
17 they bring a lot of dust. He did talk to SANBAG, to
18 Lena. She did send somebody over there one day, but
19 ever since then, nobody has been around.

20 When it rains, the dirt comes down, comes
21 down into the street, and being that we're the first
22 house, it gets piled up kind of high. And, like, the
23 City street -- the sweeper doesn't go that way. It
24 just does part of it, but doesn't do that part where
25 the dirt is coming down from the -- like, there's a

GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC. 5

1 lot of erosion.

2 And with the baby it gets too dusty. Like,
3 they have wooden floors, and when you leave the door
4 open, you have to keep it closed most of the time
5 because of the dust. And then my grandson, the one
6 that's going to be 13, he's got asthma, and they
7 really have to take care of him to make sure that he
8 doesn't get a cold or anything so it doesn't go into
9 asthma.

10 And then another thing, too, when they're
11 done with that project, are they going to beautify or
12 spruce up the end of the street right there, because
13 it dead ends right on the railroad tracks.

14 Let's see. What else? And it would really
15 be nice if they do put something that is "Dead-End
16 Street," you know? Actually they need to put some
17 type of cement or something at the end because of the
18 erosion coming down, the dirt coming down. And it's
19 not too far from the rails and the dirt. It's a
20 little high. It's high, but still you can see the
21 erosion when it rains. And that's my concern that,
22 you know, all the dust, the dirt that comes down.

23 See, years ago also -- we have the fence
24 that the railroad put many, many, many years ago. I
25 think -- I know it's been there since I was born. And

GILLESPIE REPORTING & DOCUMENT MANAGEMENT, INC. ⁶

1 R E P O R T E R ' S C E R T I F I C A T E

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3 I, DIANE CARVER MANN, a certified shorthand
4 reporter, do hereby certify that the foregoing pages
5 comprise a full, true and correct transcription of the
6 public comments made at the SANBAG Public Review and
7 Comment Period Public Meeting.

8 Dated this 23rd day of March 2011, at
9 Chino, California.

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DIANE CARVER MANN, CSR NO. 6008

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MARCH 17, 2011, PUBLIC MEETING TRANSCRIPT

No public comments were made during the March 17, 2011, Public Meeting on the proposed project; therefore, no responses are necessary.

EXHIBIT F-2