Ontario International Airport Connector Project

ONTCONNECTOR



APPENDIX G
CULTURAL RESOURCES IDENTIFICATION AND ELIGIBILITY ASSESSMENT

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MANAGEMENT SUMMARY

This Cultural Resources Assessment was prepared for the San Bernardino County Transportation Authority (SBCTA) Ontario International Airport (ONT) Connector Project (Project), located in the cities of Ontario and Rancho Cucamonga, San Bernardino County, California. SBCTA, in cooperation with the Federal Transit Administration (FTA), proposes to construct a 4.2-mile-long transit service tunnel directly connecting the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station ONT. The proposed Project would expand access options to ONT by providing a direct transportation connection from the Cucamonga Metrolink Station to ONT. The proposed Project is subject to federal and State environmental review requirements pursuant to Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and California Environmental Quality Act (CEQA). FTA is the lead agency for NHPA and NEPA, while SBCTA is the lead agency under CEQA. Partner agencies include the Ontario International Airport Authority, Omnitrans, the City of Ontario, and the City of Rancho Cucamonga.

This assessment included a records search, archival research, historic outreach, field surveys, built environment evaluations, and preparation of this report. The purpose of the study is to identify and evaluate cultural resources within the Area of Potential Effects (APE) in compliance with Section 106 of the NHPA and CEQA. As part of this process, an Archaeological Study Area (ASA) was defined within the APE that encompassed the maximum extent of Project-related ground disturbance.

During the built environment field survey, three historic-period (pre-1981) resources were identified in the APE and evaluated. These resources are an approximately 1,300-foot-long (0.25-mile) segment of the former Atchison, Topeka and Santa Fe Railway (AT&SF) (36-006847; APE Map Reference Number 1), a commercial complex at 4265 East Guasti Road (APE Map Reference Number 2), and an approximately 3.25-mile-long segment of the former Southern Pacific Railroad (SPRR) (36-010330; APE Map Reference Number 3). The two railroads date to the 1800s and the commercial complex dates to 1969. None of the identified resources meet the criteria for listing in the National Register of Historic Places or the California Register of Historical Resources. They are not “historic properties” pursuant to Section 106 or “historical resources” as defined by CEQA. No archaeological resources were identified within the APE.

Therefore, the Project will result in *No Historic Properties Affected* (Section 106). No further cultural resources investigation are recommended unless proposed development plans undergo such changes as to include areas not covered by this study. However, due to the proximity of both prehistoric and historic archaeological resources (revealed in records search results) and the presence of Holocene soils at shallower depths, there is some potential for impacts to unknown archaeological resources within the APE. Accordingly, it is recommended that a program of limited/focused archaeological monitoring be implemented.

Please note that standard regulatory compliance measures regarding buried cultural resources are required in conformance with Section 15064.5(e) of the *CEQA Guidelines*, Public Resources Code (PRC) Section 5097.98, and State Health and Safety Code Section 7050.5.

If buried cultural materials are encountered during earthmoving operations associated with the proposed Project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

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ACRONYMS AND ABBREVIATIONS

A&P	Atlantic and Pacific Railroad
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
AD	Anno Domini
AMA	Archaeological Monitoring Area
APE	Area of Potential Effects
ASA	Archaeological Study Area
AT&SF	Atchison, Topeka and Santa Fe
BC	before Christ
BERD	Built Environment Resources Directory
CAA	Civil Aeronautics Authority
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRMTP	Cultural Resources Management and Treatment Plan
FTA	Federal Transit Administration
I-10	Interstate 10
MLD	Most Likely Descendant
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
ONT	Ontario International Airport
PRC	Public Resources Code
SBCTA	San Bernardino County Transportation Authority
SCCIC	South Central Coastal Information Center
SCRRA	Southern California Regional Rail Authority
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SMCA	Slover Mountain Colony Association
SPRR	Southern Pacific Railroad
TBM	tunnel boring machine
UPRR	Union Pacific Railroad
USGS	United States Geological Survey
WPA	Works Progress Administration
WWII	World War II

1 INTRODUCTION

It is anticipated that the Ontario International Airport (ONT) Connector Project (Project) will require federal funding and that the Federal Transit Administration (FTA) will serve as the lead federal agency for the Project. Accordingly, the Project is being treated as an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations 36 CFR Part 800 (Section 106). As required under Section 106, this assessment was conducted to identify any "historic properties" within the Area of Potential Effects (APE). "Historic properties" are "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register" (36 Code of Federal Regulations [CFR] Part 800.16[l][1]). In order to identify and evaluate such properties, a historical/archaeological resources records search was conducted, historical background research and historic outreach were completed, and intensive-level field surveys were conducted. This work was completed by or completed under the supervision of personnel who meet the Secretary of the Interior's Professional Qualification Standards in the fields of archaeology and architectural history (Ivan Strudwick, RPA and Casey Tibbet, MA respectively).

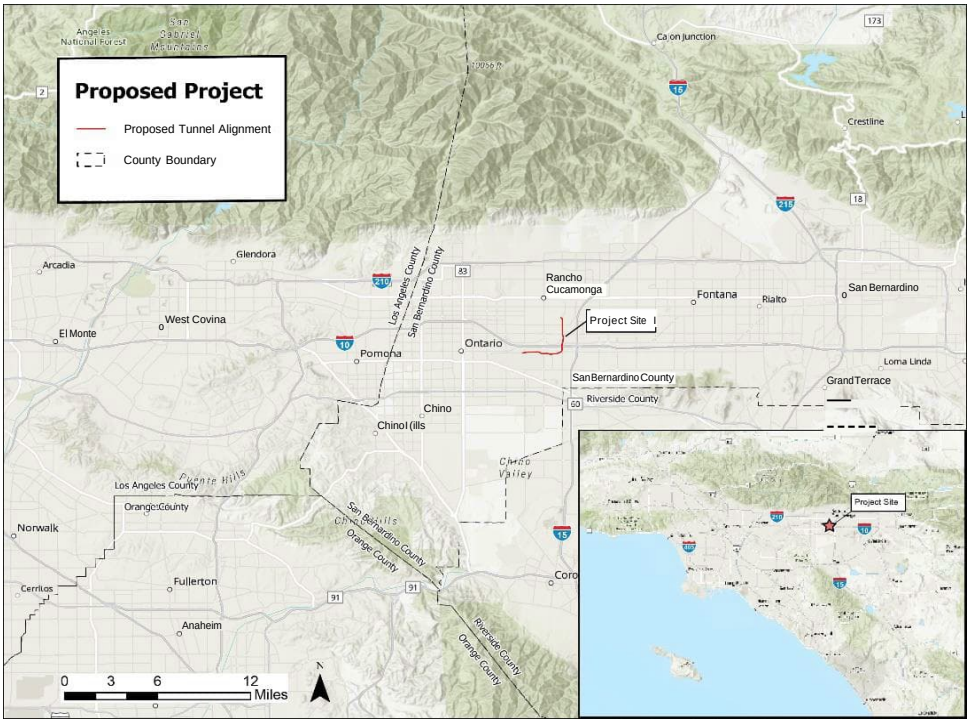
This report also provides SBCTA, which is the lead agency under the CEQA, with the necessary information and analysis to determine, as mandated by CEQA, whether any "historical resources" exist in the proposed Project APE. The criteria for determining the significance of impacts to historical resources are based on Section 15064.5 of the CEQA Guidelines and Guidelines for the Nomination of Properties to the California Register of Historical Resources (California Register). Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register or the National Register of Historic Places (National Register), or designation under a local ordinance. The undertaking is described below.

1.1 DESCRIPTION OF UNDERTAKING

The SBCTA, in cooperation with the FTA, proposes to construct a 4.2-mile-long transit service tunnel directly connecting the SCRRA Cucamonga Metrolink Station to ONT (Figures 1 and 2). The proposed Project would expand access options to ONT by providing a direct transportation connection from the Cucamonga Metrolink Station to ONT.

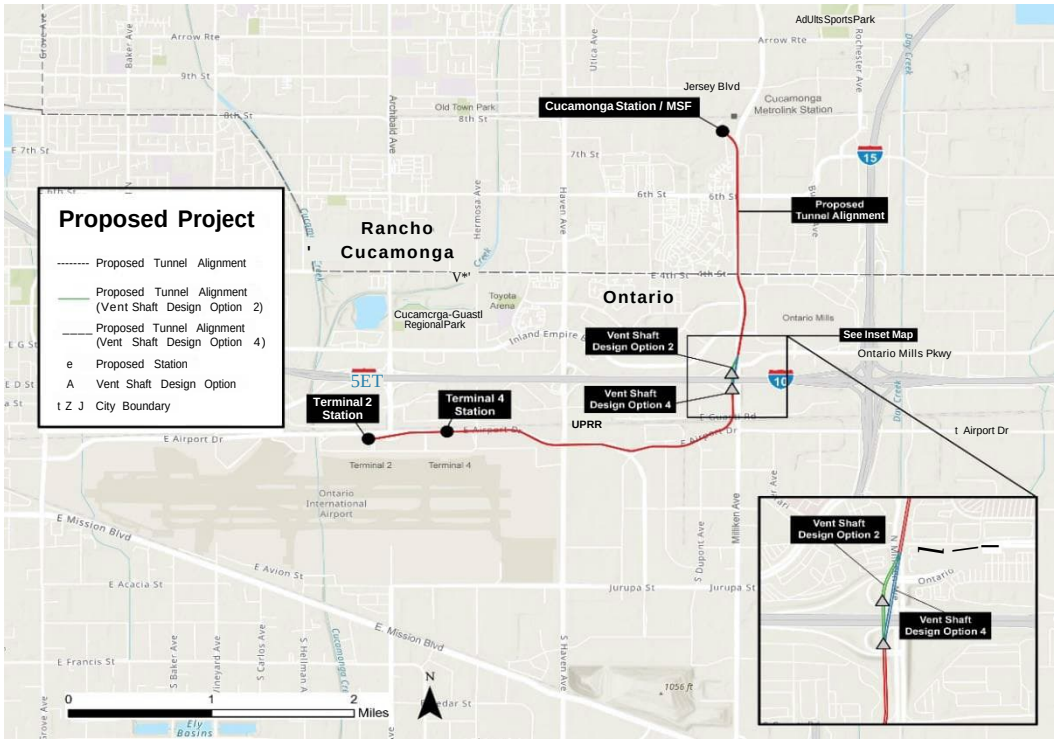
The proposed Project consists of three key components: stations, a tunnel, and ventilation shafts. The proposed Project includes the Cucamonga Metrolink Station, ONT, and the 4.2-mile-long footprint of the underground tunnel that generally travels south along Milliken Avenue and crosses beneath 6th Street in the City of Rancho Cucamonga, as well as Fourth Street, Interstate 10 (I-10), and the Union Pacific Railroad (UPRR) in the City of Ontario before traveling west beneath East Airport Drive to connect the Cucamonga Metrolink Station to ONT.

Figure 1: Regional Location Map



Source: AECOM 2024

Figure 2: Proposed Project/Build Alternative Site



Source: AECOM 2024

1.1.1 Stations

The proposed Project includes three passenger stations (Figure 2). One station would serve the Cucamonga Metrolink Station, and two stations would serve ONT within the existing parking lots located across from Terminals 2 and 4. The proposed stations would be connected to the bored tunnel via a cut-and-cover structure and an at-grade guideway. A construction staging area would be required at each of the three proposed Project stations.

1.1.2 Tunnel

The proposed Project would construct a single tunnel (24-foot inner diameter bi-directional tunnel) between the Cucamonga Metrolink Station and ONT (Figure 2). The depth of the tunnel is estimated to be approximately 70 feet below the ground surface.

A tunnel boring machine (TBM) would be launched from either the existing ONT parking lot near Terminal 2 or the Cucamonga Metrolink Station to construct the tunnel (the TBM launch and retrieval sites are the cut-and-cover locations at the existing ONT Terminal 2 parking lot and the Cucamonga Metrolink Station – Figure 3). Vehicle ramps connecting to the tunnel would be constructed via direct excavation as well. Haul trucks would remove excavated material from the launch site.

Utility relocations are not anticipated for the construction of the proposed tunnel. However, at the proposed maintenance facility at the proposed Rancho Cucamonga Station, overhead Southern California Edison lines would need to be relocated underground and horizontally. The remainder of the utility relocations would be associated with the emergency access shaft.

1.1.3 Ventilation Shafts

Two Vent Shaft Design Options with different access points are being considered for the proposed Project (Figure 2). The Mid-Tunnel Ventilation & Egress Facility will consist of both underground and above-ground structures. The underground shaft will extend to the tunnel level, and the surface structure will consist of a one-story structure above ground. One ventilation shaft would be constructed along the tunnel alignment.

1.2 AREA OF POTENTIAL EFFECTS

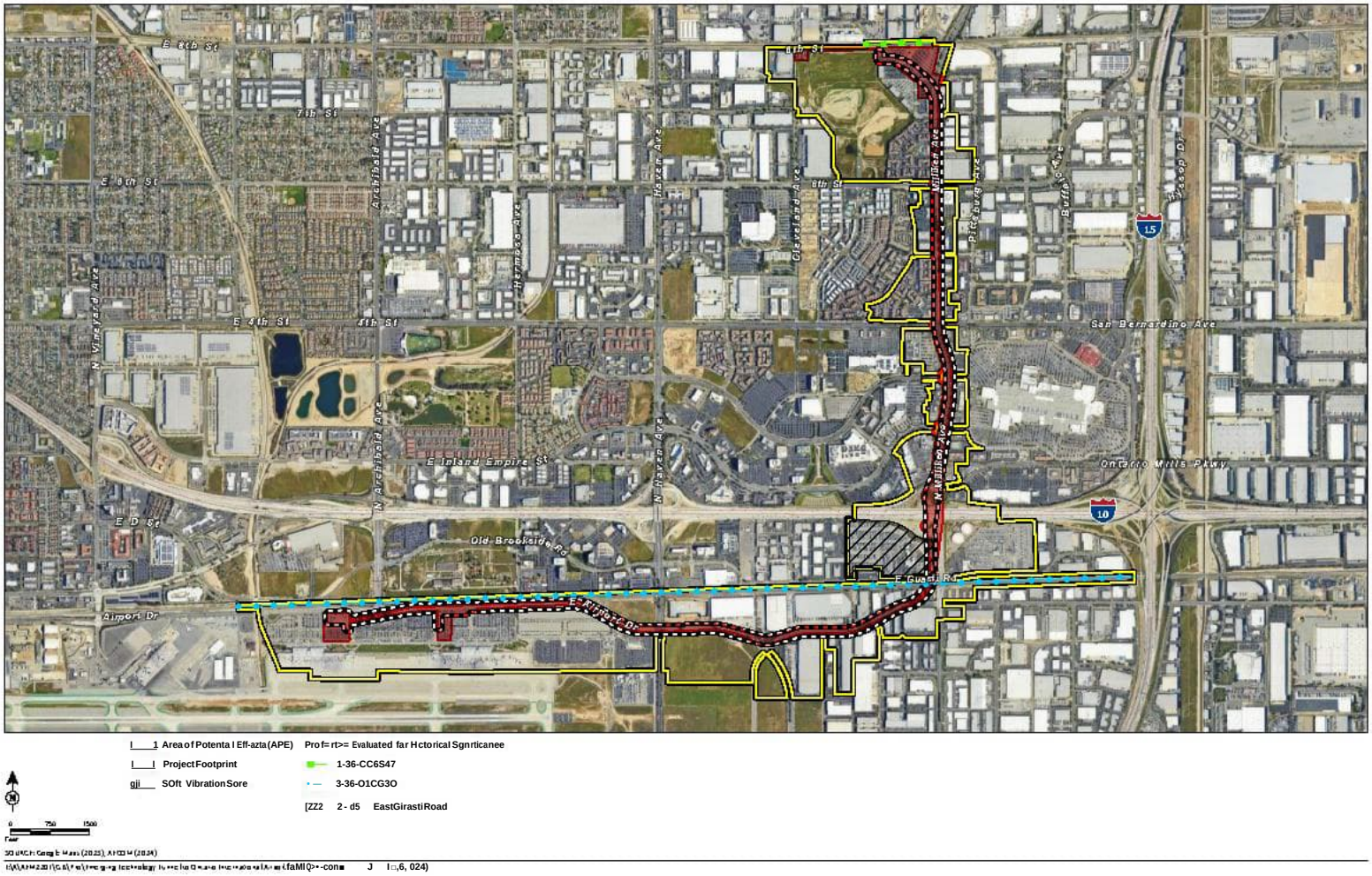
The Area of Potential Effects (APE), as defined in 36 CFR Part 800.16(d), is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The APE consists of the area where the Project has the potential to cause effects on historic properties.

Typically, a resource must be 50 years of age or older to be considered for listing in the National Register. However, to account for the time lag between the completion of the environmental review process and the beginning of construction, a 45-year threshold is being used for this Project.

The APE was delineated to include all areas that may be directly or indirectly affected by the construction and operation of the proposed Project (Figure 3). Direct effects occur as a result of the undertaking with no intervening cause and include ground disturbance as well as visual, auditory, atmospheric, and vibrational effects. Indirect effects are reasonably foreseeable effects that occur later in time or farther removed in distance. In most areas, the depth of ground disturbance is expected to be approximately 70 feet.

Based on studies prepared for the proposed Project, vibration associated with boring for the tunnel is anticipated to be detectable to fragile buildings a maximum of 80 feet from the tunneling activities; this area has been depicted as the "potential vibration zone" on the APE map. While most of the proposed Project would be underground, the proposed stations will be a maximum of 40 feet in height. This height was taken into consideration when identifying the potential for visual effects. At the request of the FTA, properties where effects may occur have been included in their entirety regardless of whether the proposed Project has the potential to affect the entire property. The surface area within the APE that may be subject to physical effects was surveyed for archaeological resources and the entire APE was surveyed for built environment cultural resources. The FTA submitted the APE to interested parties on May 29, 2024, and the State Historic Preservation Officer (SHPO) on June 10, 2024, for review and concurrence pursuant to Section 106 of the NHPA.

Figure 3: APE Map



2 SETTING

2.1 NATURAL

2.1.1 Climate and Watershed

The proposed Project region is characterized by a temperate climate with dry, hot summers and moderate winters. Rainfall ranges from 12 to 16 inches annually (Beck and Haase 1974). Precipitation usually occurs in the form of winter rain, with warm monsoonal showers in the summer. Deer Creek (now channelized) and an unnamed drainage transect the APE. Cucamonga Creek (also channelized) is approximately 0.25 mile to the west.

2.1.2 Biology

At an average elevation of 1,030 feet, the APE is within the Lower Sonoran Life Zone of California (Schoenherr 1992), which ranges from below sea level to 3,500 feet in elevation. Virtually all the natural vegetation has been removed from the proposed Project by development, but a few pioneer species such as mustard, telegraph weed, and Russian thistle, along with seasonal grasses, were observed in the easement portion of the ASA (see the Archaeological Field Survey discussion in the Results section, below). Extensive fauna are known locally, including many endemic species of rodents, reptiles, birds, and insects.

2.1.3 Geology

The APE is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile-long northwest-southeast-trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin (California Geological Survey 2002; Norris and Webb 1976). The province is approximately 225 miles wide, extending from the Colorado Desert in the east across the continental shelf to the Southern Channel Islands (Santa Barbara, San Nicolas, Santa Catalina, and San Clemente) in the west (Sharp 1976). This region is characterized by a series of mountain ranges separated by northwest-trending valleys subparallel to faults branching from the San Andreas Fault. The geology of this province is similar to that of the Sierra Nevada, with numerous rock outcroppings useful to the Native Americans for resource milling, shelter, and ceremonial art.

Geologic mapping by Morton and Miller (2006) indicates the project site contains Holocene to late Pleistocene (less than 126,000 years ago) Quaternary Young Eolian (Qye) Deposits. These deposits consist of silt and medium- to fine-grained sand that was deposited by wind activity (Morton and Miller, 2006). Additionally, the project site contains modern Artificial Fill (Qaf) that was placed during the development of the area. The geotechnical report indicates the presence of Qye Deposits at depths of up to 10 feet throughout the APE, even below the Qaf sediments which range from 3 to 6.5 feet deep (Leighton Consulting 2021).

2.2 CULTURAL

2.2.1 Prehistory

Chronologies of prehistoric cultural change in Southern California have been attempted numerous times, and no single description is universally accepted, as the various chronologies are based primarily on material developments identified by researchers familiar with sites in a particular region, and variation exists essentially due to the differences in those items found at the sites (Moratto 2004). Small differences occur over time and space, which combine to form patterns that are variously interpreted.

Currently, two primary regional culture chronology syntheses are commonly referenced in the archaeological literature. The first, Wallace (1955), describes four cultural horizons or time periods: Horizon I – Early Man (9000–6000 BC, Horizon II – Milling Stone Assemblages (6000–3000 BC), Horizon III— Intermediate Cultures (3000 BC – AD 500), and Horizon IV – Late Prehistoric Cultures (AD 500–historic contact). This chronology was refined (Wallace 1978) using absolute chronological dates obtained after 1955.

The second cultural chronology (Warren 1968) is based broadly on Southern California prehistoric cultures and was also revised (Warren 1984; Warren and Crabtree 1986). Warren's (1984) chronology includes five periods in prehistory: Lake Mojave (7000–5000 BC), Pinto (5000–2000 BC), Gypsum (2000 BC–AD 500), Saratoga Springs (AD 500–1200), and Protohistoric (AD 1200–historic contact). Changes in settlement pattern and subsistence focus are viewed as cultural adaptations to a changing environment, which begins with gradual environmental warming in the late Pleistocene; continues with the desiccation of the desert lakes, followed by a brief return to pluvial conditions; and concludes with a general warming and drying trend, with periodic reversals that continue to the present (Warren and Crabtree 1986).

2.2.2 Ethnography

The proposed Project area is within the traditional cultural territories of the Gabrielino (Kroeber 1925; Heizer 1968). Tribal territories were somewhat fluid and changed over time. The first written accounts of the Gabrielino are attributed to the mission fathers, and later documentation was by Johnston (1962), Blackburn (1962–1963), Hudson (1971), and others.

The territory of the Gabrielino included portions of Los Angeles, Orange, and San Bernardino counties during ethnohistoric times, and also extended inland into northwestern Riverside County (Kroeber 1925; Heizer 1968). It encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys, foothills, and mountains (Bean and Smith 1978).

The Gabrielino caught and collected seasonally available food resources and led a semi-sedentary lifestyle, living in permanent communities along inland watercourses and coastal estuaries. Individuals from these villages took advantage of the varied resources available. Seasonally, as foods became available, native groups moved to temporary camps to collect plant foods such as acorns, buckwheat, chía, berries, and

fruits, and to conduct communal rabbit and deer hunts. They also established seasonal camps along the coast and near bays and estuaries to gather shellfish and hunt waterfowl (Hudson 1971).

The Gabrielino lived in small communities, which were the focus of family life. Patrilineally linked, extended families occupied each village (Kroeber 1925; Bean and Smith 1978). Both clans and villages were apparently exogamous, marrying individuals from outside the clan or village (Heizer 1968). Gabrielino villages were politically independent and were administered by a chief, who inherited his position from his father. Shamans guided religious and medical activities, while group hunting or fishing was supervised by individual male specialists (Bean and Smith 1978).

The nearest historically known Gabrielino community was *Tooypinga,* located approximately 9 miles west of the ASA (McCawley 1996).

2.2.3 History

2.2.3.1 Settlement

2.2.3.1.1 Rancho Cucamonga

For the bulk of the Spanish and Mexican periods (1769–1848) in California history, the entire San Bernardino Valley, including the present-day Rancho Cucamonga and Ontario areas, was considered part of the land holdings of Mission San Gabriel. In the 1830s and 1840s, during secularization of the mission system, the Mexican authorities in Alta California made a number of large land grants of former mission properties in the valley. Among them was the Cucamonga Rancho, which was granted to Tiburcio Tapia in 1839 and included the proposed Project APE. That same year, Tapia built an adobe house on Red Hill, which is a small hill located more than 3 miles northwest of the proposed Project APE (Beattie and Beattie 1951:143). Until Tapia's death in 1845, the rancho was used primarily as a stock range with cattle, sheep, and horses, but it also included a small vineyard (parts of which were later incorporated into the Thomas Vineyard Company Winery) and other agricultural crops (Beattie and Beattie 1951:143).

In 1854, 6 years after California became part of the United States (1848), Lieutenant A.W. Whipple, who was in the area looking for a suitable railroad route, noted that the Prudhomme house (formerly Tapia's house) was visible on a grassy knoll with cultivated fields and vineyards below it (Beattie and Beattie 1951:147). In 1858, John Rains purchased the Cucamonga Rancho and "planted a new vineyard of 150,000 vines," which was laid out in 10-acre lots with roads between them (Beattie and Beattie 1951:148). Within a short time, Rains found himself in debt, and in 1862, he was ambushed and murdered (Beattie and Beattie 1951). Upon his death, his wife inherited the property.

Around 1870, some of the western lands of the rancho, along with water rights, were obtained by the Cucamonga Land Company (Ingersoll 1904:615). The company sold the land (with water) in 10-acre to 80-acre parcels (Ingersoll 1904:615)). Around the same time, the Cucamonga Homestead Association was organized with the Hellman brothers as the principal stockholders (Ingersoll 1904:615)). The association

divided the land into 10-acre and 20-acre tracts, and in 1870, about 20 of the lots were sold and around 50 acres were irrigated (Ingersoll 1904:616). Around the same time, "the Cucamonga Vineyard Company was formed by the owners of the Rancho, to irrigate the old vineyard property" (Ingersoll 1904:616.).

In the 1880s, a small commercial core sprang up along Archibald Avenue about 2 miles northwest of the proposed Project APE (Snow and McGee 2009). The area was called Cucamonga and was connected to the Santa Fe Railway and North Town (south of Cucamonga) primarily by Archibald Avenue. With the exceptions of ONT, the small community of Guasti, the railroads, and a few wells, as late as 1966, the proposed Project APE and surrounding area largely remained undeveloped except perhaps as agricultural land (United States Geological Survey [USGS] 1966). By 1973, the only major new development in and around the APE was Ontario Motor Speedway, which was bounded by Milliken Avenue on the east, I-10 on the south, Haven Avenue on the west, and San Bernardino Avenue (now 4th Street) on the north (USGS 1972). In 1977, 59 percent of the people who voted approved combining the three communities of Cucamonga, Etiwanda, and Alta Loma. As a result, Rancho Cucamonga officially became a city (*Daily Report* 1981). Since then, Rancho Cucamonga has continued to be one of the fastest-growing cities in the Inland Empire, with the proposed Project APE and surrounding area transitioning from agricultural lands to suburban development beginning in the 1980s.

2.2.3.1.2 Ontario

Except where noted, the following is excerpted and condensed from the *Ontario International Airport Historic Context Statement* prepared for the City of Ontario by ASM Affiliates (ASM Affiliates 2017:15-21).

The area that became the City of Ontario was part of the Mission San Gabriel holdings during the Spanish Period and the Cucamonga Rancho during the Mexican Period. It was eventually acquired by a group of Los Angeles investors who experimented with a variety of commercial crops before settling on selling 10-acre plots suitable for farming. From the 1870s to the end of World War II (WWII), land in this area was dominated by agriculture, including vineyards, citrus, and other crops, as well as dairy farms.

The Ontario Model Colony was founded in 1882 by Canadian brothers George, William, and Charles Chaffey. The Chaffey brothers set up an irrigation system that channeled water from the canyons of Mount San Antonio (also known as Mt. Baldy) to the tillable land. They set aside 1 square mile for the town site and reserved half of the land for an agricultural college (Chaffey College), selling the rest parcel by parcel. Between 1882 and 1889, several major companies were established, including Armstrong Nurseries, C.C. Graber Olive Company, and Hotpoint, which became General Electric. The City of Ontario incorporated in 1891, and by 1910, it had a post office, a library, and a busy downtown.

In the 1920s, the largest business was a forerunner of Sunkist Growers, Inc., a subsidiary of the California Fruit Growers Exchange. Sunkist remained Ontario's largest employer through the 1950s. By 1957, a third of the local labor force worked in the manufacturing sector at companies including the massive Kaiser Steel plant and Lockheed. Like most of California, Ontario's population soared in the post-WWII period,

and soon, most of the citrus groves and vineyards were replaced with residential development, schools, shopping centers, and other suburban amenities. By the late 1950s, Ontario began to expand to accommodate the growing population that more than doubled between 1951 and 1960.

2.2.3.2 Guasti

In 1901, Italian immigrant Secondo Guasti, purchased 4,000 acres of land in South Cucamonga. This land located between present day Interstate 10 and the 60 Freeway, became home to Guasti's *Italian Vineyard Company* (IVC) where he began construction on the winery and houses for the workers. By 1910, the town of South Cucamonga was changed to Guasti. The IVC was more than just a vineyard, but was considered an *educational institution,* and *"an example that can be followed by others"* in a 1922 edition of the *Colton Daily Courier* (Clucas, 1979:221). Guasti developed a village on this plot of land by establishing living quarters, firehouse, post office, a school for the children of the town, and successful dairy and swine departments (Straight, 2012). In its prime, the IVC employed 350 to 400 men during the season and annual payroll for the company in 1922 was $220,000 (Clucas, 1979). In 1924 after establishing his company town, he decided to begin construction of a church, similar to the Italian church in Asti where he was born. The church is still in operation and known as the San Secondo d'Asti Catholic Church.

In 1932, following the death of Secondo Guasti Jr., the IVC faced difficult times due to the changing of administration. During the prohibition era, the IVC merged with other wineries to form Fruit Industries. Near the end of the prohibition era, the IVC severed ties with Fruit Industries, but two of its original buildings continued to operate under the name Fruit Industries. In 1945, Garret & Company purchased the IVC of Guasti (Clucas, 1979:74). In the mid-20th century, Guasti was annexed into the City of Ontario.

2.2.3.3 Ontario International Airport

In 1923, a local flying club landed an airplane on a dirt field between South San Antonio and South Mountain avenues and the UPRR and SPRR tracks, approximately 3 miles east of the APE and ONT (ASM Affiliates 2017:17). These early flying enthusiasts named the strip Latimer Field after a nearby orange packing facility. In 1929, the city purchased 30 acres 3 miles east of Latimer Field and began development of a full-fledged airport at the southwest corner of today's ONT. The new airport was known as Ontario Municipal Airport. The new airfield's first hangar and a 1,200-by 700-foot-long runway were built in 1936 by Carl von Darnell and his partners, who leased the land from the city and operated a flight school. In 1939, Arthur C. Nelson operated the flight school, which was subsidized through a program offered by the Civil Aeronautics Authority (CAA), a federal agency tasked with training military pilots in anticipation of war with Germany.

In 1940, the city expanded the flying field, leasing 405 acres of nearby Ballou Ranch, which it annexed along with several neighboring parcels the following year. This was done in consultation with the CAA and the Works Progress Administration (WPA) and approved by President Roosevelt under WPA Application No. 50223. In 1942, the WPA began extensive improvements, including construction of two concrete

runways, drainage structures, roadways, lighting, water supply and storage facilities, and lengthening and narrowing the original dirt runway. In May 1942, the United States Army Air Corps (now the Air Force) acquired most of the facility for wartime use. In full operation, the military facility included approximately 875 acres, about 350 of which were owned by the Army. At the end of the war, the California Air National Guard established a training facility on 30 acres at the airport and was responsible for further expansion of runways through 1966.

In 1945, the City of Ontario began development of a master plan that included the airport as a major element. At that time, Ontario Municipal Airport was the only airfield in Southern California capable of accommodating large, heavy aircraft and was already used for transporting cargo to Asia; in recognition of this, the federal government designated the airport as an official international port of entry in 1946. In 1949, the Ontario Chamber of Commerce began actively promoting Ontario as an ideal spot for industrial development, citing the presence of a major airport, railroads, and highways; the airport's designation as an international port; and the availability of land.

The postwar years brought an expansion to accommodate increased passenger traffic as well as industry-leading aviation/aerospace companies. Some of the 1950s improvements included: a new two-story terminal (1950), a control tower (1953), a new terminal replacing the original (late 1950s), and runway expansions. In 1957, the City of Ontario set aside 2,000 acres of land adjacent to the airport for the Ontario Planned Industrial Park, located south of East Mission Boulevard (outside the APE). By 1960, 640 acres of improved land, including paved streets, curbs, sewers, and water, were in place, and a master plan for the industrial park was being developed.

In 1967, ONT became a part of Los Angeles' regional airport system (LA/Ontario International n.d.). In the 1970s, the facility added 300 acres and expanded the terminal by 22,500 square feet (ASM Affiliates 2017). In the 1980s, a new runway was built that could accommodate wide-body jets, the airport was transferred from the City of Ontario to the City of Los Angeles, and a new air traffic control tower was built. In the 1990s, a $270-million terminal expansion project was completed, and a new ground transportation center housing six on-airport car rental brands opened (ASM Affiliates 2017.). In the 2000s, the facility continued to expand, although passenger volume dropped from 6.9 million in 2004 to 3.9 million in 2014 (ASM Affiliates 2017.). In 2016, the City of Ontario regained control of ONT, ending an almost 50-year partnership (Wilson 2018).

Portions of ONT are included in the proposed Project APE. These areas consist of parking lots, a car rental building, two terminal buildings, and portions of the apron adjacent to the terminals, all of which were built after 1994 (Historicaerials.com var.)

2.2.3.4 Railroads

Prior to the invention of railroads and steam-powered locomotives, goods and people were transported primarily by horses or mules. Consequently, the travel speed and load weight were fairly limited, as were

the distances most people were willing to travel. When the first passenger train began operating in 1807 in England, it represented not only a tremendous advancement in transportation and technology but also new opportunities for commerce, settlement, and wealth (Houk 2008). Within 5 years, the first commercially successful steam locomotives began operating on the Middleton Railway in England, but it was not until the mid- to late 1820s that railroads began to be constructed in the United States, facilitating westward expansion and social change (Houk 2008).

As industrialization resulted in more people living and working in urbanized areas, cities became overcrowded and polluted. After the 1830s, railroads made large tracts of land outside the cities accessible, and those who could afford to soon moved away from the cities and commuted to work by train (Tibbet 2005). As the railroads expanded, towns sprang up along the railroad routes. These towns followed the boom-and-bust cycles of the railroads and appeared across the nation mainly between 1850 and 1910 (van Ophem 2003). Some were established by the railroads as part of their strategy to populate and control the territories along their lines, while others had more organic beginnings (van Ophem 2003). True railroad towns such as Fresno were established by the railroad to promote and control business, and a regular spacing of stations helped discourage independent promoters from developing businesses in the intervening areas (van Ophem 2003). In some cases, when an established town would not give the railroad what it wanted, the railroad would simply build another town. For the most part, the towns that developed along the railroads had the reputation for being the home of rough characters, bad behavior, and unimaginative architecture. However, many of the towns managed to attract a steady stream of people looking for opportunity and a fresh start. Some, such as Tacoma, Fresno, Cheyenne, Billings, and Albuquerque, even grew into successful cities, while others remained small and relatively depressed and still others disappeared completely.

By 1840, the railroad system in the United States had expanded enough that a line to the Pacific Ocean was being seriously considered. Originally, Oregon was the destination because it was unclaimed territory and did not have the geographic obstacles that California has (namely, the Sierra Nevada) (Robertson 1998:5). However, when gold was discovered in California, priorities shifted, and in 1850, California became the nation's 31st state. In 1862, President Lincoln signed the Pacific Railway Act, which authorized construction of the first transcontinental railroad (Houk 2008). In May 1869, that railroad was completed when the Central Pacific Railroad joined the UPRR at Promontory, Utah. As a result, throngs of land speculators and investors flooded Southern California.

The Central Pacific Railroad was financed by Collis P. Huntington, Charles Crocker, Mark Hopkins, and Leland Stanford, the so-called Big Four. In 1868, the Big Four purchased the SPRR, which had been founded in 1865 by a group of businessmen led by Timothy Phelps (American Public University n.d.). The two railroads merged in 1870, and SPRR tracks soon sprawled across Southern California, followed shortly by tracks all across the country (American Public University n.d.). From its inception, the SPRR encouraged the development of small family farms on its lands (Orsi 2005). In the 1860s through the mid-1870s, the

SPRR published simple flyers advertising its lands (Orsi 2005) . These promotional endeavors increased in the late 1870s and into the 1880s with the publication of detailed brochures that often included maps and were the precursors to the elaborate advertising for which the railroad would become famous (Orsi 2005). These concentrated marketing efforts greatly enhanced the role the SPRR played in the settlement and development of numerous communities along its routes. In some places, such as Modesto, Turlock, Tulare, Delano, and Colton, the SPRR was involved in the development of hotels, hospitals, churches, schools, and parks and aggressively promoted settlement (Orsi 2005:109 and 111).

Realizing the importance of rail service, in 1874, the small City of San Bernardino began a campaign to entice the SPRR to build its tracks east through San Bernardino (Yetzer 1983a). However, negotiations came to a standstill when the SPRR asked for a subsidy from the city and a guarantee that at least $100,000 in railroad bonds would be purchased without guaranteeing that the railroad would come through San Bernardino (Yetzer 1983a). The city balked at this, and as was its practice, the SPRR shifted its attention to another nearby area where it could establish or help establish a town that would then be in its debt, if not completely under its control.

Thus, in 1874, the SPRR entered into an agreement with the Slover Mountain Colony Association, constructed its line through the association's lands, and established its regional headquarters, a freight depot, and a rail yard. In return, the new town was named Colton after David D. Colton, entrepreneur and SPRR Vice President. The rail yard, which was located between La Cadena Drive and Mount Vernon Avenue, became the primary source of economic development as the largest employer in Colton (Caltrans 2015:26). Over the years, the rail yard included numerous tracks, a round house, freight and passenger depots, the Colton tower, a section house, a bunk house, a store, an office, a paint house, a paint shed, a welding shop, a mechanic shop, a machine shop, a large ice storage building, a stock corral, an oil sump, a turntable, a switch shanty, and several other sheds and repair/rebuild facilities (Sanborn Fire Insurance Map 1928). There were also commercial enterprises such as the United Citrus Grower's building, the Universal Milling Company building, and the American Railway Express Company building in the immediate vicinity (Signor 1990:78 and 79).

In the 1950s, several buildings were removed to accommodate construction of the freeway north of the depot (Historicaerials.com var.). In 1973, a new, "fully automated, computerized West Colton" rail yard was opened near the intersection of I-10 and South Riverside Avenue, to the west of the original yard, and by 1980, the freeway had been widened to its current configuration (Historicaerials.com var.; Gordon 1985:1). Construction of both of these facilities (I-10 and the West Colton rail yard) resulted in the demise of rail yard buildings, as well as further degradation of the original setting. In 2003, the West Colton yard was reportedly the largest rail yard in Southern California, with more than 1,500 rail cars coming through on a typical day (Streeter and Landsberg 2004). Over the years, many of the tracks through the original rail yard were removed or realigned, and almost all of the buildings and other rail yard features have been demolished. Today, the rail yard no longer looks anything like it did during its period of significance.

In the 1880s, the SPRR served the Southwest, including El Paso, Texas, and extended into northern Oregon (American-rails.com 2007–2010). During this period, at least in the Riverside-San Bernardino area, the SPRR had a virtual monopoly and charged exorbitant rates for freight. In the early 1880s, this made construction of the California Southern Railroad's proposed track from San Diego through Colton to San Bernardino an attractive alternative.

California Southern Railroad, an AT&SF subsidiary, was incorporated in 1880 with the intention of constructing a railroad from San Diego through Fallbrook and Temecula to San Bernardino and then over Cajon Pass to a junction with the Atlantic and Pacific Railroad (A&P), which was grading a line west along the 35th parallel to the Colorado River from points east (Robinson 2005). The A&P had an agreement with two other railroad companies, the St. Louis and San Francisco Railroad (known as the Frisco Line) and the AT&SF, to build all the way to the Pacific Ocean. In 1883, the A&P bridged the Colorado River to Needles, where it was temporarily stopped by the SPRR, which wanted to maintain a monopoly in California (Robinson 2005). To solidify its position, the SPRR quickly constructed a branch rail line from Mojave eastward to Needles (Robinson 2005:245).

Meanwhile, California Southern Railroad opened from National City to Colton on August 21, 1882, and regular service began giving San Diego an outlet to the east and to San Francisco (Ingersoll 1904:260). However, it took over a year for the tracks to be completed to San Bernardino, as SPRR "had interposed every possible obstacle—legal and material—to the advent of its rival" (Ingersoll 1904:260). In July 1883, California Southern Railroad engineer Fred T. Perris acquired the necessary track to build the crossing, but when it was delivered to National City, SPRR officials hired the sheriff there to seize it. The *San Diego Sun* later reported that while Deputy Sheriff Bradt napped at the hotel, California Southern Railroad organized a group of men to take the track and put it on a train bound for Colton (Ingersoll 1904:261). On August 9, 1883, "in the face of a danger signal held aloft by Mr. Victor, Superintendent of the California Southern Railroad," the SPRR parked an engine on the tracks in an effort to block construction of the crossing (*Los Angeles Times* 1883). One source reported that the engines were "guarded by Walter Earp [Virgil Walter Earp], one of the notorious Earp boys, who is well armed and is furnished with his meals" (*The Press and Horticulturalist* 1883). Earp helped secure the crossing for SPRR until Robert W. Waterman (future California Governor), Sherriff Burkhart, and a posse of deputized men delivered a court order stating that California Southern Railroad had the right to cross the tracks (Cataldo 2006). A month later, "on September 13, 1883 the first California Southern train … rolled across the Southern Pacific tracks from San Diego and arrived in San Bernardino" (Cataldo 2006). It was at this time that the Colton Tower was constructed to direct traffic at the crossing. An 1895 map shows the Colton Tower located at the southeast corner of the crossing, and a 1947 news article noted that it was the "only heavy duty tower on the Los Angeles Division that still is manually operated, having the old man-sized levers and long rods running to the switches and signals" (Union Pacific Railroad 1895; Baxter 1947). It has since been removed.

Severe flooding occurred in the winter of 1883–1884, and several washouts occurred along the California Southern Railroad line, especially in the Temecula area (Ingersoll 1904:261). Repair work was completed, and in November 1885, the line was completed to Barstow and the transcontinental connection (with the A&P) was made (Ingersoll 1904:261). In the boom years of 1886–1887, numerous feeder lines were built in Southern California, most of which were owned by AT&SF (Ingersoll 1904:261). In 1889, California Southern Railroad was sold and consolidated with AT&SF (Robertson 1998:94). In 1893, the "loop," which became known as the "kite-shaped track," was completed through the San Bernardino Valley (Ingersoll 1904:266). This track connected Los Angeles with the San Gabriel and San Bernardino Valleys and boasted that nothing was seen twice. The small segment of the California Southern/AT&SF track (APE Map Reference No. 1) in the proposed Project APE appears to have been utilized as part of this route. Research did not find any indication that Cucamonga was a stop on the route.

Throughout the early part of the 20th century, the SPRR continued to grow, and by the 1950s, it owned and/or operated 15,000 miles of track, predominantly in the Southwest. Among its many achievements are three main lines that remain important arteries today: "the *Overland Route* (San Francisco to the Midwest), the *Golden State Route* (the Southwest to Kansas City), and the *Sunset Route* (the Pacific Coast to the Gulf Coast). In addition, SPRR had numerous famous passenger trains bedecked in its celebrated 'Daylight' livery of bright red and orange (with black and white trim)…" (American-rails.com 2007–2010). Despite the railroad's success, in the 1970s, SPRR suffered, and in the late 1980s, AT&SF attempted to merge with it but was blocked by the Federal Department of Transportation (Duke 1995). Instead, it was purchased by the Denver and Rio Grande Western, which made the unusual decision to keep the SPRR name (American-rails.com 2007–2010). In 1996, SPRR merged with the smaller UPRR, a move that proved difficult for UPRR as it was not equipped to manage the increased operations (American-rails.com 2007-2010). However, by the end of the 1990s, UPRR was once again running smoothly (American-rails.com 2007-2010). In 1995, Burlington Northern Railway merged with AT&SF.

3 METHODS

3.1 RESEARCH DESIGN

As required under Section 106, this assessment was conducted to identify any "historic properties" within the Area of Potential Effects (APE). "Historic properties" are "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register."

The elements and goal of an archaeological assessment are typically a record search, limited research, and a surface survey intended to determine the presence/absence of cultural resources per CEQA guidelines. In the event of positive results (cultural resource[s] is/are identified), depending on the nature of the resource(s), further investigation may be recommended. For this proposed Project, areas of physical effect (shown in Appendix A) were defined within the APE for the archaeological study (Appendix A).

3.2 RECORDS SEARCH

On July 29, 2022, the cultural resources records search was conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The records search included a review of all recorded historic and prehistoric archaeological sites within 1 mile of the areas of physical effect, as well as a review of relevant cultural resource reports. Appendix B contains the records search results.

3.3 ARCHIVAL RESEARCH

As part of the pre-field research, background research for the APE was conducted using published literature in local and regional history, online resources regarding the history and development of the area, the California Department of Transportation (Caltrans) historic bridge inventories, and historic aerial photographs and maps of the proposed Project vicinity. Once resources requiring evaluation were identified, additional research was conducted to develop relevant historic contexts and property-specific chronologies.

A desktop review of historic USGS topographic (topo) maps and historic aerials was completed by LSA Senior Archaeologist Riordan Goodwin in September 2022 (HistoricAerials.com 2022; USGS various). With the exception of the railroad noted above (36-010330), maps and aerial photographs from 1901 through 1973 did not show structures, improvements, or infrastructure (other than the roads) within the ASA (HistoricAerials.com 2022). The Built Environment Resources Directory (BERD) was also reviewed and indicated that the Guasti Winery Historic District (36-36-015469/36-015471/36-015990/36-016279) adjacent to the southwestern portion of the APE is eligible for the National Register (3S).

3.4 HISTORIC OUTREACH

Beginning May 29, 2024, outreach to identify interested parties was conducted by the FTA. This consisted of emailing various groups and organizations and soliciting input regarding historic-period resources in and around the APE.

A list of the outreach contacts is provided below, and an administrative record regarding the outreach can be found in Appendix C, Project Correspondence.

- Ontario Heritage
- Etiwanda Historical Society
- Casa de Rancho Cucamonga Historical Society
- Historical Preservation Association of Rancho Cucamonga
- Cooper Regional History Museum
- San Bernardino History and Railroad Museum
- Southern Pacific Historical & Technical Society
- Southern Pacific Railroad History Center

3.5 NATIVE AMERICAN CONSULTATION

3.5.1 Section 106

A Sacred Lands File (SLF) search and Section 106 tribal consultation list were requested from the NAHC on May 24, 2022. Results of the SLF search were obtained on June 27, 2022. The NAHC determined that there were no known Native American Traditional Cultural Resources within the immediate proposed Project area. However, the NAHC requested that 18 individuals representing area Native American tribal groups be contacted to request additional information about sensitive Native American resources in the proposed Project vicinity. FTA contacted the 18 individuals representing the 12 following groups designated by the NAHC via email on May 29, 2024, and also via certified mail.

- Agua Caliente Band of Cahuilla Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino-Tongva Tribe
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council

- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- Yuhaaviatam of San Manuel Nation (YSMN)
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

Please see the Results section below, and Appendix D for the consultation record and associated documents.

3.5.2 Assembly Bill 52

An SLF search and Assembly Bill (AB) 52 tribal consultation list were requested from the NAHC on May 27, 2022. Results of the SLF search were obtained on June 29, 2022. The NAHC determined that there were no known Native American cultural resources within the immediate proposed Project area. The NAHC requested that 18 individuals representing area Native American tribal groups be contacted to request additional information about sensitive Native American resources in the proposed Project vicinity. Outreach letters were sent to each of the Native American contacts by SBCTA on July 7, 2022 (Please see Appendix D for a results summary of initial outreach).

3.6 ARCHAEOLOGICAL FIELD SURVEY

On September 16, 2022, LSA archaeologist Aaron McCann surveyed the APE, beginning at the Cucamonga Metrolink Station at the north end of the survey area and ending at ONT in the south. The majority of the APE is paved/developed/landscaped and, with the exception of the easement at the north end adjacent to the west side of the Cucamonga Metrolink Station and a small section along Airport Drive, was surveyed from a vehicle.

3.7 ARCHITECTURAL SURVEY

Intensive-level, pedestrian surveys of built environment resources in the APE were conducted on September 30, 2022, by Casey Tibbet, architectural historian, and Dennis Lehner, field crew/photographer. Resources surveyed included the segments of the two railroads in the APE and the property at 4265 East Guasti Road in Ontario, which features a group of modern and historic-period buildings and structures associated with a truck stop. During the survey, digital photographs were taken of the railroads and their general settings, as well as the exteriors of the buildings at 4265 East Guasti Road. Detailed notations were made regarding the current conditions, integrity levels, physical characteristics, and settings of the resources.

The field team began at the north end of the APE at the Cucamonga Metrolink Station. Photographs were taken of the train tracks from the platforms on the north and south sides of the tracks looking east and west. Notations were made about the tracks, related features, and the setting. The team then proceeded south along Milliken Avenue to the property at 4265 East Guasti Road, where they walked the property, photographing all of the buildings and structures and making notes regarding their characteristics. The team also walked to the intersection of Milliken Avenue and Guasti Road and photographed the railroad bridge from the north side of the intersection. Photographs were also taken looking southwest at the wall along the elevated tracks on the south side of East Guasti Road. The field team drove west along East Guasti Road to a cul-de-sac and took photographs of the tracks looking east and west. Notations were also made regarding the tracks, related features, and the setting. The team then drove east, across Milliken Avenue, to the east end of Guasti Road, taking photographs of the railroad from various locations, before proceeding south on Milliken Avenue and west on East Airport Drive. Additional photographs were taken of the railroad at a vantage point approximately 950 feet west of South Haven Avenue before proceeding north on North Archibald Avenue and west on East Guasti Road to the Cucamonga Channel, nearly 0.5 mile west of Archibald Avenue. From that location, they walked to the southwest end of the APE, photographed the tracks in both directions, and made notations regarding their features and setting.

4 RESULTS

4.1 RECORDS SEARCH

Data from the SCCIC indicate that 52 cultural resource studies were previously conducted within 1 mile of the areas of physical effect, 8 of which included portions of it (SB-03586, SB-04138, SB-04139; SB-05809, SB-06516, SB-06787, SB-06818, and SB-07756; see records search results in Appendix B). Although no archaeological resources are documented within the ASA, a segment of a historical built environment resource (a railroad route, 36-010330) is documented within the ASA. An additional 48 resources, including archaeological sites (a multi-component site [i.e., with both prehistoric and historic-period components], historic-period ranch ruins, a refuse scatter, and remnant landscaping) and many built environment resources (historic districts, ranch complexes, residences, aviation buildings, a segment of railroad, and a power transmission line), were recorded within 1 mile (Table A). The nearest prehistoric resource (an isolated artifact that is part of site 36-026315) is approximately 1,330 meters (0.82 mile) northwest, and the nearest historic-period resource is a historic-period built environment district (Guasti Winery District, 36-36-015469/36-015471/36-015990/36-016279, see below) on the north side of the railroad route that transects the APE (see below and records search results in Appendix B).

Primary #	Trinomial	Site Description
36-001963	CA-SBR-1963H	Historic-period standing ruins, water conveyance feature, and remnant landscaping; Collins Ranch site, 1880s–1930s
36-001964	CA-SBR-1964H	Historic-period standing ruins, trace refuse, and remnant agricultural crops and landscaping trees; Hamilton Ranch site, c.1880s
36-006847	CA-SBR-6847H	Historic-period railroad route; Santa Fe Railroad, c. 1880s
36-008857	CA-SBR-8857H	Historic-period power transmission lines, 1930s–1960s
36-010330	CA-SBR-10330H	Historic-period railroad route; Southern Pacific Railroad, c. 1880s
36-011276	CA-SBR-11276H	Historic-period refuse scatter, 1880s–1910s
36-011277	CA-SBR-11277H	Historic-period railroad spur, c. 1900s
36-011278	CA-SBR-11278H	10489 8th Steet, 1920 residence
36-011279	CA-SBR-11279H	10483 8th Steet, 1948 residence
36-011280	CA-SBR-11280H	10463 8th Steet, 1948 residence
36-011281	CA-SBR-11281H	8812 Haven Avenue, Cucamonga Pioneer Winery District, c. 1905/1936/1950
36-012630		Terminal One, ONT, 1959–1977
36-015469/36-015471/ 36-015990/36-016279		Guasti Winery Historic District and related Guasti Mansion, 1900–1946
36-016249		12274 Turner Avenue, historic-period building complex (Ballou Ranch), 1905
36-016440		Historic-period building complex—Milliken Ranch, c. 1891
36-026315	CA-RIV-16708H	Multi-component resource, including historic-period vineyard site, water conveyance feature, and isolated prehistoric artifacts
36-031377		Historic-period water conveyance feature (no age provided)
36-033067	CA-RIV-33067H	Historic-period remnant landscaping (trees) of 1930s agricultural complex Romolo Winery)
36-033949		Historic-period aircraft hangar at ONT, 1942–1975
36-033950		Historic-period crash truck building at ONT, 1953
36-033951		Historic-period administration building at ONT, 1949/1966
36-033952		Historic-period warehouse at ONT, 1949
36-033953		Historic-period vehicle maintenance shop building at ONT, 1949

Primary #	Trinomial	Site Description
36-033954		Historic-period hazardous storage building at ONT, 1955
36-033955		Historic-period supply building at ONT, 1956
36-033956		Historic-period shop/storage building at ONT, 1962
36-033957		Historic-period munitions building at ONT, 1957
36-033958		Historic-period dining hall building at ONT, 1962
36-033959		Historic-period training building at ONT, 1966
36-033960		Historic-period motor pool building at ONT, 1966
36-033961		Historic-period maintenance shop building at ONT, 1942
36-033962		Historic-period GE ancillary buildings at ONT, 1955
36-033963		Historic-period GE Hangar 3 and ancillary buildings at ONT, pre-1948
36-033964		Historic-period GE Hangar 4 and ancillary buildings at ONT, pre-1948
36-033965		Historic-period GE Hangar 7 at ONT, 1955
36-033966		Historic-period GE engine test cell area at ONT, 1956
36-033967		Historic-period GE storage hangars at ONT, 1955
36-033968		Historic-period Aerojet-General Hangar at ONT, 1955
36-033970		Historic-period Lockheed Building 3 at ONT, 1952
36-033971		Historic-period Lockheed Building 5 at ONT, 1955
36-033979		Historic-period Lockheed Hangar 2 at ONT, 1952
36-033980		Historic-period Lockheed Hangar 4 at ONT, 1953
36-033981		Historic-period Lockheed Hangar 6 at ONT, 1955
36-033983		Historic-period Air Control Tower and ancillary buildings at ONT, pre-1953
36-033984		Historic-period Baggage Claim B building at ONT, 1959
36-033984		Historic-period Federal Aviation Administration Flight Services building at ONT, 1965

36-015990 (includes 36-36-015469, 36-015471 and 36-015279) Guasti Winery District This resource adjacent to the APE is the built environment remnants of a winery and the associated buildings of a "company town" constructed from 1901 into the mid-1920s by Italian immigrant Secundo Guasti and his family. The district is listed as eligible for the National Register in the BERD. Due to the age of the district and former extent of its expansive associated vineyards (7,000 acres), there is potential for related archeological resources beyond the district boundary within the southern portion of the APE (in and around the airport).

4.2 HISTORIC OUTREACH

The Southern Pacific Historical & Technical Society responded that it had no information or concerns. No other responses have been received to date.

4.3 NATIVE AMERICAN CONSULTATION

4.3.1 Section 106

Please see Appendix D, Native American Consultation Assistance, for an administrative record/ documentation of tribal responses/consultation to date. Consultation is ongoing; a letter documenting post-report tribal responses and conclusion of consultation will be sent to SHPO. Follow-up email correspondence was sent to interested parties and tribes in June 2024. FTA received responses from the

Agua Caliente Band of Cahuilla Indians that the Project area is not located within the Tribe's Traditional Use Area. The Gabrielino Tongva Indians of California Tribal Council indicated that they had no comment. FTA received requests for consultation from the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians - Kizh Nation. FTA met with San Manuel Band of Mission Indians on September 6, 2024. During the September 6, 2024 meeting, the San Manuel Band of Mission Indians expressed interest in locations the project alignment passed through Holocene deposits and requested to review the Cultural Report, Geotechnical Report, and project plans. The requested materials were provided to the Tribe on September 26, 2024, and the Tribe responded with a request to incorporate specific processes related to discovery of human remains and/or pre-contact cultural resources be incorporated into the project conditions. The requested language has been incorporated into Section 6 Conclusions and Recommendations.

FTA met with the Gabrieleno Band of Mission Indians – Kizh Nation on October 1, 2024. During the consultation meeting, the Tribe provided a detailed oral history of the Tribe and discussed the hydrology and hydrogeology of the region and the potential for resources to be discovered in the project area. On October 2, 2024, the Tribe provided recommended measures, which have been considered during the preparation of the project's Cultural Resources Management and Treatment Plan [CRMTP] (Appendix F of the Cultural Resources Identification and Evaluation Assessment Report).

4.3.2 Assembly Bill 52

Please see Appendix D for an administrative record/documentation of tribal responses/consultation to date. Consultation by SBTCA with the tribes is ongoing.

4.4 ARCHAEOLOGICAL FIELD SURVEY

The majority of the survey area has been intensively developed and the ground surface is almost completely obscured by pavement and buildings, so overall surface visibility was exceptionally poor (see Figures 4 through 7). The easement west of the Metrolink station was inaccessible, but the area consists of an approximately 5- to 10-foot-tall artificial berm, extending the length of the property, indicating the easement has been highly disturbed and there is no need for additional survey. The second area of exposed soil along Airport Drive was previously graded, with a row of bushes running along the road. Visibility of the area along Airport Drive was approximately 70 percent, with some surface obscured by grass and weeds. Sediment was light brown, clayey silt with some gravel, indicating that it was artificial fill. The final area of exposed soil were the interiors of the freeway ramp loops around the proposed vent shaft locations – these are artificial (graded/landscaped) surfaces partially obscured by xeric vegetation (Figure 8 and Figure 9). No archaeological resources were identified in the areas of physical effect.



Figure 4: View facing north toward the proposed Cucamonga Station.



Figure 5: View facing southeast toward the proposed cut-and-cover location from the parking lot cul-de-sac.



Figure 6: View facing west toward proposed cut-and-cover location in ONT Terminal 4 parking lot.



Figure 7: View facing southwest toward proposed cut-and-cover location in ONT Terminal 2 parking lot.



Figure 8: View facing southwest toward proposed vent shaft Design Option 2 location.



Figure 9: View facing west toward the proposed vent shaft Design Option 4 location.

4.5 ARCHITECTURAL SURVEY

The APE is located in a suburban environment characterized by commercial, multifamily residential, and light manufacturing uses, as well as ONT, two railroads, and the Ontario Mills shopping mall. Field surveys of the properties within the APE resulted in the identification and evaluation of three historic-period built environment resources that have not been previously evaluated. These include an approximately 1,300-foot-long (0.25-mile) segment of the former AT&SF (36-006847; APE Map Reference Number 1), a commercial complex at 4265 East Guasti Road (APE Map Reference Number 2), and an approximately 3.25-mile-long segment of the former SPRR (36-010330; APE Map Reference Number 3). The two railroads date to the 1800s; these resources are documented in Appendix E.

4.5.1 Atchison, Topeka and Santa Fe segment (36-006847; APE Map Reference Number 1)

This approximately 1,300-foot-long (0.25-mile) railroad segment is oriented east-west and located at the north end of the APE. The alignment dates to the mid-1880s. The segment begins approximately 200 feet west of the Cucamonga Metrolink Station property line and extends east almost to the station's eastern boundary. Figure 10 depicts the railroad segment from the western end of the southern Cucamonga Metrolink Station platform. The Metrolink station is modern. Within the APE, there are two sets of parallel tracks and a spur. The spur enters the APE from the northwest, joins the northern track for a short distance, and curves northeast before exiting the APE west of the northern platform. The spur appears to have wooden ties, although some are either missing or buried by sand. The northern tracks have wooden ties to the point where the spur travels to the northeast. From that point east, along the northern platform, the ties are concrete. East of the northern platform the ties appear to be wood. The southern track has concrete ties. The setting is dominated by modern development that includes the Metrolink station and related parking, large light manufacturing buildings, and a substation on the south, as well as large light manufacturing buildings to the north, east, and west beyond the APE.

4.5.2 4265 East Guasti Road (APE Map Reference Number 2)

Research indicates this property was developed in 1969 and has since sustained a number of additions and alterations. The property is on the northwest corner of South Milliken Avenue and East Guasti Road and has a completely modern appearance. Figure 11 depicts the northwest view of the property. It includes two large, freestanding pump island canopies (one for semi-trucks and one for passenger vehicles); a one- and two-story, multi-tenant commercial building occupied primarily by restaurants (Taco Bell, Pizza Hut, and Country Pride); a freestanding truck service building with six bays; a freestanding metal building with four bays; and a very small, park-like area at the southeastern corner of the property. The remainder of the property is used for parking.



Figure 10: Atchison, Topeka and Santa Fe Segment (View East from the Western End of the Southern Metrolink Station Platform [9/30/22])



Figure 11: 4265 East Guasti Road (View Northwest [9/30/22])

4.5.3 Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3)

This approximately 3.25-mile-long railroad segment is oriented east-west and located near the southern end of the APE. The alignment dates to circa 1880. It extends roughly from Hellman Road (south of the tracks) east nearly to I-15. Figure 12 depicts the railroad segment at Milliken Avenue and Guasti Road. Beginning at the west end of the APE, there is one set of tracks with concrete ties. Just past Archibald Avenue, the tracks split to the south, and from that point heading east, there are two sets of parallel tracks until the southern tracks join the northern tracks near the East Guasti Road cul-de-sac. From this point, there is an approximately 1.15-mile-long segment that is part of a modern grade separation over Milliken Avenue and other streets. This segment is flanked by concrete walls, and the tracks are not visible from ground level. However, based on aerial photographs, this segment has a single track with concrete ties and short spurs at the west and east ends. Near the east end of the segment, just west of I-15, the track splits to the south, once again creating two parallel tracks. The setting is completely modern and includes I-15, numerous commercial and manufacturing buildings, restaurants, a truck stop, ONT, Cucamonga Channel, and a few undeveloped parcels.



Figure 12: Southern Pacific Railroad Modern Grade Separation at Milliken Avenue and Guasti Road (View Southeast [9/30/22])

5 ELIGIBILITY EVALUATION

Based on the research results discussed above, the following section presents National Register eligibility evaluations for the three historic-period built environment resources identified in the APE and conclusions on whether they constitute "historic properties" as defined by Section 106. The three resources have also been evaluated for eligibility for listing in the California Register in compliance with CEQA.

5.1 REGULATORY FRAMEWORK

5.1.1 National Historic Preservation Act

The principal federal law addressing historic properties is the NHPA, as amended (54 United States Code 300101 et seq.), and its implementing regulations (36 CFR Part 800). Section 106 requires a federal agency with jurisdiction over a proposed federal action (referred to as an "undertaking" under the NHPA) to take into account the effects of the undertaking on historic properties and to provide the ACHP an opportunity to comment on the undertaking. The term "historic properties" refers to "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register" (36 CFR Part 800.16(l)(1)). The implementing regulations (36 CFR Part 800) describe the process for identifying and evaluating historic properties, assessing the potential adverse effects of federal undertakings on historic properties, and seeking to develop measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that federal agencies take into account effects to historic properties from an undertaking prior to approval.

The steps of the Section 106 process are accomplished through consultation with the SHPO, federally recognized Native American tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)). Consultation with Native American tribes regarding issues related to Section 106 and other authorities (such as NEPA and Executive Order [EO] No. 13007) must recognize the government-to-government relationship between the federal government and Native American tribes as set forth in EO 13175, 65 Federal Register 87249 (November 9, 2000), and the Presidential Memorandum of November 5, 2009.

5.1.2 National Register of Historic Places

The National Register was established by the NHPA as "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR 60.2) (United States Department of the Interior 2002). The National Register recognizes a broad range of cultural resources that are significant at the national, State, and local levels and can include districts,

buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. As noted above, a resource that is listed in or eligible for listing in the National Register is considered a "historic property" under Section 106 of the NHPA.

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history;

B. Are associated with the lives of persons significant in our past;

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as "the ability of a property to convey its significance" (United States Department of the Interior 2002). The National Register recognizes seven qualities that, in various combinations, define integrity. The seven qualities that define integrity are integrity of location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the Criteria Considerations (A–G), in addition to meeting at least one of the four significance criteria and possessing integrity (United States Department of the Interior 2002).

5.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA (PRC Chapter 2.6, Section 21083.2 and California Code of Regulations [CCR] Title 145, Chapter 3, Article 5, Section 15064.5) calls for the evaluation and recordation of historical resources. The criteria for determining the significance of impacts to historical resources are based on Section 15064.5 of the CEQA Guidelines and Guidelines for the Nomination of Properties to the California Register. Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register or the National Register, or designation under a local ordinance.

5.2.1 California Register of Historical Resources

The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion in the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; and/or

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of time needed to develop the perspective to understand the resource's significance (CCR 4852 [d][2]).

The California Register also requires that a resource possess integrity, which is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 1999:2). To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Which of these factors is most important depends on the particular criterion under which the resource is considered eligible for listing (California Office of Historic Preservation 1999).

5.3 EVALUATION

Although the National Register and California Register criteria are similar, for clarity they are addressed separately.

National Register Criterion A: *Associated with events that have made a significant contribution to the broad patterns of our history.*

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1). Railroads have made a significant contribution to the broad patterns of our history, but this segment does not appear to be associated with any specific events that have made a significant contribution to the broad patterns of our history. Because the tracks themselves have been modernized and the setting is now dominated by the modern Metrolink station, as well as other modern construction, this segment has impaired integrity of feeling, setting, materials, and workmanship and does not convey a strong association with any historic period. Therefore, it is not eligible for listing in the National Register as an individual railroad segment. In

addition, because it is a modern segment, it does not contribute to the historic fabric of the railroad as a whole. It is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). This property dates to 1969, and as a truck stop located just south of I-10, is associated with the construction of the interstate highway system, which generally began in 1956 and was completed in 1992. However, the alterations to and expansion of the facility, including extensive exterior remodeling, new exterior doors, additions of a canopy, shade structures, awnings, and signs, have resulted in a completely modern appearance that does not convey an association with the any historic period. Therefore, it is not eligible for listing in the National Register either individually or as a contributing element to a National Register-eligible historic district. It is not significant under this criterion.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). Railroads have made a significant contribution to the broad patterns of our history, but this segment does not appear to be associated with any specific historically significant events. This segment has compromised integrity primarily because of the approximately 1.15-mile-long modern grade separation and concrete ties. In addition, the setting is now dominated by modern development. All of this has impaired the integrity of feeling, setting, materials, design, and workmanship. As a result, the segment does not convey a strong association with any historic period and is not eligible for listing in the National Register as an individual railroad segment. In addition, due to its compromised integrity, it does not contribute to the historic fabric of the railroad as a whole. It is not significant under this criterion.

California Register Criterion 1: *Associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1). Railroads have made significant contributions to the broad patterns of California's history and cultural heritage, but this segment does not appear to be associated with any specific historically significant events. Because the tracks themselves have been modernized and the setting is now dominated by the modern Metrolink station, as well as other modern construction, this segment has impaired integrity of feeling, setting, materials, and workmanship and does not convey a strong association with any historic period. Therefore, it is not eligible for listing in the California Register as an individual railroad segment. In addition, because it is a modern segment, it does not contribute to the historic fabric of the railroad as a whole. It is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). This property dates to 1969, and as a truck stop located just south of I-10, is associated with the construction of the interstate highway system, which generally began in 1956 and was completed in 1992. However, the alterations to and expansion of the facility have resulted in a completely modern appearance that does not convey an association with the

any historic period. Therefore, it is not eligible for listing in the National Register either individually or as a contributing element to a National Register-eligible historic district. It is not significant under this criterion.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). Railroads as a whole played an important role in the history of California, but this segment does not appear to be associated with any specific historically significant events. This segment has compromised integrity primarily because of the approximately 1.15-mile-long modern grade separation and concrete ties. In addition, the setting is now dominated by modern development. All of this has impaired the integrity of feeling, setting, materials, design, and workmanship. The segment does not convey a strong association with any historic period. Therefore, it is not eligible for listing in the California Register as an individual railroad segment. In addition, because of its compromised integrity, it does not contribute to the historic fabric of the railroad as a whole. It is not significant under this criterion.

National Register Criterion B: *Associated with the lives of persons significant in our past.*

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1). The railroad as a whole is associated with the lives of persons significant in our past, but this segment is modern and is not associated with those people. This segment is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). No information was found for the historic-period owners of this property. However, even if the property was associated with noteworthy persons in history, the extensive alterations and expansion of the facility have significantly impaired its ability to be a good representation of the work of such persons. It is not significant under this criterion.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). The railroad as a whole is associated with the lives of persons significant in our past, but this segment does not appear to be more closely associated with those people than any other part of the railroad. In addition, because of the alterations to this segment and its setting, it no longer conveys as strong association with the past, including those people. This segment is not significant under this criterion.

California Register Criterion 2*: Associated with the lives of persons important in our past.*

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1). The railroad as a whole is associated with persons important in our past, but this segment is modern and has no associations with those people. This segment is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). No information was found for the historic-period owners of this property. However, even if the property was associated with noteworthy persons in history,

the extensive alterations and expansion of the facility have significantly impaired its ability to be a good representation of the work of such persons. Therefore, it is not significant under these criteria.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). The railroad as a whole is associated with persons important in our past, but this segment does not appear to be more closely associated with those people than any other part of the railroad. In addition, because of the alterations to this segment and its setting, it no longer conveys as strong association with the past, including those people. It is not significant under this criterion.

National Register Criterion C*: Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1). This segment of the railroad retains typical characteristics of a type (i.e. a railroad). However, it has been modernized and does not embody the distinctive characteristics of a period or a historical method of construction. No indication was found that this segment is the work of a master, and it does not possess high artistic values. Because the segment is modern it would not contribute to a potentially significant and distinguishable entity, such as a historic district. This segment is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). This nondescript, altered property does not embody the distinctive characteristics of a type, period, or method of construction. No evidence was found that it is the work of a master, and it does not possess high artistic values. It is not part of a significant and distinguishable entity such as a historic district. It is not significant under this criterion.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). The integrity of this segment of the railroad has been compromised primarily by an approximately 1.5-mile-long modern grade separation. In addition, many of the ties are concrete and the setting is now dominated by modern development. This highly altered segment is not a good representation of the historic-period railroad. The tracks do not appear to be the work of a master, and they do not possess high artistic values. Because the integrity of the segment is compromised, it would not contribute to a potentially significant and distinguishable entity, such as a historic district. It is not significant under this criterion.

California Register Criterion 3*: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1).

This segment of the railroad retains typical characteristics of a type (i.e. a railroad). However, it has been modernized and does not embody the distinctive characteristics of a period or a historical method of construction. No indication was found that this segment is the work of an important creative individual. The segment does not possess high artistic values. It is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). This nondescript, altered property does not embody the distinctive characteristics of type, period, or method of construction. No evidence was found that it is the work of an important creative individual, and it does not possess high artistic values. It is not significant under this criterion.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). The integrity of this segment of the railroad has been compromised primarily by an approximately 1.5-mile-long modern grade separation. In addition, many of the ties are concrete and the setting is now dominated by modern development. This highly altered segment is not a good representation of the historic-period railroad. The tracks do not appear to be the work of an important creative individual, and they do not possess high artistic values. It is not significant under this criterion.

National Register Criterion D*: Has yielded, or may be likely to yield, information important in prehistory or history.*

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1). Railroads are well documented, and this segment is modern. Therefore, it cannot yield new information regarding the historical construction or design of railroads. It is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). This property was constructed in 1969 using common methods and materials. It is unlikely to have the potential to yield any new or important historical information. Therefore, it is not significant under this criterion.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). Railroads are well documented, and this segment, which has been extensively altered and modernized, is not likely to yield new historical information regarding the construction or design of railroads. It is not significant under this criterion.

California Register Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

Atchison, Topeka and Santa Fe Segment (36-006847; APE Map Reference Number 1). Railroads are well documented, and this segment is modern. Therefore, it cannot yield new information regarding the historical construction or design of railroads. It is not significant under this criterion.

4265 East Guasti Road (APE Map Reference Number 2). This property was constructed in 1969 using common methods and materials. It is unlikely to have the potential to yield any new or important historical information. Therefore, it is not significant under this criterion.

Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3). Railroads are well documented, and this segment, which has been extensively altered and modernized, is not likely to yield new historical information regarding the construction or design of railroads. It is not significant under this criterion.

6 CONCLUSIONS AND RECOMMENDATIONS

6.1 NHPA

As required under Section 106 of the National Historic Preservation Act, this assessment was conducted to identify any "historic properties" within the Area of Potential Effects (APE). "Historic properties" are "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register" (36 Code of Federal Regulations [CFR] Part 800.16[l][1]). Three historic-period built environment resources were identified and evaluated in the APE: two railroad segments and a truck stop. None meets the criteria for listing in the National Register. Although archaeological resources are not anticipated to be found at depths of the TBM (70 feet below ground surface), limited excavations from shallower depths (cut-and-cover and non-TBM tunneling activities) are required and there is some potential for resources in Holocene-age soils, which are present at up to 10 feet in depth. Although no archaeological historic properties have been identified in the APE, limited archaeological construction monitoring is recommended in areas where Holocene soils may be encountered. CRMTP is provided in Appendix F. A finding of No Historic Properties Affected is recommended.

6.2 CEQA

Three historic-period built environment resources were identified and evaluated in the APE: two railroad segments and a truck stop. None meets the criteria for listing in the National Register or the California Register. For CEQA, there would be no impact regarding built environmental resources. However, despite the negative survey results and severe disturbance (urban development), due to the proximity of both prehistoric and historic resources and there is some potential for subsurface resources within the proposed Project APE. Although archaeological resources are not anticipated to be found at depths of the TBM (70 feet below ground surface), excavations from shallower depths are required (cut-and-cover and non-TBM tunneling activities) and there is some potential for resources in Holocene-age soils which are present up to 10 feet in depth. The potential impact to unknown archaeological resources but can be mitigated by limited/focused archaeological monitoring. Therefore, the proposed Project would result in less than significant impacts to archaeological resources with this mitigation (monitoring).

6.3 STANDARD CONDITIONS

The following standard conditions related to archaeological materials, human remains, and tribal cultural resources apply:

- In the event that archaeological materials are encountered during construction, all construction work shall be halted within a 60-foot buffer and a qualified archaeologist consulted to determine the appropriate treatment of the discovery (CCR Title 14, Chapter 3, Section 15064.5(f)). Section 106 requires FTA to notify SHPO and the consulting parties within 48 hours, and the requirements of 36 CFR 800.13 will be followed.

- In the event human remains/funerary objects are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur within a 100-foot buffer until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. San Bernardino County Transportation Authority will notify the Federal Transit Administration on the same day of the discovery. The Federal Transit Administration will notify the State Office of Historic Preservation, Advisory Council on Historic Preservation, and Native American Tribe(s) within two working days of discovery to provide notification of potential human remains being observed during the implementation of the undertaking. If the remains are determined to be Native American, the County Coroner will notify the NAHC, which will determine and notify an MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

- Areas found during construction to contain significant tribal cultural resources shall be examined by a qualified consulting archaeologist or historian for appropriate protection and preservation. If evidence of potential tribal cultural resources is observed, construction near the resources shall cease, the appropriate Native American tribal groups shall be consulted, and, in coordination with the appropriate Native American tribal groups, a qualified archaeologist or historian shall determine whether the resource uncovered during construction is a tribal cultural resource as defined under Public Resources Code Section 21074. The appropriate Native American tribal groups shall be contacted in the event of any pre-contact and/or historic-era cultural resources discovered during project implementation; and will be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment.

  Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to San Bernardino County Transportation Authority and the Federal Transit Administration for dissemination to the appropriate Native American tribal groups. San Bernardino County Transportation Authority and the Federal Transit Administration shall, in good faith, consult with the appropriate Native American tribal groups.

  Monitoring Procedures

  The archaeological monitor(s) and Native American monitor(s) will be onsite to conduct cultural resources monitoring during all ground-disturbing activities within the Archaeological Monitoring Area (AMA) throughout the construction phase of the project and must abide by the CRMTP. The AMA is defined as follows: all earth-disturbing activities except for those in disturbed developed

areas or where bedrock is encountered or in deeply buried areas that exceed the depth of expected cultural deposits.

Prior to ground-disturbing activities, SBCTA will provide the construction contractors, Resident Engineer, supervisory personnel, as well as the Principal Investigator, Native American monitor(s), and archaeological monitor(s) with a copy of the mapped AMA areas. No construction activities will occur within the designated AMAs absent an archaeological and Native American monitor, as required by the CRMTP.

In addition, a Native American monitor(s) will be present during all earthmoving activities except for those involving disturbed developed areas within the project boundary.

During monitoring, the archaeological monitor(s) and Native American monitor(s) will examine sediments disturbed during earthmoving activities. If determined necessary by the monitors, sediments will be screened for potential cultural resources, and, if necessary, construction may be temporarily halted during excavation to examine sidewalls. The archaeological monitor(s) will document field activity on daily monitoring logs. The Principal Investigator may submit a detailed letter to SBCTA during construction requesting a modification to the monitoring program when, in coordination with the Native American monitor, field conditions are determined to consist of modern disturbances post-dating the previous grading/trenching activities, contain the presence of fossil formations, or when native soils are encountered that nullify the potential for cultural resources to be present.

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Ontario International Airport Connector Project

ONTCONNECTOR



APPENDIX G: CULTURAL RESOURCES IDENTIFICATION AND ELIGIBILITY ASSESSMENT TECHNICAL REPORT (APPENDICES)

October 2024

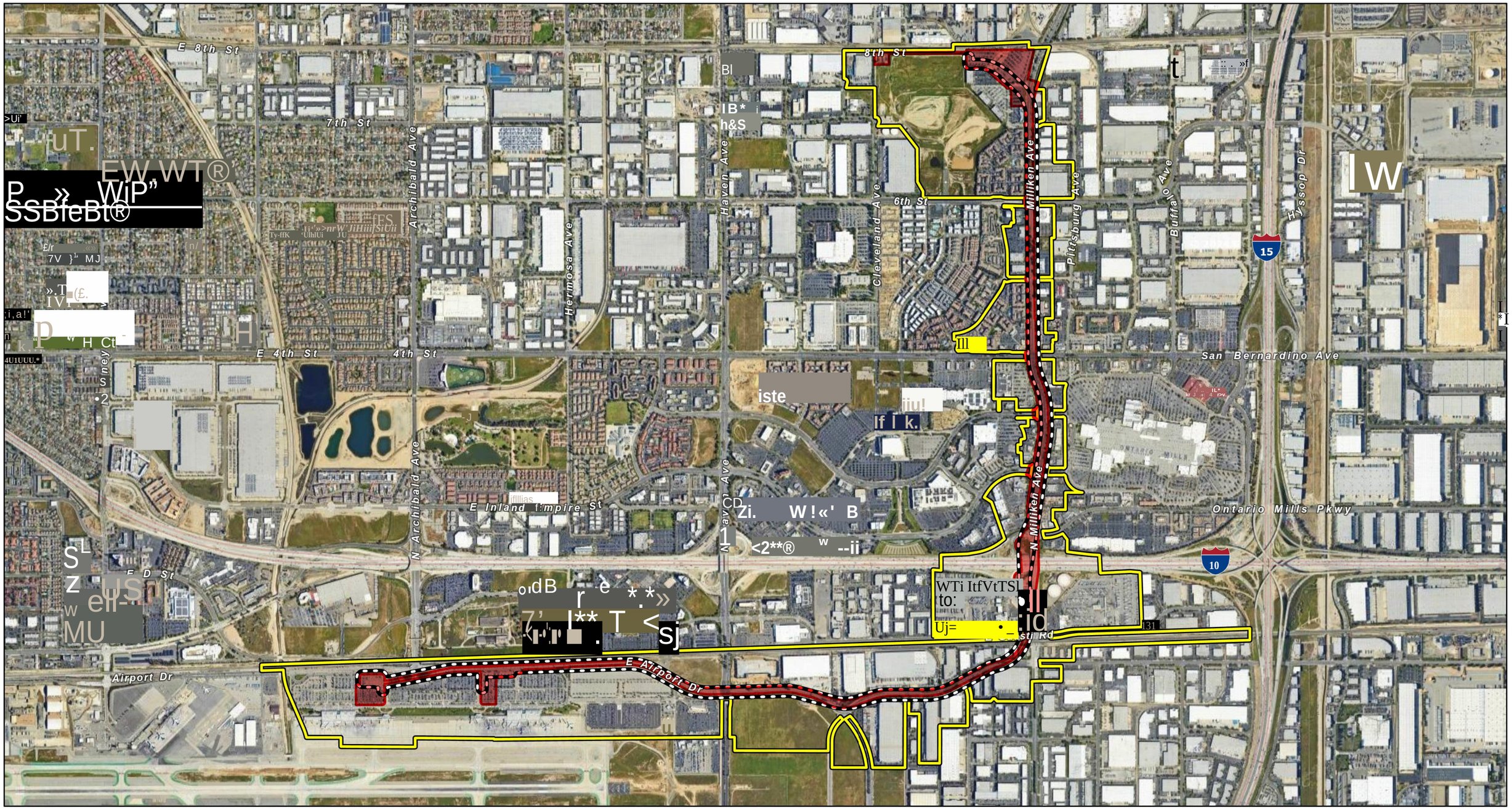
sbeta

Prepared for:

San Bernardino County Transportation Authority
1170 West Third Street, Second Floor
San Bernardino, California 92410-1715

APPENDIX A

AREAS OF PHYSICAL EFFECTS



Area of Potential Effects (APE)

Project Footprint

C-ZH 80-ft Vibration Zone

0 750 1500

Feet

SOURCE [redacted]24)

[redacted]gy Tunnel to Ontario International Airport\ONT Connector Project.aprx (9/4/2024)

Appendix B - CONFIDENTIAL RECORDS SEARCH RESULTS

CONFIDENTIAL – NOT FOR PUBLIC REVIEW

Appendix C - PROJECT CORRESPONDENCE

INTERESTED PARTIES CONSULTATION RECORD

Interested Parties Consultation for the Proposed: Ontario International Airport Connector Project (AEM2201)
Date designated groups/individuals were contacted: 5/29/24 via certified mail, those marked with an asterisk were sent an email in addition to certified letter

Groups Contacted	Date LSA contacted Tribes	Date of follow-ups	Date and Results of Responses
Ms. Sara Mercado Historic Sites Casa de Rancho Cucamonga Historical Society, San Bernardino County Museum 2024 Orange Tree Lane Redlands, CA 92374	5/29/24	N/A	
Mr. Bruce McCarthy Casa de Rancho Cucamonga Historical Society, San Bernardino County Museum 8810 Hemlock Street Rancho Cucamonga, CA 91730	5/29/24*	6/12/24; 6/26/24	
Mr. Bob Warren President Cooper Regional History Museum 217 East A St Upland, CA 91786	5/29/24*	6/12/24; 6/26/24	
Ms. Marsha Banks Curator Etiwanda Historical Society P.O. Box 363 Etiwanda, CA 91739	5/29/24*	6/12/24; 6/26/24	

Ms. Petrina Delman President Ontario Heritage P.O. Box 1 Ontario, CA 91762	5/29/24*	6/12/24; 6/26/24	
Ms. Luana Hernandez President Historical Preservation Association of Rancho Cucamonga P.O. Box 9543 Alta Loma, CA 91701-8473	5/29/24	6/12/24; 6/26/24	
Mr. Nick Cataldo President San Bernardino Historical & Pioneer Society, San Bernardino History and Railroad Museum P.O. Box 875 San Bernardino, CA 92402	5/29/24*	6/12/24; 6/26/24	
Mr. Scott Inman President and Director Southern Pacific Railroad History Center 1475 Purson Lane Lafayette, CA 94549	5/29/24*	6/12/24; 6/26/24	
Mr. David Coscia President Southern Pacific Historical & Technical Society 1525 Howard Access Road, Suite E Upland, CA 91786	5/29/24	6/12/24	**6/13/24:** Response received via email from David Coscia, President of Southern Pacific Historical & Technical Society stating the following: We have no questions or concerns. ***Please see attached email PDF.***

Appendix D - NATIVE AMERICAN CONSULATION ASSISTANCE

SECTION 106 NATIVE AMERICAN CONSULTATION ASSISTANCE RECORD
ONTARIO INTERNATIONAL AIRPORT CONNECTOR PROJECT (AEM2201)

Date LSA Requested Sacred Lands File Search: May 24, 2022
Date Native American Heritage Commission Replied: June 27, 2022
Results of Sacred Lands File Search: Negative
Date designated groups/individuals were contacted: 5/29/24 via certified mail, those marked with an asterisk were sent an email in addition to certified letter

Groups Contacted	Date LSA contacted Tribes	Date of follow-ups	Date and Results of Responses
Mr. Reid Milanovich Chairperson Agua Caliente Band of Cahuilla Indians 5401 Dinah Shore Drive Palm Springs, CA 92264	5/29/24*	N/A	**5/30/24:** Response received via email from Luz Salazar, Cultural Resource Analysis stating the following: A records check of the Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts. ***Please see attached email PDF.***
Ms. Patricia Garcia-Plotkin, Director Agua Caliente Band of Cahuilla Indians 5401 Dinah Shore Drive Palm Springs, CA 92264	5/29/24*	N/A	
Mr. Andrew Salas Chairperson Gabrieleno Band of Mission Indians - Kizh Nation P.O. Box 393 Covina, CA 91723	5/29/24*	N/A	**5/30/24:** Response received via emailed letter from Chairman Andrew Salas stating the following: Thank you for your letter dated May 29, 2024 regarding Section 106 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding area in further detail. Please contact us at your earliest convenience to schedule a consultation. ***Please see attached letter PDF.*** **10/01/2024:** Consultation meeting occurred with the Tribe, FTA, SBCTA, and consultant staff. Discussed in depth project overview and construction/excavation timeline. The Tribe expressed interested in locations the project alignment passed through Holocene deposits as they may have unknown tribal cultural/archaeological resources. Chairman Salas questioned if the Sacred Lands File was negative because his monitors have been involved in recent activities in the region where historic bottles were found. Matt Teutimez (Tribe) discussed the hydrology and hydrogeology of the region and discussed the potential for resources to be discovered in the project area. KC Kelly (FTA) thanked Chairman Salas and Mr. Teutimez for their input. KC asked that given the probability of resources occurring in the project area, does the tribe have a specific request? Mr. Teutimez indicated they will provide language by the end of the week. ***Please see attached meeting minutes.***
Mr. Anthony Morales Chairperson Gabrieleno/Tongva San Gabriel Band of Mission Indians P.O. Box 693 San Gabriel, CA 91778	5/29/24*	6/12/24	

Mr. Charles Alvarez Tribal Chairman Gabrielino-Tongva Tribe 23454 Vanowen Street West Hills, CA 91307	5/29/24*	6/12/24; 6/26/24	
Ms. Sandonne Goad Chairperson Gabrielino /Tongva Nation 106 1/2 Judge John Aiso St., #231 Los Angeles, CA 90012	5/29/24*	6/12/24; 6/26/24	
Mr. Robert Dorame Chairperson Gabrielino Tongva Indians of California Tribal Council P.O. Box 490 Bellflower, CA 90707	5/29/24*	N/A	**5/29/24:** Response received via email from Christina Conley, Tribal Consultant and Administrator, stating the following: We have no comment. ***Please see attached email PDF.***
Ms. Christina Conley Tribal Consultant and Administrator Gabrielino Tongva Indians of California Tribal Council P.O. Box 941078 Simi Valley, CA 93094	5/29/24*	N/A	
Mr. Robert Martin Chairperson Morongo Band of Mission Indians 12700 Pumarra Road Banning, CA 92220	5/29/24*	6/12/24; 6/26/24	
Ms. Ann Brierty Tribal Historic Preservation Officer Morongo Band of Mission Indians 12700 Pumarra Road Banning, CA 92220	5/29/24*	6/12/24; 6/26/24	
Mr. Manfred Scott Acting Chairman Quechan Tribe of the Fort Yuma Reservation P.O. Box 1899 Yuma, AZ 85366	5/29/24*	6/12/24; 6/26/24	
Ms. Jill McCormick Historic Preservation Officer Quechan Tribe of the Fort Yuma Reservation P.O. Box 1899 Yuma, AZ 85366	5/29/24*	6/12/24; 6/26/24	
Ms. Jessica Mauck Director of Cultural Resources San Manuel Band of Mission Indians 26569 Community Center Drive Highland, CA 92346	5/29/24*	6/12/24	**6/13/24:** Response received via email from Kristen Tuosto, Tribal Archaeologist stating the following: Due to the nature and location of the proposed project, YSMN respectfully requests the following for review upon availability: · Cultural report · Geotechnical report (if required for the project) · Project plans showing the depth of proposed disturbance ***Please see attached email PDF.*** **9/06/24:** Consultation meeting occurred with the Tribe, FTA, SBCTA, and consultant staff. Discussed in depth project overview and construction/excavation timeline. The Tribe expressed interested in locations the project alignment passed through Holocene deposits as they may have unknown tribal cultural/archaeological resources. The Tribe requested to review the Cultural Report, Geotech report, and project plans. The requested materials were provided to the tribe on September 26, 2024, and the Tribe responded with a request to incorporate specific processes related to discovery of human remains and/or pre-contact cultural resources be incorporated into the project conditions. The requested language has been incorporated into

			Section 6 Conclusions and Recommendations. ***Please see attached meeting minutes.***
Ms. Lovina Redner Tribal Chair Santa Rosa Band of Cahuilla Indians P.O. Box 391820 Anza, CA 92539	5/29/24*	6/12/24; 6/26/24	
Mr. Mark Cochrane Co-Chairperson Serrano Nation of Mission Indians P. O. Box 343 Patton, CA 92369	5/29/24*	6/12/24; 6/26/24	
Mr. Wayne Walker Co-Chairperson Serrano Nation of Mission Indians P. O. Box 343 Patton, CA 92369	5/29/24*	6/12/24; 6/26/24	
Mr. Isaiah Vivanco Chairperson Soboba Band of Luiseno Indians P. O. Box 487 San Jacinto, CA 92581	5/29/24*	6/12/24; 6/26/24	
Mr. Joseph Ontiveros Cultural Resource Department Soboba Band of Luiseno Indians P. O. Box 487 San Jacinto, CA 92581	5/29/24*	6/12/24; 6/26/24	

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: SBCTA Ontario Tunnel Project

County: San Bernardino County

USGS Quadrangle Name: *Guasti, Calif.*

Township: 1 South **Range:** **Section(s):** R 6 West/Sec 7, 18, 19 R 7 West/Sec 12, 13, 24, 25, 26, 27

Company/Firm/Agency: LSA

Street Address: 285 South Street, Suite P

City: San Luis Obispo, CA **Zip:** 93401

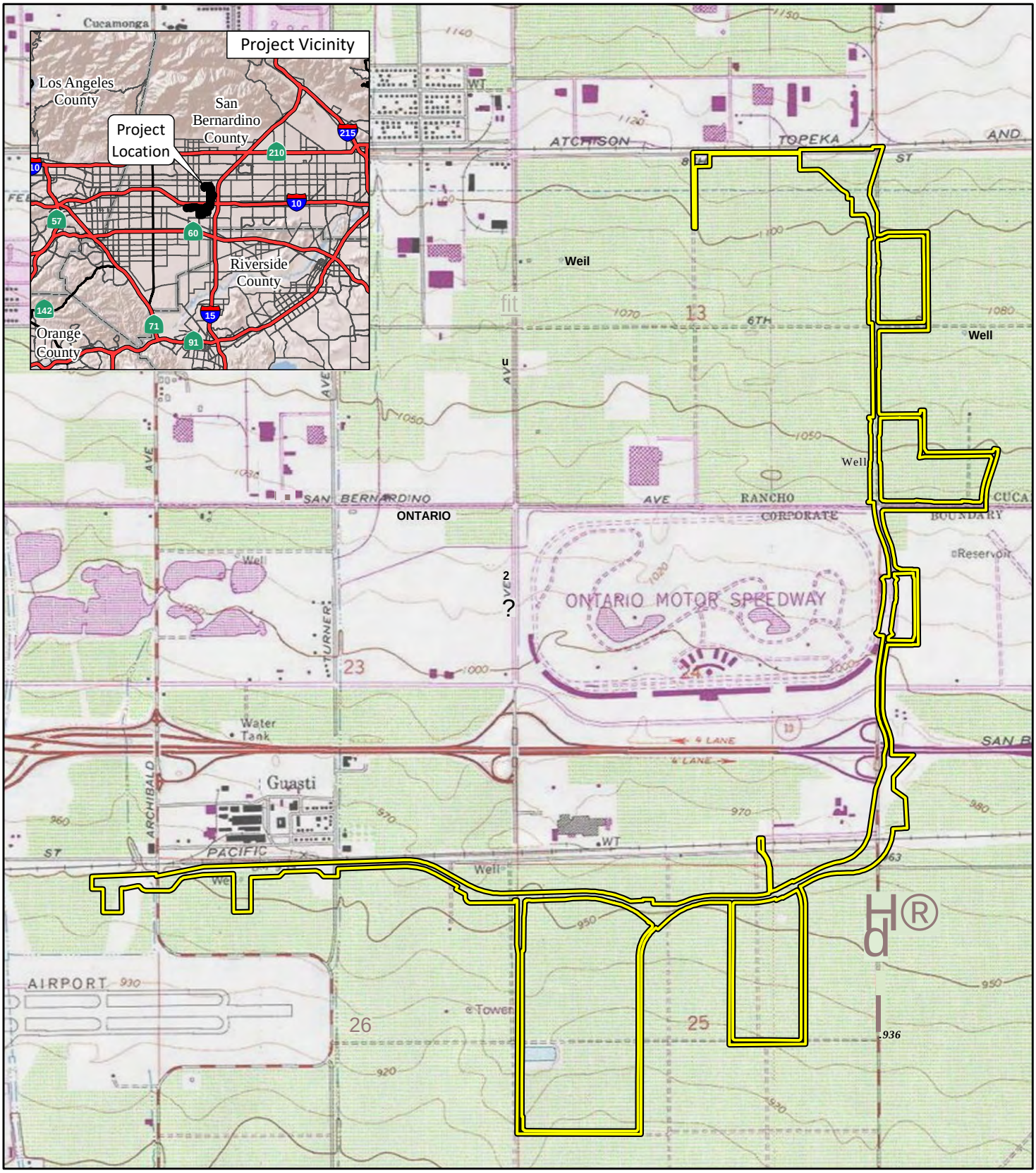
Phone: 805-801-4533

Fax:

Email: kerrie.collison@lsa.net

Project Description:

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the Federal Transit Administration (FTA), proposes to construct a 4.4-mile-long tunnel connecting the Rancho Cucamonga Metrolink Station and terminals 2 and 4 at the Ontario Airport. Tunnel boring would occur up to 60 feet below the ground surface. During operation, electric vehicles would transport passengers between the Metrolink Station and Ontario Airport.



LSA

LEGEND

Project Location

FIGURE 1

N

0 1000 2000

FEET

SOURCE: USGS 7.5' Quad - *Guasti, CA* (1981)

I:\AEM2201\GIS\MXD\Cultural\ProjectLocation_USGS.mxd (5/23/2022)

Emerging Technology Tunnel to Ontario International Airport

Project Location

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 27, 2022

Kerrie Collison
LSA

Via Email to: kerrie.collison@lsa.net

Re: SBCTA Ontario Tunnel Project, San Bernardino County

Dear Ms. Collison:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
San Bernardino County
6/27/2022

Agua Caliente Band of Cahuilla Indians
Reid Milanovich, Chairperson
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919
laviles@aguacaliente.net

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant and Administrator
P.O. Box 941078 — Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Morongo Band of Mission Indians
Ann Brierty, THPO
12700 Pumarra Road — Cahuilla, Serrano
Banning, CA, 92220
Phone: (951) 755 - 5259
Fax: (951) 572-6004
abrierty@morongo-nsn.gov

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road — Cahuilla, Serrano
Banning, CA, 92220
Phone: (951) 755 - 5110
Fax: (951) 755-5177
abrierty@morongo-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed SBCTA Ontario Tunnel Project, San Bernardino County.

Native American Heritage Commission
Native American Contact List
San Bernardino County
6/27/2022

Quechan Tribe of the Fort Yuma Reservation
Manfred Scott, Acting Chairman
Kw'ts'an Cultural Committee
P.O. Box 1899 — Quechan
Yuma, AZ, 85366
Phone: (928) 750 - 2516
scottmanfred@yahoo.com

Quechan Tribe of the Fort Yuma Reservation
Jill McCormick, Historic Preservation Officer
P.O. Box 1899 — Quechan
Yuma, AZ, 85366
Phone: (760) 572 - 2423
historicpreservation@quechantribe.com

San Manuel Band of Mission Indians
Jessica Mauck, Director of Cultural Resources
26569 Community Center Drive — Serrano
Highland, CA, 92346
Phone: (909) 864 - 8933
Jessica.Mauck@sanmanuel-nsn.gov

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosa-nsn.gov

Serrano Nation of Mission Indians
Mark Cochrane, Co-Chairperson
P. O. Box 343 — Serrano
Patton, CA, 92369
Phone: (909) 528 - 9032
serranonation1@gmail.com

Serrano Nation of Mission Indians
Wayne Walker, Co-Chairperson
P. O. Box 343 — Serrano
Patton, CA, 92369
Phone: (253) 370 - 0167
serranonation1@gmail.com

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P. O. Box 487 — Cahuilla, Luiseno
San Jacinto, CA, 92581
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla, Luiseno
San Jacinto, CA, 92581
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed SBCTA Ontario Tunnel Project, San Bernardino County.

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Reid Milanovich
Chairperson
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Milanovich,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

Overview of the Proposed Project

The proposed Project would include the construction of a 4.2-mile-long tunnel connecting the Cucamonga Metrolink Station and ONT. The Project includes the construction of three passenger stations, a maintenance facility, and one access and ventilation shaft. The underground tunnel (24-foot inner diameter bi-directional tunnel) would begin at the Cucamonga Metrolink Station and travel south under Milliken Avenue, crossing beneath 6th Street, 4th Street, Interstate 10 (I-10), and the Union Pacific Railroad, before traveling west beneath East Airport Drive. It would connect to Terminals 2 and 4 at ONT, as illustrated in Enclosure #2 (Project Location Map). Tunnel boring would occur up to approximately 70 feet below the ground surface. Passenger stations would be constructed at a height of approximately 40 feet. Although partial property acquisitions and easements are required, no business or residential relocations are anticipated.

During operation, autonomous electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. Adjacent to the Cucamonga Metrolink Station would be a maintenance facility to support operations, provide autonomous electric vehicle storage, and provide employee amenities and parking. Two vent shaft design options are being considered. One vent shaft option would be located west of Milliken Avenue within the westbound I-10 off-ramp right-of-way and one vent shaft option would be located west of Milliken Avenue within the eastbound I-10 on-ramp right-of-way. Ultimately, only one of the proposed ventilation shaft design options would be selected and constructed to provide a means of emergency passenger egress and first responder access. The final location of the ventilation shaft would be selected after the public review period of the NEPA environmental assessment.

Request for Information

If you have any information or concern regarding potential impacts on precontact sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Ms. Patricia Garcia-Plotkin
Director
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Ms. Garcia-Plotkin,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

Overview of the Proposed Project

The proposed Project would include the construction of a 4.2-mile-long tunnel connecting the Cucamonga Metrolink Station and ONT. The Project includes the construction of three passenger stations, a maintenance facility, and one access and ventilation shaft. The underground tunnel (24-foot inner diameter bi-directional tunnel) would begin at the Cucamonga Metrolink Station and travel south under Milliken Avenue, crossing beneath 6th Street, 4th Street, Interstate 10 (I-10), and the Union Pacific Railroad, before traveling west beneath East Airport Drive. It would connect to Terminals 2 and 4 at ONT, as illustrated in Enclosure #2 (Project Location Map). Tunnel boring would occur up to approximately 70 feet below the ground surface. Passenger stations would be constructed at a height of approximately 40 feet. Although partial property acquisitions and easements are required, no business or residential relocations are anticipated.

During operation, autonomous electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. Adjacent to the Cucamonga Metrolink Station would be a maintenance facility to support operations, provide autonomous electric vehicle storage, and provide employee amenities and parking. Two vent shaft design options are being considered. One vent shaft option would be located west of Milliken Avenue within the westbound I-10 off-ramp right-of-way and one vent shaft option would be located west of Milliken Avenue within the eastbound I-10 on-ramp right-of-way. Ultimately, only one of the proposed ventilation shaft design options would be selected and constructed to provide a means of emergency passenger egress and first responder access. The final location of the ventilation shaft would be selected after the public review period of the NEPA environmental assessment.

Request for Information

If you have any information or concern regarding potential impacts on precontact sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: THPO Consulting
To: Jaimi Starr
Subject: RE: Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, May 29, 2024 4:51:00 PM
Attachments: image001.png

Greetings,

A records check of the Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.

Best Regards,

Luz Salazar
Cultural Resources Analyst
lsalazar@aguacaliente.net
C: (760) 423-3148 | D: (760) 883-1137
5401 Dinah Shore Drive, Palm Springs, CA 92264

From: Jaimi Starr <Jaimi.Starr@lsa.net>
Sent: Wednesday, May 29, 2024 4:35 PM
To: THPO Consulting <ACBCI-THPO@aguacaliente.net>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

** This Email came from an External Source **

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Andrew Salas
Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Salas,

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Sincerely,

CHARLENE LEE LORENZO

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For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
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GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The Gabrielino Tribal Council - San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Section 106

Project Name: Ontario Airport Connector Project

Dear Kathleen Kelly,

Thank you for your letter dated May 29, 2024 regarding Section 106 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding area in further detail.

Please contact us at your earliest convenience to schedule a consultation.

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Dr. Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the council of Elders

SBCTA No. 21-1002452

ONT CONNECTOR PROJECT

Meeting Minutes

Date & Time: October 1, 2024 at 3:00 PM – 4:00 PM PST

Location: Online – MS Teams Meeting

Purpose: Section 106 Consultation Meeting with Gabrieleno Band of Mission Indians - Kizh Nation

FTA			SBCTA		
☒	Kathleen Kelly	FTA	☒	Victor Lopez	SBCTA - PM
Gabrieleno Band of Mission Indians - Kizh Nation			☒	Ivan Gonzalez	SBCTA/Environmental (AECOM)
☒	Chairperson Andrew Salas	Kizh Nation	☒	Amanda Durgen	LSA
☒	Matthew Teutimez	Kizh Nation	☒	Rory Goodwin	LSA
☒	Sophia Pina	Kizh Nation			

Agenda Topics

1. Introductions

- FTA, Kizh Nation, SBCTA, AECOM, and LSA.

2. Project Overview

- Victor Lopez (SBCTA) provided an overview of the ONT Connector in Inland Empire/San Bernardino County, showing connectivity to West Valley Connector, Metrolink San Bernardino Line, Brightline West, and Ontario International Airport.
- Proposed Project: Cucamonga Station is proposed in the north and two passenger stations are proposed at the south end at ONT. The proposed Project would include a 4.2-mile tunnel alignment up to 70 feet below ground surface under Milliken Avenue, crossing under I-10, with one selected vent shaft at the Caltrans interchange, and along Airport Drive to ONT where the alignment would surface to connect to the at-grade stations at Terminal 4 and Terminal 2.
- The Cucamonga Station would include a boarding area for autonomous vehicles and excavation for building improvements. A maintenance and storage facility would be built adjacent to the Cucamonga Station.
- Ground disturbances would occur at the station termini and light maintenance facility and vent shaft. At the station locations the TBM would be launched/retrieved with boring occurring between the termini.
- Construction duration (56 months)
- Excavation would be required to launch the tunnel boring machine (TBM). Muck would be

	hauled offsite, and the contractor would fit the tunnel with infrastructure. • Photos were provided of the simulated Cucamonga Station; example TBM; example cut-and-cover construction; and an example of bored tunnel.
3.	Consultation Request • Victor noted that FTA received the 5/30 consultation request letter from Chairman Salas.
4.	Information Request and Preliminary Findings • FTA is seeking information from Gabrieleno Band of Mission Indians - Kizh Nation (Kizh Nation) related to sensitive areas. • A records search was negative and field surveys identified no resources.
5.	Discussion • Chairman Salas questioned if the Sacred Lands File was negative because his monitors have been involved in recent activities in the region where historic bottles were found. • Chairman Salas asked what the consultants on phone have found in regards to tribal resources through the investigation. Rory Goodwin (LSA) noted that geologically there is Holocene-age sediment in portions of the project area that could contain resources. • Chairman Salas provided a detailed oral history of the tribe. • Matt Teutimez discussed the hydrology and hydrogeology of the region and discussed the potential for resources to be discovered in the project area. • KC Kelly (FTA) thanked Chairman Salas and Mr. Teutimez for their input. KC asked that given the probability of resources occurring in the project area, does the tribe have a specific request? Mr. Teutimez indicated they will provide language by the end of the week. • KC noted that should we need to meet again, we can coordinate more phone calls.

From:	Whisman, Rusty (FTA)
To:	Victor Lopez
Cc:	Nguyen, Mary (FTA); Kelly, Kathleen (FTA); Albright, Brian (Volpe); Perry, Leslie (Volpe); Gonzalez, Ivan; Amanda Durgen; Rory Goodwin
Subject:	FW: Ontario International Airport Connector Project: Section 106 Consultation with FTA/Gabrieleno Band of Mission Indians - Kizh Nation
Date:	Wednesday, October 2, 2024 12:22:50 PM
Attachments:	Ontario International Airport Connector Peroject_ Mitigation Measures .pdf

Hi Victor,

Please see the attached requested avoidance/mitigation measures recommended by the Gabrieleno Band of Mission Indians - Kizh Nation.

Thank you.

Rusty
Rusty Whisman
Senior Transportation Program Specialist
Federal Transit Administration, Region 9
Southern California Office
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467
office: 213.202.3956
email: rusty.whisman@dot.gov
www.transit.dot.gov
Please note that I will be out of the office September 27 – October 4.

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Wednesday, October 2, 2024 12:13 PM
To: Whisman, Rusty (FTA) <russell.whisman@dot.gov>
Subject: Re: Ontario International Airport Connector Project: Section 106 Consultation with FTA/Gabrieleno Band of Mission Indians - Kizh Nation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Rusty

Here is the requested language below. If you have any questions feel free to contact us.

Thank you

Brandy Salas
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393

Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. "The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area " . "That's a contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."

On Mon, Sep 9, 2024 at 9:56 AM Whisman, Rusty (FTA) <russell.whisman@dot.gov> wrote:

> Hi there,
>
> Yes – here it is. Thanks.
>
> Rusty
> **Rusty Whisman**
> **Senior Transportation Program Specialist**
> Federal Transit Administration, Region 9
> Southern California Office
> 888 South Figueroa Street, Suite 440
> Los Angeles, CA 90017-5467
> office: 213.202.3956
> email: rusty.whisman@dot.gov
> www.transit.dot.gov
>
> ---
>
> **From:** Gabrieleno Administration <admin@gabrielenoindians.org>
> **Sent:** Monday, September 9, 2024 9:53 AM
> **To:** Whisman, Rusty (FTA) <russell.whisman@dot.gov>
> **Subject:** Re: Ontario International Airport Connector Project: Section 106 Consultation with FTA/Gabrieleno Band of Mission Indians - Kizh Nation
>
> **CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.
>
> Hello Rusty

Can you please provide the project letter?

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



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On Mon, Sep 9, 2024 at 9:13 AM Whisman, Rusty (FTA) <russell.whisman@dot.gov> wrote:

> Hi all,
>
> Please join this call to discuss the Ontario International Airport Connector Project.
>
> Agenda:
>
> 1. Introductions
> 2. Project Overview
> 3. Discussion
>
> Please feel free to forward this invitation to anyone else who may be attending.
>
> Thank you.
>
> Rusty
> **Rusty Whisman**
> **Senior Transportation Program Specialist**
> Federal Transit Administration, Region 9
> Los Angeles Office

888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467
office: 213.202.3956
email: rusty.whisman@dot.gov
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Microsoft Teams Need help?

Join the meeting now

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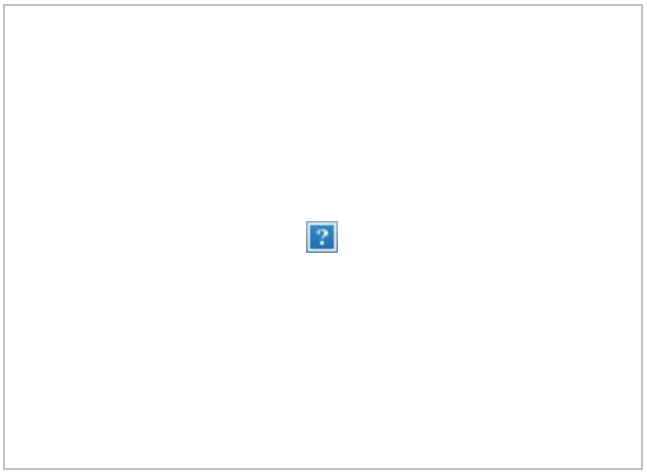
For organizers: Meeting options | Reset dial-in PIN



The United States Department of Transportation

Org help

GABRIELENO BAND OF MISSION INDIANS – KIZH NATION - PROPOSED TCR MITIGATION MEASURES

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the

Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

PLEASE NOTE THE FOLLOWING:

Any/all revisions to the Kizh's proposed TCR mitigations set forth above must be requested in writing, and not more than ten (30) calendar days from the date that we consulted on the subject Project so that we can conclude consultation. Requested revisions shall be delivered to the Kizh via email at admin@gabrielenoindians.org, and in a Word document, redline format. Please include as the email subject: "REQUEST FOR MITIGATION REVISIONS," and identify the project name and location/address. If revisions are not requested within 10 calendar days of consultation, the Kizh's proposed mitigations are presumed accepted as proposed (i.e., as set forth above). The laws preserving the confidentiality of Native

The laws preserving the confidentiality of Native American documents and records prohibits the inclusion of any information about the location of Native American artifacts, sites, sacred lands, or any other information that is exempt from public disclosure pursuant to the Public Records Act. (Cal. Code Regs. § 15120(d) Rocklin (2011) 197 Cal.App.4th 200, at p. 220. Please be advised that these protective mitigation measures are property of the KIZH Nation Tribal government and no other entity or Tribal government nor should they be utilized for any other Tribal government or entity and are protected under the AB52 confidentiality act

Thank you for your anticipated cooperation.

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
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Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Anthony Morales
Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

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Sincerely,

CHARLENE LEE LORENZO

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Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

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2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From:	Jaimi Starr
To:	"GTTribalcouncil@aol.com"
Cc:	"rusty.whisman@dot.gov"; "kathleen.kelly@dot.gov"; "vlopez@gosbcta.com"
Bcc:	DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject:	RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date:	Wednesday, June 12, 2024 12:53:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:39 PM
To: GTTribalcouncil@aol.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

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Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
To: GTTribalcouncil@aol.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:21:00 PM

Good afternoon,

This 2nd follow up email is being sent to you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, June 12, 2024 12:54 PM
To: 'GTTribalcouncil@aol.com' <GTTribalcouncil@aol.com>
Cc: 'rusty.whisman@dot.gov' <rusty.whisman@dot.gov>; 'kathleen.kelly@dot.gov' <kathleen.kelly@dot.gov>; 'vlopez@gosbcta.com' <vlopez@gosbcta.com>
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

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Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Charles Alvarez
Tribal Chairman
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Alvarez,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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Request for Information

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Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: Jaimi Starr
To: roadkingcharles@aol.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 12, 2024 12:58:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:47 PM
To: roadkingcharles@aol.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:19:00 PM

Good afternoon,

This 2nd follow up email is being sent to you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

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805-242-4039 Direct

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Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

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U.S. Department of Transportation
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888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Ms. Sandonne Goad
Chairperson
Gabrielino /Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Ms. Goad,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From:	Jaimi Starr
To:	sgoad gabrielino-tongva.com
Cc:	rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc:	DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject:	RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date:	Wednesday, June 12, 2024 12:56:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:41 PM
To: sgoad gabrielino-tongva.com <sgoad@gabrielino-tongva.com>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:20:00 PM

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888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Robert Dorame
Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Dorame,

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Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

U.S. Department of Transportation
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888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Ms. Christina Conley
Tribal Consultant and Administrator
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA 93094

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Ms. Conley,

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Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: Christina Marsden Conley
To: Jaimi Starr
Subject: Re: Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, May 29, 2024 6:11:43 PM
Attachments: GTIOC.png

We have no comment
tehoovet taamet
C H R I S T I N A C O N L E Y
•Tribal Cultural Resource Administrator Under Tribal Chair, Robert Dorame
•Catalina Tribal Coalition
•California Coalition of State Tribes, Executive Board
•HAZWOPER Certified
https://file.lacounty.gov/SDSInter/lac/1137966_AREPORTONHARMSCountyofLosAngeles.pdf

G A B R I E L I N O T O N G V A I N D I A N S O F C A L I F O R N I A
The Gabrielino Tongva Indians of California tribe is traditionally and culturally recognized in the State of California Bill AJR96 as the aboriginal tribe to encompass the entire Los Angeles Basin area to Laguna Beach, extending to the Channel Islands of Santa Catalina, San Nicholas and San Clemente Islands

This e-mail transmission and any documents, files or previous e-mail messages attached to it, maybe privileged and confidential and is intended only for the use of the intended recipient of this message. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any review, disclosure, retention, copying, dissemination, distribution or use of any of the information contained in, or attached to this e-mail transmission is STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify me by return email or by telephone at the above number and delete the message and its attachments.

> On May 29, 2024, at 4:42 PM, Jaimi Starr <Jaimi.Starr@lsa.net> wrote:
>
> Good afternoon,
>
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Jaimi Starr | Office Manager
805-242-4039 Direct

<SBCTA_ONTConnector Gabrielino_Tongva Council Consultant Conley.pdf>

U.S. Department of Transportation
Federal Transit Administration

REGION IX
Arizona, California,
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American Samoa,
Northern Mariana Islands

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Robert Martin
Chairperson
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

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CHARLENE LEE LORENZO

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Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

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3. Proposed Area of Potential Effects (APE) Map

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To:	Ann Brierty
Cc:	rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc:	DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject:	RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date:	Wednesday, June 12, 2024 12:58:00 PM

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Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:48 PM
To: Ann Brierty <abrierty@morongo-nsn.gov>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
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From: Jaimi Starr
To: Ann Brierty
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:18:00 PM

Good afternoon,

This 2nd follow up email is being sent to you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, June 12, 2024 12:59 PM
To: Ann Brierty <abrierty@morongo-nsn.gov>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:48 PM
To: Ann Brierty <abrierty@morongo-nsn.gov>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the

address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Ms. Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Ms. Brierty,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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During operation, autonomous electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. Adjacent to the Cucamonga Metrolink Station would be a maintenance facility to support operations, provide autonomous electric vehicle storage, and provide employee amenities and parking. Two vent shaft design options are being considered. One vent shaft option would be located west of Milliken Avenue within the westbound I-10 off-ramp right-of-way and one vent shaft option would be located west of Milliken Avenue within the eastbound I-10 on-ramp right-of-way. Ultimately, only one of the proposed ventilation shaft design options would be selected and constructed to provide a means of emergency passenger egress and first responder access. The final location of the ventilation shaft would be selected after the public review period of the NEPA environmental assessment.

Request for Information

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If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From:	Jaimi Starr
To:	Ann Brierty
Cc:	rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc:	DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject:	RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date:	Wednesday, June 12, 2024 12:59:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:50 PM
To: Ann Brierty <abrierty@morongo-nsn.gov>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
To: Ann Brierty
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:17:00 PM

Good afternoon,

This 2nd follow up email is being sent to you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

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805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, June 12, 2024 1:00 PM
To: Ann Brierty <abrierty@morongo-nsn.gov>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

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Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:50 PM
To: Ann Brierty <abrierty@morongo-nsn.gov>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Manfred Scott
Acting Chairman
Quechan Tribe of the Fort Yuma Reservation
P.O. Box 1899
Yuma, AZ 85366

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Scott,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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Request for Information

If you have any information or concern regarding potential impacts on precontact sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: Jaimi Starr
To: scottmanfred@yahoo.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 12, 2024 1:00:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:52 PM
To: scottmanfred@yahoo.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
To: scottmanfred@yahoo.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:16:00 PM

Good afternoon,

This 2nd follow up email is being sent to you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, June 12, 2024 1:01 PM
To: scottmanfred@yahoo.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

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Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:52 PM
To: scottmanfred@yahoo.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Ms. Jill McCormick
Historic Preservation Officer
Quechan Tribe of the Fort Yuma Reservation
P.O. Box 1899
Yuma, AZ 85366

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Ms. McCormick,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: Jaimi Starr
To: historicpreservation@quechantribe.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 12, 2024 1:01:00 PM

Good afternoon,

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Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:54 PM
To: historicpreservation@quechantribe.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
To: historicpreservation@quechantribe.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:15:00 PM

Good afternoon,

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Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, June 12, 2024 1:02 PM
To: historicpreservation@quechantribe.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

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Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:54 PM
To: historicpreservation@quechantribe.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Ms. Jessica Mauck
Director of Cultural Resources
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Ms. Mauck,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: Jaimi Starr
To: Jessica.Mauck@sanmanuelnsn.gov
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 12, 2024 1:02:00 PM

Good afternoon,

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Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:55 PM
To: Jessica.Mauck@sanmanuelnsn.gov
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From:	Victor Lopez
To:	Jaimi Starr
Cc:	James Santos; DeRosa, David; Gonzalez, Ivan
Subject:	FW: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]
Date:	Thursday, June 13, 2024 3:24:02 PM
Attachments:	~WRD0001.jpg image001.png

See below for request. Info to be added to tracking list.

Victor Lopez, PE
Director of Transit and Rail Programs
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
909.884.8276 | Office
909.889.8611 x118 | Direct

From: Kelly, Kathleen (FTA) <kathleen.kelly@dot.gov>
Sent: Thursday, June 13, 2024 12:51 PM
To: Victor Lopez <vlopez@gosbcta.com>
Cc: Hernandez, Nicholas (FTA) <nicholas.hernandez@dot.gov>; Whisman, Rusty (FTA) <russell.whisman@dot.gov>; Perry, Leslie (Volpe) <leslie.perry@dot.gov>
Subject: FW: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]

Good afternoon Victor,

Please see Kristen's email below. If you have any questions, please let us know. I responded and told her that we would be in contact to get the tribe the information.

Thank you,
KC Kelly

Kathleen C. Kelly *(she/her)*
Environmental Protection Specialist
U.S. DOT|Federal Transit Administration
Region IX|888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
Office Phone: 415.734.9469

From: Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>
Sent: Thursday, June 13, 2024 11:52 AM
To: Kelly, Kathleen (FTA) <kathleen.kelly@dot.gov>

Subject: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Kathleen,

Thank you for contacting the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) regarding the above referenced project. YSMN appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on June 4, 2024, pursuant to Section 106 of the National Historic Preservation Act (NHPA). The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe.

Due to the nature and location of the proposed project, YSMN respectfully requests the following for review upon availability:

- Cultural report
- Geotechnical report (if required for the project)
- Project plans showing the depth of proposed disturbance

The provision of this information will assist Yuhaaviatam of San Manuel Nation in ascertaining how the Tribe will assume consulting party status and participate, moving forward, in project review and implementation. Please note that if this information cannot be provided within the Tribe's 30-day response window, the Tribe automatically elects to be a consulting party. If you should have any questions with regard to this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for YSMN with respect to this project.

Once again, the Yuhaaviatam of San Manuel Nation appreciates the opportunity to comment on the proposed project.

Regards,
Kristen

Kristen Tuosto
Tribal Archaeologist
Kristen.Tuosto@sanmanuel-nsn.gov
O:(909) 864-8933 x 50-3421
M:(909) 725-1357
26569 Community Center Dr Highland, California 92346

SBCTA No. 21-1002452

ONT CONNECTOR PROJECT

Meeting Minutes

Date & Time: **September 6, 2024 at 1:00 PM – 2:00 PM PST**
Location: **Online – MS Teams Meeting**
Purpose: **Section 106 Consultation Meeting with Yuhaaviatam of San Manuel Nation**

FTA			SBCTA		
☒	Rusty Whisman	FTA - PM	☒	Victor Lopez	SBCTA - PM
☒	Brian Albright	FTA-Volpe	☒	Ivan Gonzalez	SBCTA/Environmental (AECOM)
Yuhaaviatam of San Manuel Nation			☒	Amanda Durgen	LSA
☒	Kristen Tuosto	YSMN	☒	Rory Goodwin	LSA
OMNITRANS					
☒	Maurice Mansion	OmniTrans			

Agenda Topics

1.	Introductions • FTA, YSMN, SBCTA, OMNITRANS, HNTB and AECOM
2.	Project Overview • Victor provided an overview of the ONT Connector in Inland Empire/San Bernardino County, showing connectivity to West Valley Connector, Metrolink San Bernardino Line, Brightline West, Ontario International Airport. • Proposed Project: Cucamonga Station is proposed in the north, two passenger stations are proposed at the south end at ONT. The project includes a 4.2-mile tunnel under Milliken Avenue, crossing under I-10 with one selected vent shaft at the Caltrans interchange, and tunnel alignment along Airport Drive to the Terminal Stations. • The Cucamonga Station would include a maintenance facility, boarding area for autonomous vehicles, and excavation for building improvements. • Project features would be underground from the Cucamonga Station until the proposed vent shaft at the Caltrans interchange. • The tunnel alignment continues along Airport Drive and transitions to an at-grade alignment at the Terminal Stations (ONT). • Construction (56 months) • Excavation to launch the TBM, muck is hauled offsite, contractor would fit the tunnel with infrastructure.

	• Photos were provided of the simulated Cucamonga Station; example TBM; example cut-and-cover construction; and an example of bored tunnel.
3.	Consultation Request • Rusty noted that FTA received 5/29/24 consultation request letter, which requested the cultural report, geotechnical report, and project plans. FTA is formulating a response and is expected to provide the response in the next week.
4.	Information Request and Preliminary Findings • FTA is seeking information from YSMN related to sensitive areas, couple of receiving pits, deep excavation (70 feet), records search was negative, field surveys identified no resources.
5.	Discussion • Kristen noted that YSMN's concern is that there will be a slow decline to reach the tunnel depth. Soil composition (Holocene deposits may have tribal cultural/archaeological resources). • Victor said the descent would be consistent with typical roadway grades. • Brian clarified that YSMN was interested in where excavation would potentially encounter resource-containing soils (Holocene). • Rusty asked if Kristen was aware of resources in this area. Kristen indicated YSMN is not aware of resources in this immediate area, but in the general area, there may be a village area within a 5-mile radius. Concern for inadvertent discovery of village. Satellite sites are possible. • Rusty noted that if resources are discovered, FTA would contact the tribes/SHPO. • Minutes by end of next week. • Kristen will provide a written response after review of the requested materials.

From: Whisman, Rusty (FTA)
To: Kristen Tuosto
Cc: Kelly, Kathleen (FTA); Victor Lopez
Subject: RE: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]
Attachments: ONT Connector_YSMN Meeting Minutes_09062024_Draft.docx

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Good evening Kristen,

Thank you for the response, and I hope the Line Fire is fully contained soon and everyone is out of harm's way. We appreciate your recommendations for language to be included as commitments within the project environmental document and other project documents, and FTA and SBCTA will take these recommendations into consideration.

As for your initial request to review project documents, we have uploaded the following items to Dropbox:

1. Cultural resources records search results. The project team is still in the process of revising the cultural resources study and it is not yet ready to share. A summary of consultation with Yuhaaviatam of San Manuel Nation will be reflected once finalized.
2. A working draft of the geotechnical data report. No substantial changes to this document are anticipated prior to public circulation of the Environmental Assessment for the project.
3. Project plans showing the proposed depths of disturbance

[redacted]

I've also attached the minutes from our meeting on September 6 for your records. Please let us know if you have any comments or suggested revisions.

Thank you.

Rusty
Rusty Whisman
Senior Transportation Program Specialist
Federal Transit Administration, Region 9
Southern California Office
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467
office: 213.202.3956
email: rusty.whisman@dot.gov
www.transit.dot.gov
Please note that I will be out of the office September 27 – October 4.

From: Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>
Sent: Thursday, September 26, 2024 9:47 AM

To: Whisman, Rusty (FTA) <russell.whisman@dot.gov>
Cc: Kelly, Kathleen (FTA) <kathleen.kelly@dot.gov>; Victor Lopez <vlopez@gosbcta.com>
Subject: RE: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Rusty,

I meant to send this email a couple of weeks ago, but the Line Fire threw me off my game. I am sorry about the delay. Thank you and your team for meeting with me.

YSMN requests that the following language, or some variation thereof, be made a part of the project conditions/COAs/NTP:

1. If human remains or funerary objects are encountered during any activities associated with the project, work within a 100-foot buffer of the find shall cease, and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

2. In the event that any pre-contact cultural resources are discovered during project activities, all work within a 60-foot buffer shall cease, and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, Yuhaaviatam of San Manuel Nation will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, in order to provide Tribal input. The archaeologist shall complete an isolate/site record for the find and submit this document to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation.

3. If eligible pre-contact resources are discovered, and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources Treatment Plan and a Discovery and Monitoring Plan. Drafts of which shall be provided to Yuhaaviatam of San Manuel Nation for review and comment. The Lead Agency or designated POC shall, in good faith, consult with Yuhaaviatam of San Manuel Nation on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

Note: Yuhaaviatam of San Manuel Nation realizes that there may be additional tribes claiming cultural affiliation to the area; however, Yuhaaviatam of San Manuel Nation can only speak for itself. The Tribe has no objection if the agency, developer, and/or archaeologist wishes to consult with other tribes in addition to YSMN and if the Lead

Agency wishes to revise the conditions to recognize additional tribes.

This communication concludes YSMN's input on this project, at this time, and no additional consultation pursuant to Section 106 of the NHPA is required unless there is an unanticipated discovery of cultural resources during project implementation. If you should have any further questions regarding this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for YSMN with respect to this project.

Regards,
Kristen

From: Whisman, Rusty (FTA) <russell.whisman@dot.gov>
Sent: Thursday, August 29, 2024 8:42 AM
To: Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>
Cc: Kelly, Kathleen (FTA) <kathleen.kelly@dot.gov>; Victor Lopez <vlopez@gosbcta.com>
Subject: RE: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]

Hi Kristen,

Thanks for providing your availability. I will follow up with the team and send over a meeting invitation.

Rusty
Rusty Whisman
Senior Transportation Program Specialist
Federal Transit Administration, Region 9
Southern California Office
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467
office: 213.202.3956
email: rusty.whisman@dot.gov
www.transit.dot.gov

From: Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>
Sent: Thursday, August 29, 2024 8:38 AM
To: Whisman, Rusty (FTA) <russell.whisman@dot.gov>
Cc: Kelly, Kathleen (FTA) <kathleen.kelly@dot.gov>; Victor Lopez <vlopez@gosbcta.com>
Subject: RE: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Rusty,

I would be happy to meet in early September; I am available Tuesday, 9/3, after 11 a.m., Wednesday, 9/4, after 10 a.m., and Friday, 9/6, between 1 PM and 4PM.

Please let me know if any of these dates work for you.

Best,
Kristen

From: Whisman, Rusty (FTA) <russell.whisman@dot.gov>
Sent: Wednesday, August 28, 2024 4:53 PM
To: Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>
Cc: Kelly, Kathleen (FTA) <kathleen.kelly@dot.gov>; Victor Lopez <vlopez@gosbcta.com>
Subject: RE: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]

Good afternoon Kristen,

Thank you for your response, and apologies for our delay in responding. We will follow up shortly regarding the requested information, but we wanted to acknowledge receipt of your email and that the Yuhaaviatam of San Manuel Nation will be considered a consulting party under Section 106 for the Ontario International Airport Connector Project.

I am happy to schedule a meeting with you and the project team in early September to provide an overview and hear any initial questions, comments, or concerns you might have about the project.

Thank you.

Rusty
Rusty Whisman
Senior Transportation Program Specialist
Federal Transit Administration, Region 9
Southern California Office
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467
office: 213.202.3956
email: rusty.whisman@dot.gov
www.transit.dot.gov

From: Kristen Tuosto <Kristen.Tuosto@sanmanuel-nsn.gov>
Sent: Thursday, June 13, 2024 11:52 AM
To: Kelly, Kathleen (FTA) <kathleen.kelly@dot.gov>
Subject: Section 106: Ontario International Airport Connector Project, Federal Transit Administration [FED-FTA-2024-1]

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Kathleen,

Thank you for contacting the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) regarding the above referenced project. YSMN appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on June 4, 2024, pursuant to Section 106 of the National Historic Preservation Act (NHPA). The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe.

Due to the nature and location of the proposed project, YSMN respectfully requests the following for review upon availability:

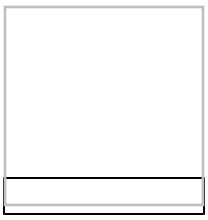
- Cultural report
- Geotechnical report (if required for the project)
- Project plans showing the depth of proposed disturbance

The provision of this information will assist Yuhaaviatam of San Manuel Nation in ascertaining how the Tribe will assume consulting party status and participate, moving forward, in project review and implementation. Please note that if this information cannot be provided within the Tribe's 30-day response window, the Tribe automatically elects to be a consulting party. If you should have any questions with regard to this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for YSMN with respect to this project.

Once again, the Yuhaaviatam of San Manuel Nation appreciates the opportunity to comment on the proposed project.

Regards,
Kristen

Kristen Tuosto
Tribal Archaeologist
Kristen.Tuosto@sanmanuel-nsn.gov
O:(909) 864-8933 x 50-3421
M:(909) 725-1357
26569 Community Center Dr Highland, California 92346



U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Ms. Lovina Redner
Tribal Chair
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Ms. Redner,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

Overview of the Proposed Project

The proposed Project would include the construction of a 4.2-mile-long tunnel connecting the Cucamonga Metrolink Station and ONT. The Project includes the construction of three passenger stations, a maintenance facility, and one access and ventilation shaft. The underground tunnel (24-foot inner diameter bi-directional tunnel) would begin at the Cucamonga Metrolink Station and travel south under Milliken Avenue, crossing beneath 6th Street, 4th Street, Interstate 10 (I-10), and the Union Pacific Railroad, before traveling west beneath East Airport Drive. It would connect to Terminals 2 and 4 at ONT, as illustrated in Enclosure #2 (Project Location Map). Tunnel boring would occur up to approximately 70 feet below the ground surface. Passenger stations would be constructed at a height of approximately 40 feet. Although partial property acquisitions and easements are required, no business or residential relocations are anticipated.

During operation, autonomous electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. Adjacent to the Cucamonga Metrolink Station would be a maintenance facility to support operations, provide autonomous electric vehicle storage, and provide employee amenities and parking. Two vent shaft design options are being considered. One vent shaft option would be located west of Milliken Avenue within the westbound I-10 off-ramp right-of-way and one vent shaft option would be located west of Milliken Avenue within the eastbound I-10 on-ramp right-of-way. Ultimately, only one of the proposed ventilation shaft design options would be selected and constructed to provide a means of emergency passenger egress and first responder access. The final location of the ventilation shaft would be selected after the public review period of the NEPA environmental assessment.

Request for Information

If you have any information or concern regarding potential impacts on precontact sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: Jaimi Starr
To: lsaul@santarosa-nsn.gov
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 12, 2024 1:02:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:57 PM
To: lsaul@santarosa-nsn.gov
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
To: lsaul@santarosa-nsn.gov
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:14:00 PM

Good afternoon,

This 2nd follow up email is being sent to you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, June 12, 2024 1:03 PM
To: lsaul@santarosa-nsn.gov
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 4:57 PM
To: lsaul@santarosa-nsn.gov
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport

Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Mark Cochrane
Co-Chairperson
Serrano Nation of Mission Indians
P. O. Box 343
Patton, CA 92369

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Cochrane,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

Overview of the Proposed Project

The proposed Project would include the construction of a 4.2-mile-long tunnel connecting the Cucamonga Metrolink Station and ONT. The Project includes the construction of three passenger stations, a maintenance facility, and one access and ventilation shaft. The underground tunnel (24-foot inner diameter bi-directional tunnel) would begin at the Cucamonga Metrolink Station and travel south under Milliken Avenue, crossing beneath 6th Street, 4th Street, Interstate 10 (I-10), and the Union Pacific Railroad, before traveling west beneath East Airport Drive. It would connect to Terminals 2 and 4 at ONT, as illustrated in Enclosure #2 (Project Location Map). Tunnel boring would occur up to approximately 70 feet below the ground surface. Passenger stations would be constructed at a height of approximately 40 feet. Although partial property acquisitions and easements are required, no business or residential relocations are anticipated.

During operation, autonomous electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. Adjacent to the Cucamonga Metrolink Station would be a maintenance facility to support operations, provide autonomous electric vehicle storage, and provide employee amenities and parking. Two vent shaft design options are being considered. One vent shaft option would be located west of Milliken Avenue within the westbound I-10 off-ramp right-of-way and one vent shaft option would be located west of Milliken Avenue within the eastbound I-10 on-ramp right-of-way. Ultimately, only one of the proposed ventilation shaft design options would be selected and constructed to provide a means of emergency passenger egress and first responder access. The final location of the ventilation shaft would be selected after the public review period of the NEPA environmental assessment.

Request for Information

If you have any information or concern regarding potential impacts on precontact sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Wayne Walker
Co-Chairperson
Serrano Nation of Mission Indians
P. O. Box 343
Patton, CA 92369

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Walker,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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Request for Information

If you have any information or concern regarding potential impacts on precontact sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From: Jaimi Starr
To: serranonation1@gmail.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 12, 2024 1:04:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 5:00 PM
To: serranonation1@gmail.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
To: serranonation1@gmail.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc: DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject: RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date: Wednesday, June 26, 2024 1:10:00 PM

Good afternoon,

This 2nd follow up email is being sent you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, June 12, 2024 1:05 PM
To: serranonation1@gmail.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106

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Sent: Wednesday, May 29, 2024 5:00 PM
To: serranonation1@gmail.com
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

Good afternoon,

Attached please find the letter dated 5/29/24 regarding the Ontario International Airport

Connector Project. A hard copy of this letter has also been sent via certified mail (USPS) to the address provided by the NAHC and/or the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA). If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Isaiah Vivanco
Chairperson
Soboba Band of Luiseno Indians
P. O. Box 487
San Jacinto, CA 92581

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Vivanco,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

Overview of the Proposed Project

The proposed Project would include the construction of a 4.2-mile-long tunnel connecting the Cucamonga Metrolink Station and ONT. The Project includes the construction of three passenger stations, a maintenance facility, and one access and ventilation shaft. The underground tunnel (24-foot inner diameter bi-directional tunnel) would begin at the Cucamonga Metrolink Station and travel south under Milliken Avenue, crossing beneath 6th Street, 4th Street, Interstate 10 (I-10), and the Union Pacific Railroad, before traveling west beneath East Airport Drive. It would connect to Terminals 2 and 4 at ONT, as illustrated in Enclosure #2 (Project Location Map). Tunnel boring would occur up to approximately 70 feet below the ground surface. Passenger stations would be constructed at a height of approximately 40 feet. Although partial property acquisitions and easements are required, no business or residential relocations are anticipated.

During operation, autonomous electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. Adjacent to the Cucamonga Metrolink Station would be a maintenance facility to support operations, provide autonomous electric vehicle storage, and provide employee amenities and parking. Two vent shaft design options are being considered. One vent shaft option would be located west of Milliken Avenue within the westbound I-10 off-ramp right-of-way and one vent shaft option would be located west of Milliken Avenue within the eastbound I-10 on-ramp right-of-way. Ultimately, only one of the proposed ventilation shaft design options would be selected and constructed to provide a means of emergency passenger egress and first responder access. The final location of the ventilation shaft would be selected after the public review period of the NEPA environmental assessment.

Request for Information

If you have any information or concern regarding potential impacts on precontact sites, sacred sites, and/or traditional cultural properties that would be relevant to this Project, please contact us. If you are not the designated representative for such consultation, please let us know.

If you have any questions or need additional information, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

U.S. Department of Transportation
Federal Transit Administration

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

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

May 29, 2024

Mr. Joseph Ontiveros
Cultural Resource Department
Soboba Band of Luiseno Indians
P. O. Box 487
San Jacinto, CA 92581

RE: Section 106 Tribal Consultation for the Ontario International Airport Connector Project

Dear Mr. Ontiveros,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Ontario International Airport (ONT) Connector Project (Project) located in the cities of Rancho Cucamonga and Ontario in San Bernardino County as shown in Enclosure #1 (Regional Location Map). The Project is a federal undertaking. The FTA is the lead federal agency. Pursuant to 36 FTA Part 800.2 (c)(4) and (c)(5), we are contacting both Native American tribes and interested parties to help identify precontact sites, sacred sites, and/or traditional cultural properties within the Project Area. You have been identified as a Native American tribe or interested party with interest or knowledge of the Project Area.

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Sincerely,

CHARLENE LEE LORENZO

Digitally signed by CHARLENE LEE LOAENZO
Date 202405.23 09:31 05 -0700'

For RayTellis
Regional Administrator

Enclosures:
1. Regional Location Map
2. Project Location Map
3. Proposed Area of Potential Effects (APE) Map

From:	Jaimi Starr
To:	Joseph Ontiveros; Jessica Valdez
Cc:	rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Bcc:	DeRosa, David; Guzman, Jaime; Gonzalez, Ivan; James Santos; Amanda Durgen
Subject:	RE: Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date:	Wednesday, June 12, 2024 1:05:00 PM

Good afternoon,

I am following up with you regarding the email and letter sent to you on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

Jaimi Starr | Office Manager
805-242-4039 Direct

From: Jaimi Starr
Sent: Wednesday, May 29, 2024 5:02 PM
To: Joseph Ontiveros <jontiveros@soboba-nsn.gov>; Jessica Valdez <jvaldez@soboba-nsn.gov>
Cc: rusty.whisman@dot.gov; kathleen.kelly@dot.gov; vlopez@gosbcta.com
Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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Respectfully,

Jaimi Starr | Office Manager
805-242-4039 Direct

From:	Jaimi Starr
To:	"Joseph Ontiveros"; "Jessica Valdez"
Cc:	"rusty.whisman@dot.gov"; "kathleen.kelly@dot.gov"; "vlopez@gosbcta.com"
Bcc:	"DeRosa, David"; "Guzman, Jaime"; "Gonzalez, Ivan"; "James Santos"; Amanda Durgen
Subject:	RE: 2nd Follow Up - Ontario International Airport Connector Project - Native American Consultation Section 106
Date:	Wednesday, June 26, 2024 1:09:00 PM

Good afternoon,

This 2nd follow up email is being sent to you regarding the email and letter sent on 5/29/2024. If you have any questions or concerns, feel free to call or email Ms. Kathleen Kelly, Environmental Protection Specialist, at (415) 734-9469 or kathleen.kelly@dot.gov.

Thank you,

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Subject: Ontario International Airport Connector Project - Native American Consultation Section 106

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805-242-4039 Direct

Appendix E - DEPARTMENT OF PARKS AND RECREATION (DPR) 523 FORMS

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 36-006847
HRI #
Trinomial
NRHP Status Code 6Y/6Z
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 **Resource Name or #:** ATSF RR (Segment)

P1. Other Identifier: APE Map Reference No. 1

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Bernardino **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Guasti, CA* **Date:** 1981 **T**1S; **R**7W; **Section:** 12; S.B.**B.M.**

c. Address: **City:** Rancho Cucamonga **Zip:**

d. UTM: Zone: 11; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #): Assessor Parcel Numbers (APNs) 020914314 and 020914321. This is an approximately 1,300 foot-long (0.25 mile) segment of the railroad adjacent to the modern Cucamonga Metrolink Station.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This approximately 1,300-foot-long (0.25-mile) railroad segment is oriented east-west and dates to the mid-1880s. The segment begins approximately 200 feet west of the modern Cucamonga Metrolink Station (2011) property line and extends east almost to the station's eastern boundary. The segment includes two sets of parallel tracks and a spur. The spur comes from the northwest, joins the northern track for a short distance, and curves northeast west of the northern platform. The spur appears to have wooden ties, although some are either missing or buried by sand. The northern tracks have wooden ties to the point where the spur travels to the northeast. From that point east, along the northern platform, the ties are concrete. East of the northern platform, the ties appear to be wood. The southern track has concrete ties. The setting is dominated by modern development that includes the Metrolink Station and related parking, large light manufacturing buildings, and a substation on the south, as well as large light manufacturing buildings to the north, east, and west beyond the segment.

***P3b. Resource Attributes:** (List attributes and codes) AH7 Railroad Grade

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



See Continuation Sheet

P5b. Description of Photo: (View, date, accession #) View west from the west end of the southern Metrolink platform (9/30/22)

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1880s

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

***P9. Date Recorded:**
9/30/2022

***P10. Survey Type:** (Describe)
Intensive-level Section 106 and CEQA compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Ontario International Airport (ONT) Connector Project Cultural Resources Identification and Eligibility Assessment, 2024. Prepared by LSA.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # 36-006847
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Y/6Z
*Resource Name or # (Assigned by recorder) ATSF RR (Segment)

B1. Historic Name:
B2. Common Name:
B3. Original Use: Railroad **B4. Present Use:** Railroad
***B5. Architectural Style:** NA
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Circa 1880
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Cucamonga Metrolink Station (2011).
B9a. Architect: **b. Builder:**
***B10. Significance: Theme:** Transportation **Area:** City of Rancho Cucamonga
Period of Significance: circa 1880-1972 **Property Type:** Railroad **Applicable Criteria:** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This approximately 1,300 foot-long (0.25 mile) segment of the ATSF railroad does not appear to meet the criteria for listing in the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register) either individually or as a contributor to the railroad as a whole. It is not a historic property under Section 106 or a historical resource as defined by the California Environmental Quality Act (CEQA). *See Continuation Sheet*

Historic Context. Please refer to the related report (see P11 on page 1).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

B13. Remarks:

***B14. Evaluator:** Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, CA 92507

***Date of Evaluation:** November 2022

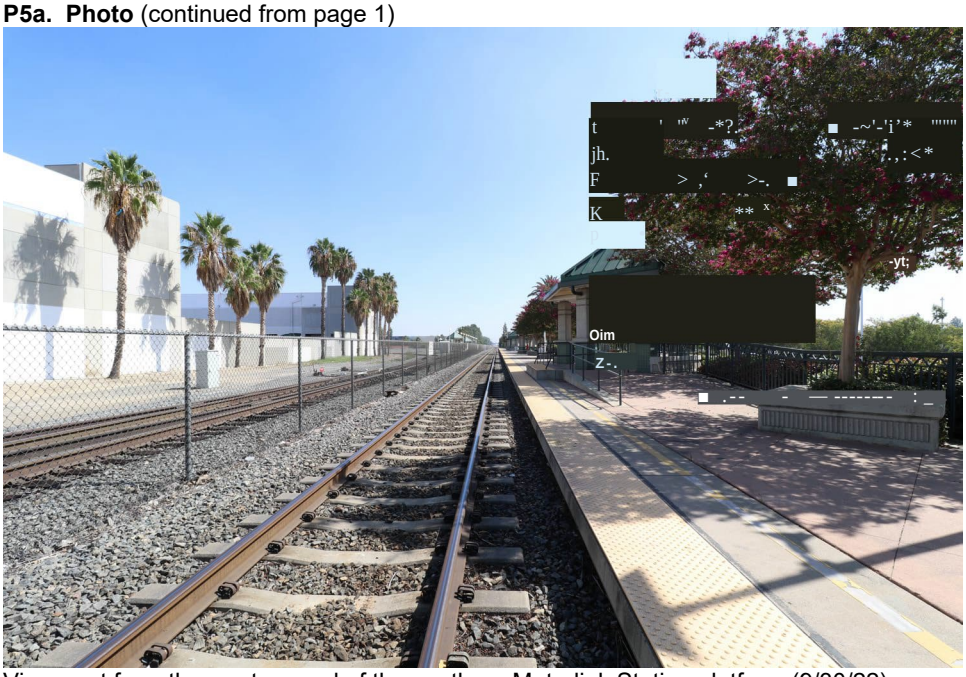
(Sketch Map with north arrow required.)

Refer to Location Map

(This space reserved for official comments.)

*Required information

P5a. Photo (continued from page 1)



View east from the western end of the southern Metrolink Station platform (9/30/22).



View east from the eastern end of the southern Metrolink Station platform (9/30/22).

See Continuation Sheet

***B10. Significance** (continued from page 2)
This railroad segment is being evaluated for historic significance under the National Register and California Register criteria. Because the two sets of criteria are so similar, they have been grouped together to avoid redundancy.

National Register Criterion A: *Associated with events that have made a significant contribution to the broad patterns of our history.*
California Register Criterion 1: *Associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

Railroads have made a significant contribution to the broad patterns of our history and cultural heritage, but this segment does not appear to be associated with any specific historically significant events. Because the tracks themselves have been modernized and the setting is now dominated by the modern Metrolink station, as well as other modern construction, this segment has impaired integrity of feeling, setting, materials, and workmanship and does not convey a strong association with any historic period. Therefore, it is not eligible for listing in the National Register as an individual railroad segment. In addition, because it is a modern segment, it does not convey an association with any historic period or contribute to the historic fabric of the railroad as a whole. It is not significant under these criteria.

National Register Criterion B*: Associated with the lives of persons significant in our past.*
California Register Criterion 2*: Associated with the lives of persons important in our past.*

The railroad as a whole is associated with persons important in history, but this segment is modern and is not associated with those people This segment is not significant under these criteria.

National Register Criterion C*: Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

California Register Criterion 3*: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*
This segment of the railroad retains typical characteristics of a type (i.e. a railroad). However, it has been modernized and does not embody the distinctive characteristics of a period or a historical method of construction. No indication was found that this segment is the work of a master and it does not possess high artistic values. Because the segment is modern it would not contribute to a potentially significant and distinguishable entity, such as a historic district. It is not significant under these criteria.

National Register Criterion D and California Register Criterion 4*: Has yielded, or may be likely to yield, information important in prehistory or history.*

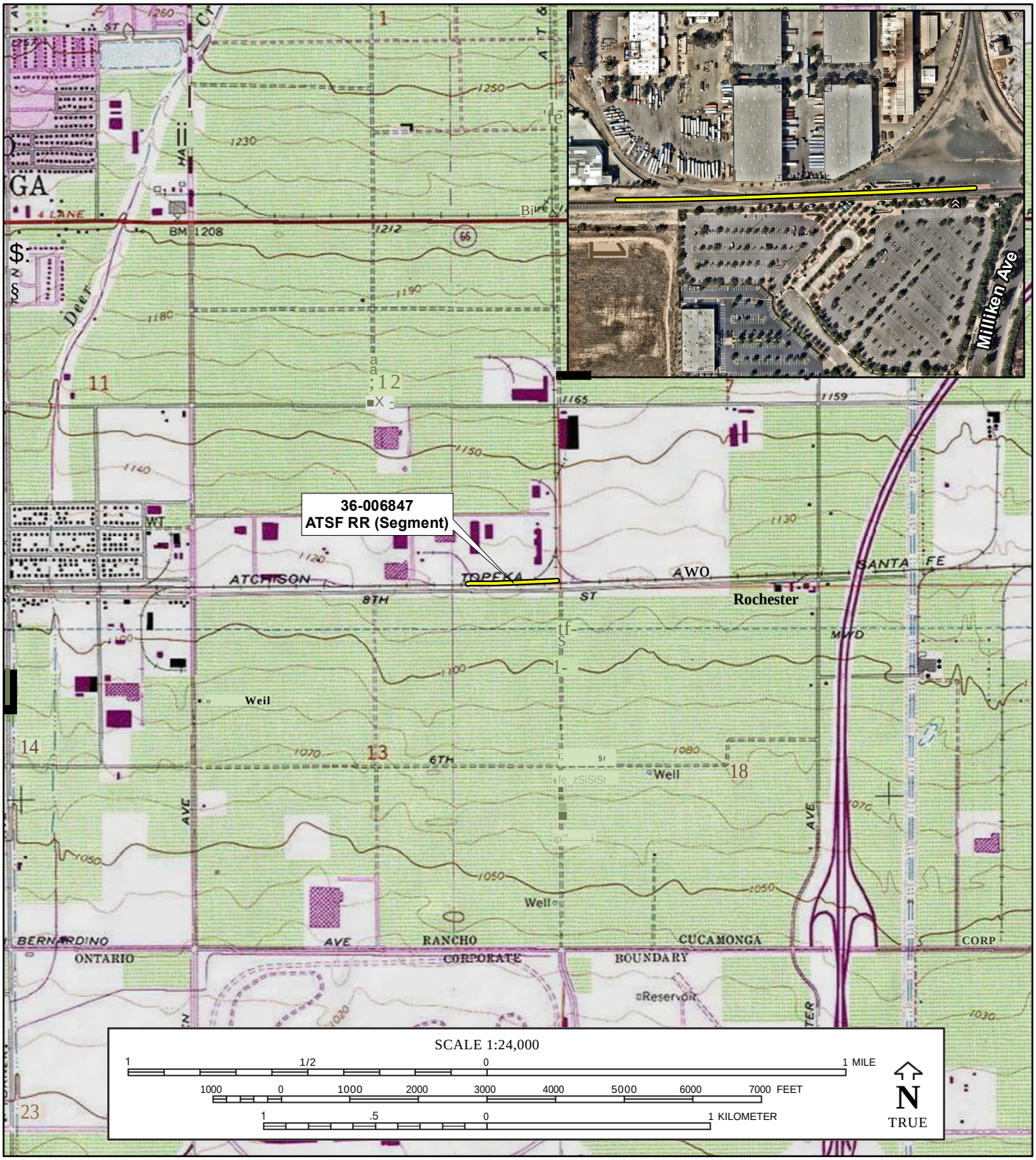
Railroads are well documented, and this segment is modern. Therefore, if cannot yield new historical information regarding the historical construction or design of railroads. It is not significant under these criteria.

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 36-006847
HRI #
Trinomial

Page 5 of 5 *Resource Name or ATSF RR (Segment)

*Map Name: USGS 7.5' Quad, Guasti; Nearmap *Scale: 1:24000 *Date of Map: 1981; 2022



I:\AEM2201\GIS\MXD\Cultu lo_36_006847.mxd (11/15/2022)

DPR 523J (1/95)

*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Y/6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

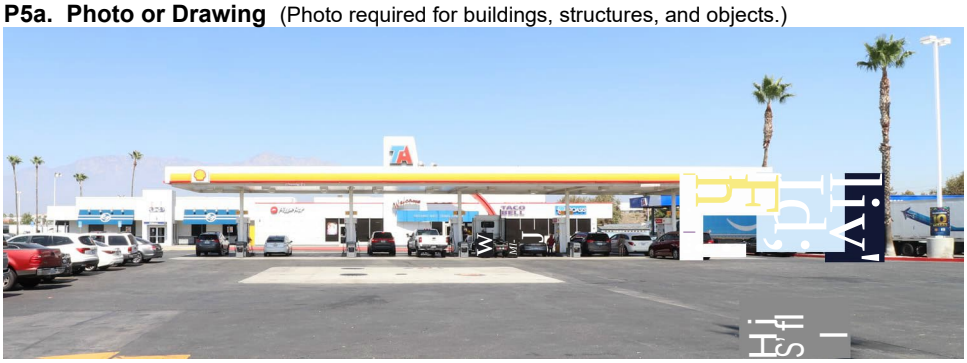
Page 1 of 5 Resource Name or #: 4265 East Guasti Road

P1. Other Identifier: APE Map Reference No, 2; Travel Centers of America; Ontario West Travel Center
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Bernardino **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** *Guasti, CA* **Date:** 1981 **T**1S; **R**7W; **Section:** 24; S.B.**B.M.**
c. Address: 4265 East Guasti Road **City:** Ontario **Zip:** 91761
d. UTM: Zone: 11; _____mE/ _____mN (G.P.S.)
e. Other Locational Data: Assessor Parcel Number (APN) 021021215; northwest corner of East Guasti Road and Milliken Avenue

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property includes two fuel station canopies, a one- and two-story commercial building, a modern concrete block truck service building, a modern metal trailer service building, and related parking lots. The commercial building has multiple suites and includes three restaurants and offices. It is irregular in plan and surmounted by a multi-level flat roof with no eaves. The exterior walls are painted concrete, painted concrete block, stucco, and faux stone. There are metal screens on the roof and the majority of the windows visible from the parking areas are typical aluminum-framed storefronts with fixed glass. There appear to be some wood-framed double-hung windows in the west elevation of the second-story portion of the building. The building has been extensively altered and, with the exception of a small part of the second story, has a completely modern appearance. In addition, the facility has been expanded with the addition of modern buildings and additional parking lots. The overall condition is good, but the integrity is low.

***P3b. Resource Attributes:** (List attributes and codes) HP6-1-3 story commercial property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)





See Continuation Sheet

P5b. Description of Photo: (View, date, accession #) Top: overview of commercial building and fuel station canopies (view north 9/30/22). Bottom: commercial building (view northwest, 9/30/22)

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1969 (County of San Bernardino n.d.)

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

***P9. Date Recorded:** 9/30/22

***P10. Survey Type:** (Describe)
Intensive-level Section 106 and CEQA compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Ontario International Airport (ONT) Connector Project Cultural Resources Identification and Eligibility Assessment, 2024. Prepared by LSA.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Y/6Z

***Resource Name or #** (Assigned by recorder) 4265 East Guasti Road

B1. Historic Name:

B2. Common Name: Travel Centers of American Ontario West

B3. Original Use: Truck stop **B4. Present Use:** Truck stop

***B5. Architectural Style:** Vernacular (altered)

***B6. Construction History:** (Construction date, alterations, and date of alterations) No original building permits were found for this property; however, according to the County of San Bernardino Property Information Management System Internet Site, the building was constructed in 1969 (County of San Bernardino). Following are relevant permits (City of Ontario var.).

2000 Permit issued for a tenant improvement, including new entry doors.
2001 Permits issued for grading and storm drain for new building, replacement of sign on pole, and installation of two parking lot pole lights.
2002 Permits issued to construct a 15' X 40' detached shade structure (smokers canopy) and install 10 illuminated signs, reface 2 signs, awnings, and neon outline.
2003 Permit issued to install 131-square-foot parking booth, site work asphalt, and restriping.
2006 Permits for a 320-square-foot equipment building, electrification system, overhead trusses and electric (Rows A, B, C, D), freestanding aluminum canopy (10' X 32'), replacement of steel-roof structure and fill in a portion of the existing wall opening, and 3,960 square-foot truck service bay.

See Continuation Sheet

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____

***B8. Related Features:**

B9a. Architect: None found. **b. Builder:** None found.

***B10. Significance: Theme:** NA **Area:** City of Ontario

Period of Significance: 1969 **Property Type:** Commercial **Applicable Criteria:** NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This 1969 truck stop, which includes a recently remodeled commercial building, two free-standing fuel station canopies, a concrete block truck service building, a modern metal building for servicing trucks, and parking areas, does not appear to meet the criteria for listing in the National Register of Historic Places (National Register) or California Register for Historical Resources (California Register). It is not a "historic property" pursuant to Section 106 or a "historical resource" for purposes of the California Environmental Quality Act (CEQA). *See Continuation Sheet*

Historic Context. Please refer to the related report for a detailed historic context (see P11 on page 1).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

City of Ontario
Var. Building permits provided by the City of Ontario in October 2022.

County of San Bernardino
n.d. Property Information Management System Internet Site. Accessed in September 2022 at: http://www.sbcounty.gov/assessor/pims/(S(tx1ez2nojmyewpsgcptztrg1))/PIMSINTERFACE.ASPX

B13. Remarks:

***B14. Evaluator:** Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, CA 92507

***Date of Evaluation:** November 2022

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

Refer to Location Map

P5a. Photo (continued from page 1)



Commercial building, view northeast 9/30/22.



Overview showing fuel station canopies and a part of the commercial building, view northwest 9/30/22.

***B6. Construction History:** (continued from page 2)

2008 Permit for upgrades to fuel dispensing station and 6' tall CMU enclosure.
2010 Permits to relocate monument sign, expand driveway and adjacent paving, and install three light poles.
2012 Permit for an equipment addition as part of tenant improvement for Taco Bell.
2016 Permits issued for installation of one 275-gallon and one 500-gallon bulk oil aboveground storage tank and to reface canopy and signage.
2021 Permit issued to reface canopy and install two sets of illuminated channel letters for "TA."
2022 Permit for a new metal building for trailer repair shop with fencing to create outdoor storage.

***B10. Significance:** (continued from page 2)
This property is being evaluated for historical significance under the criteria for listing in the National Register and California Register. Since the two sets of criteria are so similar, they have been grouped together to avoid redundancy.

National Register Criterion A: *Associated with events that have made a significant contribution to the broad patterns of our history.*
California Register Criterion 1: *Associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

This property dates to 1969, and as a truck stop located just south of Interstate 10, is associated with the construction of the interstate highway system, which generally began in 1956 and was completed in 1992. However, the alterations to and expansion of the facility have resulted in a completely modern appearance that does not convey an association with the historic period. Therefore, it is not significant under these criteria either individually or as a contributing element to a historic district should a district be identified.

See Continuation Sheet

***B10. Significance:** (continued from page 3)
***National Register Criterion B**: Associated with the lives of persons significant in our past.*
***California Register Criterion 2**: Associated with the lives of persons important in our past.*

No information was found for the historic-period owners of this property. However, even if the property was associated with noteworthy persons in history, the extensive alterations and expansion of the facility have significantly impaired its ability to be a good representation of the work of such persons. It is not significant under these criteria.

***National Register Criterion C**: Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*
***California Register Criterion 3**: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*

This nondescript, altered property does not embody the distinctive characteristics of an architectural style, type, period, or method of construction. No evidence was found that it is the work of a master, and it does not possess high artistic values. It is not part of a distinguishable entity with the potential to be identified as a historic district. It is not significant under these criteria.

***National Register Criterion D and California Register Criterion 4**: Has yielded, or may be likely to yield, information important in prehistory or history.*

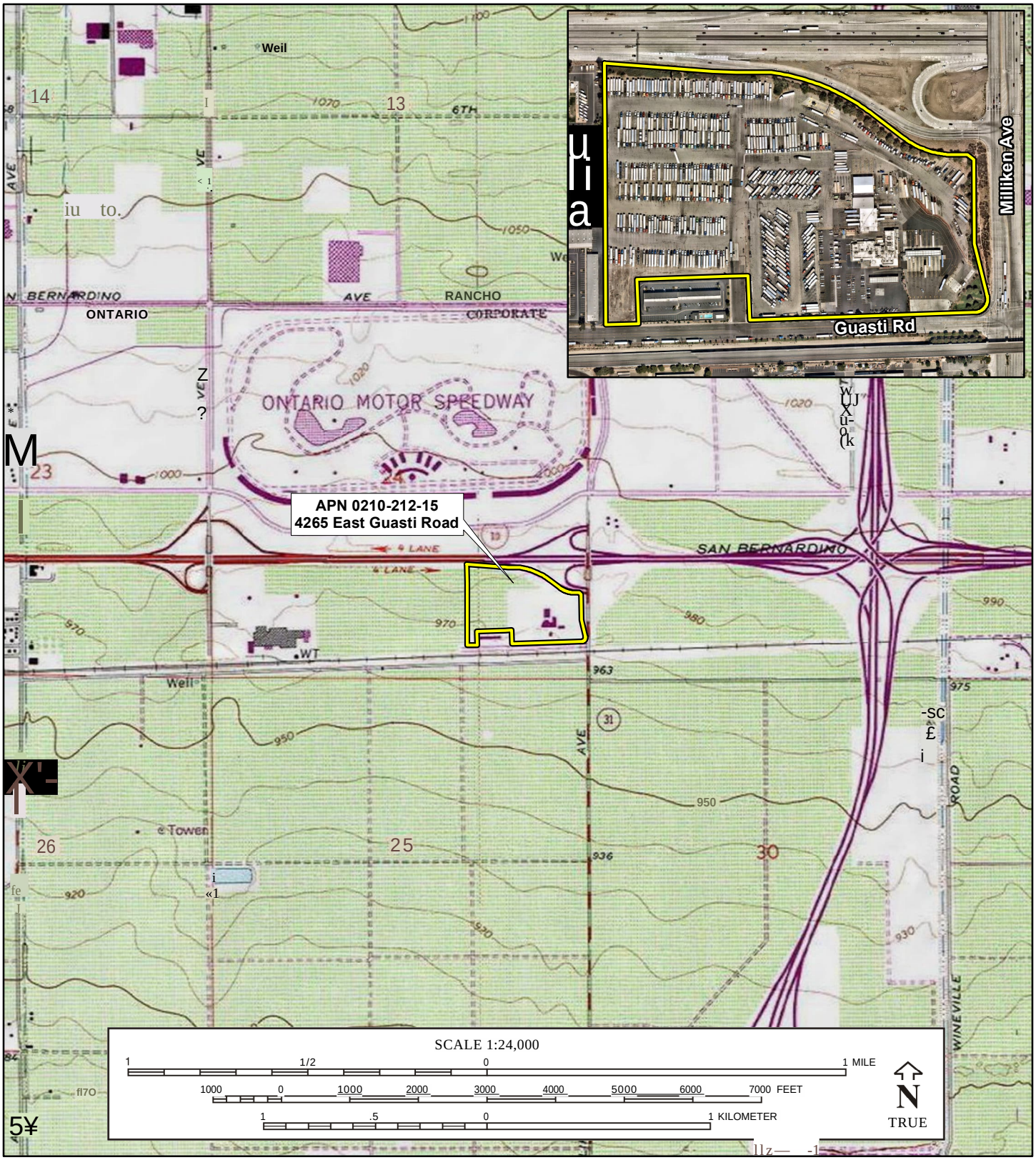
This property was constructed in 1969 using common methods and materials. It is unlikely to have the potential to yield any new or important historical information. It is not significant under these criteria.

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 5 of 5 *Resource Name or 4265 East Guasti Road

*Map Name: USGS 7.5' Quad, Guasti; Nearmap *Scale: 1:24000 *Date of Map: 1981; 2022



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DPR 523

*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 36-010330
HRI #
Trinomial
NRHP Status Code 6Y/6Z
Other Listings
Review Code Reviewer Date

Page 1 of 6 Resource Name or #: SPRR (Segment)

P1. Other Identifier: APE Map Reference No. 3

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Bernardino **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Guasti, CA* **Date:** 1981 **T**1S; **R**7W; **Sections:** 19, 23, 24, 26, and 27; S.B.**B.M.**

c. Address: **City:** Ontario **Zip:**

d. UTM: Zone: 11; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel#): Assessor Parcel Numbers (APNs) 011337102, 021120114, 021055105, 021021202, and 023804217

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This approximately 3.25-mile-long railroad segment is oriented east-west and the alignment dates to circa 1880. It extends roughly from Hellman Road (south of the tracks) east nearly to Interstate (I) 15. Beginning at the west end of the segment, there is one set of tracks with concrete ties. Just past Archibald Avenue, the tracks split to the south, and from that point heading east, there are two sets of parallel tracks until the southern tracks join the northern tracks near the East Guasti Road cul-de-sac. From this point, there is an approximately 1.15-mile-long segment that is part of a modern grade separation over Milliken Avenue and other streets. This segment is flanked by concrete walls and the tracks are not visible from ground level. However, based on aerial photographs, this segment has a single track with concrete ties and short spurs at the west and east ends. Near the east end of the segment, just west of I-15, the track splits to the south, once again creating two parallel tracks. The setting is completely modern and includes I-15, numerous commercial and manufacturing buildings, restaurants, a truck stop, Ontario International Airport, Cucamonga Channel, and a few undeveloped parcels.

***P3b. Resource Attributes:** (List attributes and codes) AH7 Railroad Grade

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



See Continuation Sheet

P5b. Description of Photo: (View, date, accession #) Modern grade separation at Milliken and Guasti, view southeast (9/30/22)

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Circa 1880

***P7. Owner and Address:**
Southern Pacific Transportation Company/Southern Pacific Railway Company

***P8. Recorded by:** (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

***P9. Date Recorded:** 9/30/22

***P10. Survey Type:** (Describe)
Intensive-level Section 106 and CEQA compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Ontario International Airport (ONT) Connector Project Cultural Resources Identification and Eligibility Assessment, 2024. Prepared by LSA.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # 36-010330
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Y/6Z
***Resource Name or #** (Assigned by recorder) SPRR (Segment)

B1. Historic Name:
B2. Common Name:
B3. Original Use: Railroad **B4. Present Use:** Railroad
***B5. Architectural Style:** NA
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Circa 1880

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: **b. Builder:**
***B10. Significance: Theme:** Transportation **Area:** City of Ontario
Period of Significance: circa 1880-1972 **Property Type:** Railroad **Applicable Criteria:** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This approximately 3.25-mile-long segment of the SPRR does not appear to meet the criteria for listing in the National Register of Historic Places (National Register) or California Register of Historical Resources (California Register) either individually or as a contributor to the railroad as a whole. It is not a historic property under Section 106 or a historical resource as defined by the California Environmental Quality Act (CEQA). *See Continuation Sheet*

Historic Context. Please refer to the related report (see P11 on page 1).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

B13. Remarks:

***B14. Evaluator:** Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, CA 92507

***Date of Evaluation:**

(Sketch Map with north arrow required.)

Refer to Location Map

(This space reserved for official comments.)

P5a. Photo (continued from page 2)



SPRR tracks looking east toward I-15 from a point approximately 1,900 feet east of Milliken Avenue, just east of the wall along the north side of the tracks (9/30/22).



Wall associated with the modern grade separation along the north side of the SPRR tracks approximately 1,900 feet east of Milliken Avenue. Taken facing west-southwest (9/30/22).



Wall associated with the modern grade separation along the north side of the SPRR tracks south of Guasti Road near Milliken Avenue. View southwest (9/30/22).



West end of wall associated with the modern grade separation on the north side of the SPRR tracks. Taken from the Guasti Road cul-de-sac approximately 500 feet west of N. Ponderosa Avenue. View east (9/30/22).

See Continuation Sheet

P5a. Photo (continued from page 3)



SPRR tracks looking west from the Guasti Road cul-de-sac (9/30/22).



SPRR tracks taken facing east toward Haven Avenue from a point approximately 1,100 feet west of Haven Avenue (9/30/22).



SPRR tracks taken facing west from a point approximately 1,100 feet west of Haven Avenue (9/30/22). Ontario International Airport is located to the south (left side of photo).



SPRR track facing east from a point approximately 2,500 feet west of Archibald Avenue (9/30/22). Ontario International Airport is to the south (right side of photo).

***B10. Significance:** (continued from page 2)
This railroad segment is being evaluated for historic significance under the National Register and California Register criteria. Because the two sets of criteria are so similar, they have been grouped together to avoid redundancy.

National Register Criterion A: *Associated with events that have made a significant contribution to the broad patterns of our history.*
California Register Criterion 1: *Associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

Railroads have made a significant contribution to the broad patterns of our history, but this segment does not appear to be associated with any specific historically significant events. This segment has compromised integrity primarily because of the approximately 1.15-mile-long modern grade separation and concrete ties. In addition, the setting is now dominated by modern development. All of this has impaired the integrity of feeling, setting, materials, design, and workmanship. As a result, the segment does (*see Continuation Sheet*)

***B10. Significance:** (continued from page 4)
not convey a strong association with any historic period and is not eligible for listing in the National Register as an individual railroad segment. In addition, due to its compromised integrity, it does not contribute to the historic fabric of the railroad as a whole. It is not significant under these criteria.

National Register Criterion B*: Associated with the lives of persons significant in our past.*
California Register Criterion 2*: Associated with the lives of persons important in our past.*

The railroad as a whole is associated with the lives of persons significant in our past, but this segment does not appear to be more closely associated with those people than any other part of the railroad. In addition, because of the alterations to this segment and its setting, it no longer conveys as strong association with the past, including those people. This segment is not significant under these criteria.

National Register Criterion C*: Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*
California Register Criterion 3*: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*

The integrity of this segment of the railroad has been compromised primarily by an approximately 1.5-mile-long modern grade separation. In addition, many of the ties are concrete and the setting is now dominated by modern development. This highly altered segment is not a good representation of the historic-period railroad. The tracks do not appear to be the work of a master and they do not possess high artistic values. Because the integrity of the segment is compromised, it would not contribute to a potentially significant and distinguishable entity, such as a historic district. It is not significant under these criteria.

National Register Criterion D and California Register Criterion 4*: Has yielded, or may be likely to yield, information important in prehistory or history.*

Railroads are well documented, and this segment, which has been extensively altered and modernized, is not likely to yield new historical information regarding the construction or design of railroads. It is not significant under these criteria.

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 36-010330
HRI #
Trinomial

*Resource Name or SPRR (Segment)

*Map Name: USGS 7.5' Quad, Guasti; Nearmap

*Scale: 1:24000 *Date of Map: 1981; 2022



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DPR 523J

*Required Information

Appendix F:
Construction Resources Monitoring and Treatment Plan (CRMTP)

Ontario International Airport Connector Project

ONTCONNECTOR



CULTURAL RESOURCES MONITORING AND TREATMENT PLAN

October 2024

Submitted to:
U.S. Department of Transportation
Federal Transit Administration, Region IX
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017

Prepared by:

San Bernardino County Transportation Authority (SBCTA)
1170 W. Third St., Second Floor
San Bernardino, CA 92410-1715

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ACRONYMS AND ABBREVIATIONS

A&P	Atlantic and Pacific Railroad
ACHP	Advisory Council on Historic Preservation
AMA	Archaeological Monitoring Area
APE	Area of Potential Effects
AT&SF	Atchison, Topeka and Santa Fe
BERD	Built Environment Resources Directory
CAA	Civil Aeronautics Authority
CFR	Code of Federal Regulations
CRMTP	Cultural Resources Monitoring and Treatment Plan
DPR	Department of Parks and Recreation
ESA	Environmentally Sensitive Area
FTA	Federal Transit Administration
GPS	Global Positioning System
HAZWOPER	Hazardous Waste Operations and Emergency Response
I-10	Interstate 10
IVC	Italian Vineyard Company
MLD	Most Likely Descendant
NAGPRA	National American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
ONT	Ontario International Airport
OSHA	Occupational Safety and Health Administration
PI	Principal Investigator
Project	Ontario International Airport Connector Project
SBCTA	San Bernardino County Transportation Authority
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
SOI	Secretary of the Interior
SPRR	Southern Pacific Railroad
TBM	tunnel boring machine
UPRR	Union Pacific Railroad
WEAP	Worker's Environmental Awareness Program
WPA	Works Progress Administration

1 INTRODUCTION

This Cultural Resources Monitoring and Treatment Plan (Plan; CRMTP) has been prepared to guide the protocol for cultural resource monitoring and cultural resources treatment during construction activities associated with the Ontario International Airport (ONT) Connector Project (Project), proposed by the San Bernardino County Transportation Authority (SBCTA). This Project includes federal financial assistance through the U.S. Department of Transportation Federal Transit Administration (FTA). As such, the Project is a federal undertaking pursuant to 36 Code of Federal Regulations Part 800.16(y). The FTA is the Lead Agency under the National Environmental Policy Act (NEPA).

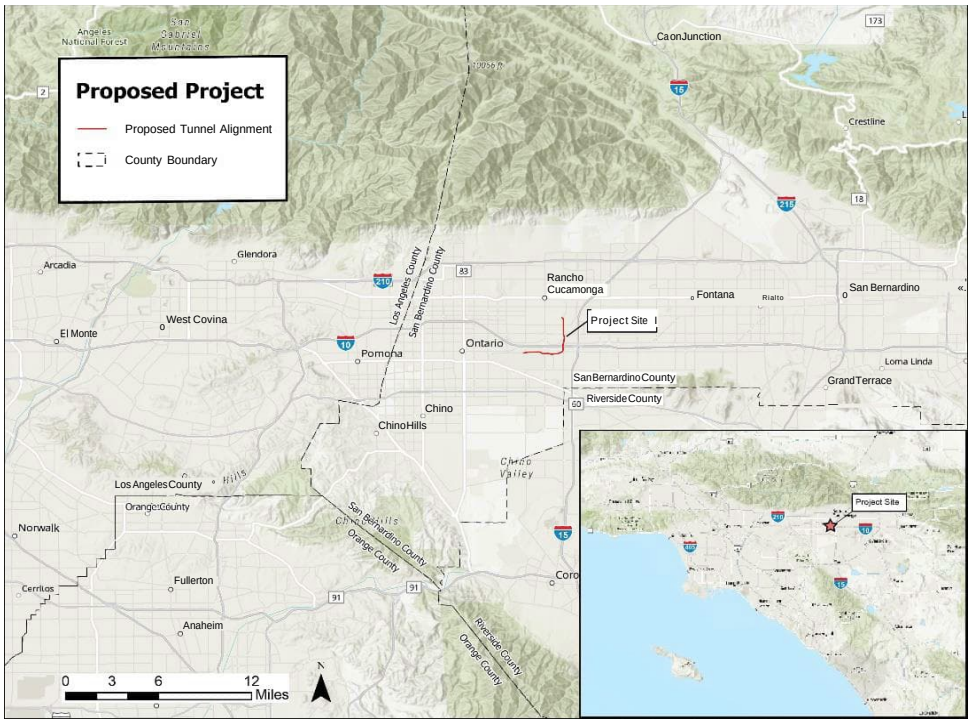
FTA, in cooperation with SBCTA, have prepared this to assure compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800), and provides a framework for cultural resources monitoring, discovery, evaluation and assessment of adverse effects, and treatment protocols for cultural resources that may be found within the Project's Area of Potential Effects (APE) during the construction phase of the Project.

1.1 PROJECT LOCATION AND DESCRIPTION

The Project would construct a 4.2-mile-long transit service tunnel directly connecting the SCRRA Cucamonga Metrolink Station to ONT (Figures 1 and 2). The proposed Project would expand access options to ONT by providing a direct transportation connection from the Cucamonga Metrolink Station to ONT.

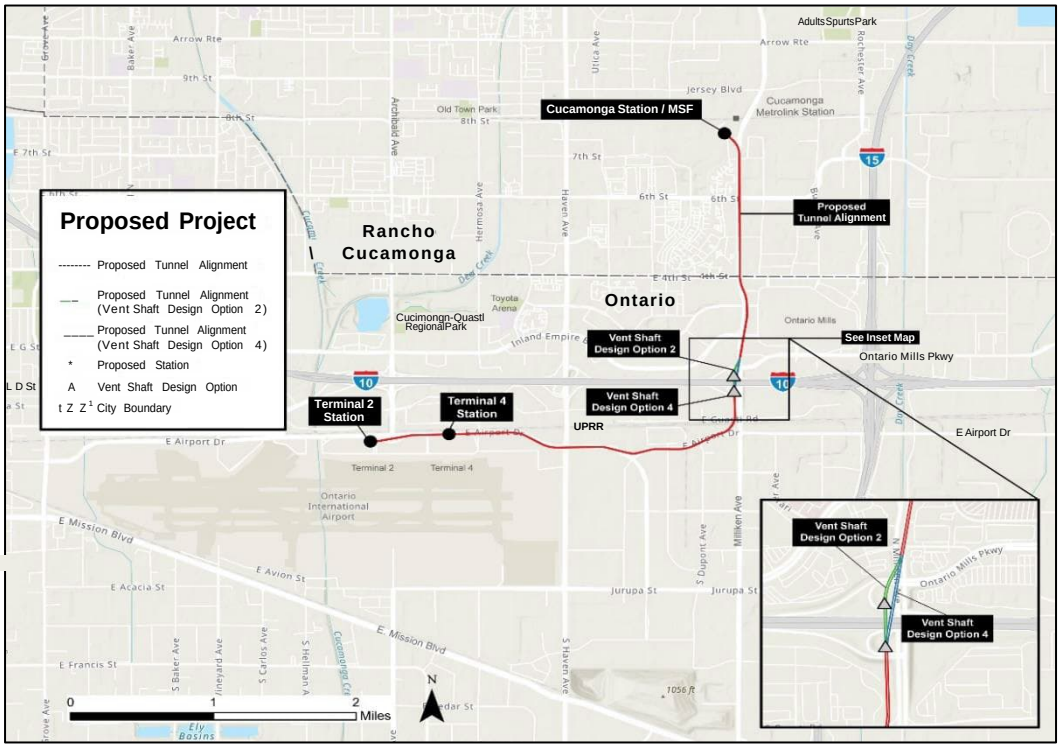
The proposed Project consists of three key components: stations, a tunnel, and ventilation shafts. The proposed Project includes the Cucamonga Metrolink Station, ONT, and the 4.2-mile-long footprint of the underground tunnel that generally travels south along Milliken Avenue and crosses beneath 6th Street in the City of Rancho Cucamonga, as well as Fourth Street, Interstate 10 (I-10), and the Union Pacific Railroad (UPRR) in the City of Ontario before traveling west beneath East Airport Drive to connect the Cucamonga Metrolink Station to ONT.

Figure 1: Regional Location Map



Source: AECOM 2024

Figure 2: Proposed Project/Build Alternative Site



Source: AECOM 2024

Stations

The proposed Project includes three passenger stations (Figure 2). One station would serve the Cucamonga Metrolink Station, and two stations would serve ONT within the existing parking lots located across from Terminals 2 and 4. The proposed stations would be connected to the bored tunnel via a cut-and-cover structure and an at-grade guideway. A construction staging area would be required at each of the three proposed Project stations.

Tunnel

The proposed Project would construct a single tunnel (24-foot inner diameter bi-directional tunnel) between the Cucamonga Metrolink Station and ONT (Figure 2). The depth of the tunnel is estimated to be approximately 70 feet below the ground surface.

A tunnel boring machine (TBM) would be launched from either the existing ONT parking lot near Terminal 2 or the Cucamonga Metrolink Station to construct the tunnel (the TBM launch and retrieval sites are the cut-and-cover locations at the existing ONT Terminal 2 parking lot and the Cucamonga Metrolink Station – Figure 3). Vehicle ramps connecting to the tunnel would be constructed via direct excavation as well. Haul trucks would remove excavated material from the launch site.

Utility relocations are not anticipated for the construction of the proposed tunnel. However, at the proposed maintenance facility at the proposed Rancho Cucamonga Station, overhead Southern California Edison lines would need to be relocated underground and horizontally. The remainder of the utility relocations would be associated with the emergency access shaft.

Ventilation Shafts

Two Vent Shaft Design Options with different access points are being considered for the proposed Project (Figure 2). The Mid-Tunnel Ventilation & Egress Facility will consist of both underground and above-ground structures. The underground shaft will extend to the tunnel level, and the surface structure will consist of a one-story structure above ground. One ventilation shaft would be constructed along the tunnel alignment.

Purpose and Need

The purpose of the proposed Project is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. This new connection would increase mobility and connectivity for transit patrons, improve access to existing transportation services, provide a connection to future Brightline West service to/from ONT, and support the use of clean, emerging technology for transit opportunities between Cucamonga Metrolink Station and ONT. More specifically, the proposed Project's objectives are as follows:

- Expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station;
- Reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT; and
- Support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

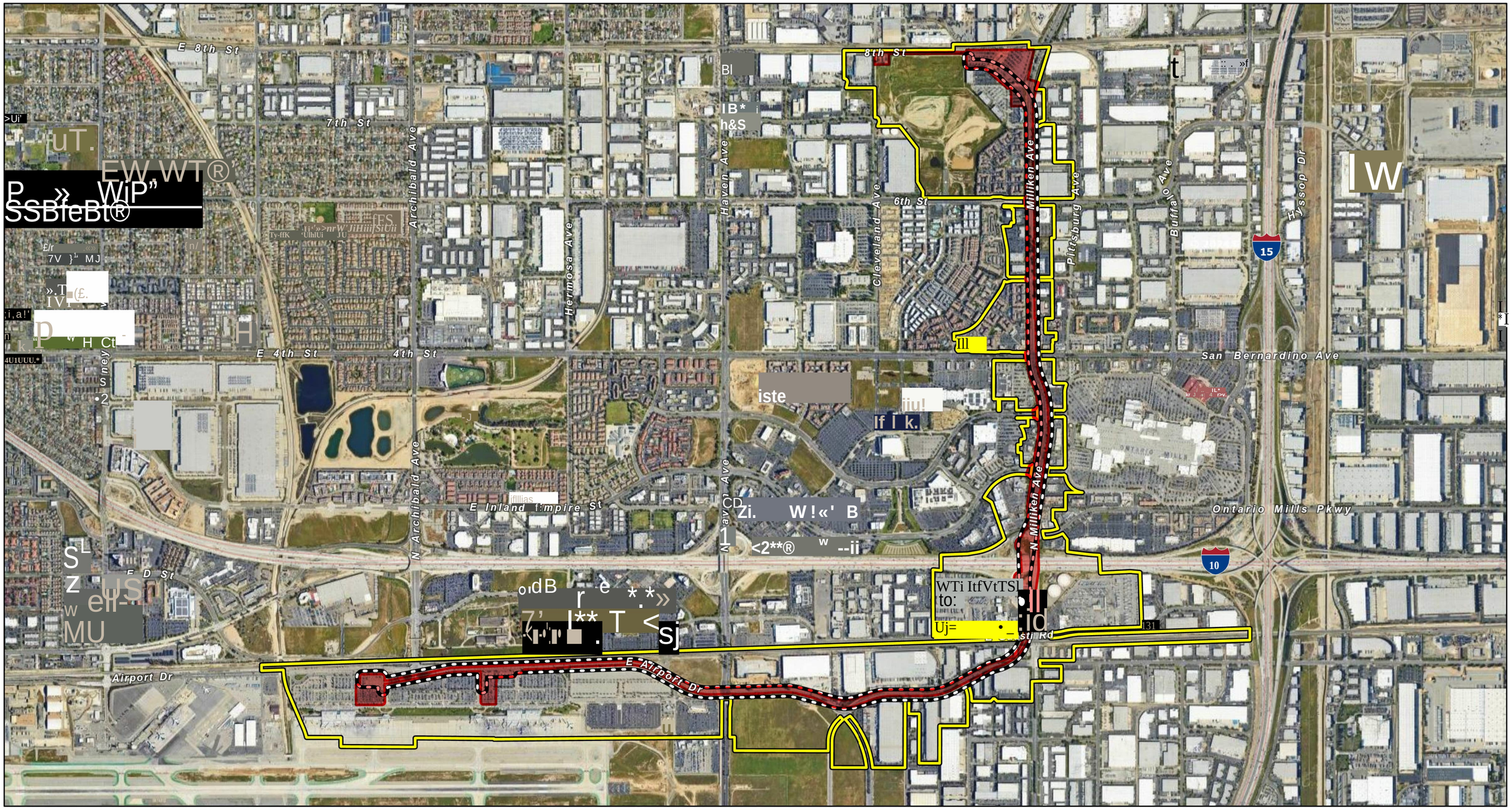
The proposed Project need includes:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules;
- Roadway congestion affecting trip reliability and causing traffic delays;
- High number of vehicle miles traveled resulting from ONT travelers and lack of a direct transit connection; and
- Increasing greenhouse gas emissions within communities surrounding ONT from vehicle travel to and from ONT.

1.1.1 Area of Potential Effects

The Area of Potential Effects (APE; Figure 3) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist [36 CFR Part 800.16(d)]. The APE was delineated to include all areas that may be directly or indirectly affected by the construction and operation of the proposed Project. Direct effects occur as a result of the undertaking with no intervening cause and include ground disturbance as well as visual, auditory, atmospheric, and vibrational effects. Indirect effects are reasonably foreseeable effects that occur later in time or farther removed in distance. In most areas, the depth of ground disturbance is expected to be approximately 70 feet.

Based on studies prepared for the proposed Project, vibration associated with boring for the tunnel is anticipated to be detectable to fragile buildings a maximum of 80 feet from the tunneling activities; this area has been depicted as the "potential vibration zone" on the APE map. While most of the proposed Project would be underground, the proposed stations will be a maximum of 40 feet in height. This height was taken into consideration when identifying the potential for visual effects. At the request of the FTA, properties where there are potential effects have been included in their entirety regardless of whether the proposed Project has the potential to affect the entire property. The surface area within the APE that may be subject to physical effects was surveyed for archaeological resources and the entire APE was surveyed for built environment cultural resources. The FTA submitted the APE to interested parties on May 29, 2024, and the State Historic Preservation Officer (SHPO) on June 10, 2024, for review and concurrence pursuant to Section 106 of the NHPA.



Area of Potential Effects (APE)

Project Footprint

C-ZH 80-ft Vibration Zone

0 750 1500

Feet

SOURCE [redacted]24)

[redacted]gy Tunnel to Ontario International Airport\ONT Connector Project.aprx (9/4/2024)

1.2 PROPOSED CONSTRUCTION ACTIVITIES

Implementation of the Project will require activities such as site preparation and grading, utility relocations and associated trenching, pile drilling, installation of new track and building construction for the maintenance and storage facility, and installation of stormwater best management practices.

Cut-and-cover activities involve the excavation of a shallow underground guideway from the existing street surface. Four cut-and-cover sites would occur at each proposed station and at the vent shaft site. During the construction phase, the cut-and-cover sites at Cucamonga Metrolink Station and Terminal 2 at ONT would be used as the TBM launching and receiving pits.

As noted in Section 1.1, the proposed Project includes three passenger stations. A construction staging area would be required at each of the three proposed Project stations and the access shaft.

2 CULTURAL CONTEXT OF THE APE

In October 2024, LSA conducted a study and developed a report, Ontario International Airport (ONT) Connector Project Cultural Resources Identification and Eligibility Assessment. A summary of the methods and results of the report is summarized below:

Prehistory

Chronologies of prehistoric cultural change in Southern California have been attempted numerous times, and no single description is universally accepted, as the various chronologies are based primarily on material developments identified by researchers familiar with sites in a particular region, and variation exists essentially due to the differences in those items found at the sites (Moratto 2004). Small differences occur over time and space, which combine to form patterns that are variously interpreted.

Currently, two primary regional culture chronology syntheses are commonly referenced in the archaeological literature. The first, Wallace (1955), describes four cultural horizons or time periods: Horizon I – Early Man (9000–6000 BC, Horizon II – Milling Stone Assemblages (6000–3000 BC), Horizon III— Intermediate Cultures (3000 BC – AD 500), and Horizon IV – Late Prehistoric Cultures (AD 500–historic contact). This chronology was refined (Wallace 1978) using absolute chronological dates obtained after 1955.

The second cultural chronology (Warren 1968) is based broadly on Southern California prehistoric cultures and was also revised (Warren 1984; Warren and Crabtree 1986). Warren's (1984) chronology includes five periods in prehistory: Lake Mojave (7000–5000 BC), Pinto (5000–2000 BC), Gypsum (2000 BC–AD 500), Saratoga Springs (AD 500–1200), and Protohistoric (AD 1200–historic contact). Changes in settlement pattern and subsistence focus are viewed as cultural adaptations to a changing environment, which begins with gradual environmental warming in the late Pleistocene; continues with the desiccation of the desert lakes, followed by a brief return to pluvial conditions; and concludes with a general warming and drying trend, with periodic reversals that continue to the present (Warren and Crabtree 1986).

Ethnography

The proposed Project area is within the traditional cultural territories of the Gabrielino (Kroeber 1925; Heizer 1968). Tribal territories were somewhat fluid and changed over time. The first written accounts of the Gabrielino are attributed to the mission fathers, and later documentation was by Johnston (1962), Blackburn (1962–1963), Hudson (1971), and others.

The territory of the Gabrielino included portions of Los Angeles, Orange, and San Bernardino counties during ethnohistoric times, and also extended inland into northwestern Riverside County (Kroeber 1925;

Heizer 1968). It encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys, foothills, and mountains (Bean and Smith 1978).

The Gabrielino caught and collected seasonally available food resources and led a semi-sedentary lifestyle, living in permanent communities along inland watercourses and coastal estuaries. Individuals from these villages took advantage of the varied resources available. Seasonally, as foods became available, native groups moved to temporary camps to collect plant foods such as acorns, buckwheat, chía, berries, and fruits, and to conduct communal rabbit and deer hunts. They also established seasonal camps along the coast and near bays and estuaries to gather shellfish and hunt waterfowl (Hudson 1971).

The Gabrielino lived in small communities, which were the focus of family life. Patrilineally linked, extended families occupied each village (Kroeber 1925; Bean and Smith 1978). Both clans and villages were apparently exogamous, marrying individuals from outside the clan or village (Heizer 1968). Gabrielino villages were politically independent and were administered by a chief, who inherited his position from his father. Shamans guided religious and medical activities, while group hunting or fishing was supervised by individual male specialists (Bean and Smith 1978).

The nearest historically known Gabrielino community was *Tooypinga,* located approximately 9 miles west of the ASA (McCawley 1996).

History of Rancho Cucamonga Settlement

For the bulk of the Spanish and Mexican periods (1769–1848) in California history, the entire San Bernardino Valley, including the present-day Rancho Cucamonga and Ontario areas, was considered part of the land holdings of Mission San Gabriel. In the 1830s and 1840s, during secularization of the mission system, the Mexican authorities in Alta California made a number of large land grants of former mission properties in the valley. Among them was the Cucamonga Rancho, which was granted to Tiburcio Tapia in 1839 and included the proposed Project APE. That same year, Tapia built an adobe house on Red Hill, which is a small hill located more than 3 miles northwest of the proposed Project APE (Beattie and Beattie 1951:143). Until Tapia's death in 1845, the rancho was used primarily as a stock range with cattle, sheep, and horses, but it also included a small vineyard (parts of which were later incorporated into the Thomas Vineyard Company Winery) and other agricultural crops (Beattie and Beattie 1951:143).

In 1854, 6 years after California became part of the United States (1848), Lieutenant A.W. Whipple, who was in the area looking for a suitable railroad route, noted that the Prudhomme house (formerly Tapia's house) was visible on a grassy knoll with cultivated fields and vineyards below it (Beattie and Beattie 1951:147). In 1858, John Rains purchased the Cucamonga Rancho and "planted a new vineyard of 150,000 vines," which was laid out in 10-acre lots with roads between them (Beattie and Beattie 1951:148). Within a short time, Rains found himself in debt, and in 1862, he was ambushed and murdered (Beattie and Beattie 1951). Upon his death, his wife inherited the property.

Around 1870, some of the western lands of the rancho, along with water rights, were obtained by the Cucamonga Land Company (Ingersoll 1904:615). The company sold the land (with water) in 10-acre to 80-acre parcels (Ingersoll 1904:615)). Around the same time, the Cucamonga Homestead Association was organized with the Hellman brothers as the principal stockholders (Ingersoll 1904:615)). The association divided the land into 10-acre and 20-acre tracts, and in 1870, about 20 of the lots were sold and around 50 acres were irrigated (Ingersoll 1904:616). Around the same time, "the Cucamonga Vineyard Company was formed by the owners of the Rancho, to irrigate the old vineyard property" (Ingersoll 1904:616.).

In the 1880s, a small commercial core sprang up along Archibald Avenue about 2 miles northwest of the proposed Project APE (Snow and McGee 2009). The area was called Cucamonga and was connected to the Santa Fe Railway and North Town (south of Cucamonga) primarily by Archibald Avenue. With the exceptions of ONT, the small community of Guasti, the railroads, and a few wells, as late as 1966, the proposed Project APE and surrounding area largely remained undeveloped except perhaps as agricultural land (United States Geological Survey [USGS] 1966). By 1973, the only major new development in and around the APE was Ontario Motor Speedway, which was bounded by Milliken Avenue on the east, I-10 on the south, Haven Avenue on the west, and San Bernardino Avenue (now 4th Street) on the north (USGS 1972). In 1977, 59 percent of the people who voted approved combining the three communities of Cucamonga, Etiwanda, and Alta Loma. As a result, Rancho Cucamonga officially became a city (*Daily Report* 1981). Since then, Rancho Cucamonga has continued to be one of the fastest-growing cities in the Inland Empire, with the proposed Project APE and surrounding area transitioning from agricultural lands to suburban development beginning in the 1980s.

History of Ontario Settlement

Except where noted, the following is excerpted and condensed from the *Ontario International Airport Historic Context Statement* prepared for the City of Ontario by ASM Affiliates (ASM Affiliates 2017:15-21).

The area that became the City of Ontario was part of the Mission San Gabriel holdings during the Spanish Period and the Cucamonga Rancho during the Mexican Period. It was eventually acquired by a group of Los Angeles investors who experimented with a variety of commercial crops before settling on selling 10-acre plots suitable for farming. From the 1870s to the end of World War II (WWII), land in this area was dominated by agriculture, including vineyards, citrus, and other crops, as well as dairy farms.

The Ontario Model Colony was founded in 1882 by Canadian brothers George, William, and Charles Chaffey. The Chaffey brothers set up an irrigation system that channeled water from the canyons of Mount San Antonio (also known as Mt. Baldy) to the tillable land. They set aside 1 square mile for the town site and reserved half of the land for an agricultural college (Chaffey College), selling the rest parcel by parcel. Between 1882 and 1889, several major companies were established, including Armstrong Nurseries, C.C. Graber Olive Company, and Hotpoint, which became General Electric. The City of Ontario incorporated in 1891, and by 1910, it had a post office, a library, and a busy downtown.

In the 1920s, the largest business was a forerunner of Sunkist Growers, Inc., a subsidiary of the California Fruit Growers Exchange. Sunkist remained Ontario's largest employer through the 1950s. By 1957, a third of the local labor force worked in the manufacturing sector at companies including the massive Kaiser Steel plant and Lockheed. Like most of California, Ontario's population soared in the post-WWII period, and soon, most of the citrus groves and vineyards were replaced with residential development, schools, shopping centers, and other suburban amenities. By the late 1950s, Ontario began to expand to accommodate the growing population that more than doubled between 1951 and 1960.

Guasti

In 1901, Italian immigrant Secondo Guasti, purchased 4,000 acres of land in South Cucamonga. This land located between present day Interstate 10 and the 60 Freeway, became home to Guasti's *Italian Vineyard Company* (IVC) where he began construction on the winery and houses for the workers. By 1910, the town of South Cucamonga was changed to Guasti. The IVC was more than just a vineyard, but was considered an *educational institution,* and *"an example that can be followed by others"* in a 1922 edition of the *Colton Daily Courier* (Clucas, 1979:221). Guasti developed a village on this plot of land by establishing living quarters, firehouse, post office, a school for the children of the town, and successful dairy and swine departments (Straight, 2012). In its prime, the IVC employed 350 to 400 men during the season and annual payroll for the company in 1922 was $220,000 (Clucas, 1979). In 1924 after establishing his company town, he decided to begin construction of a church, similar to the Italian church in Asti where he was born. The church is still in operation and known as the San Secondo d'Asti Catholic Church.

In 1932, following the death of Secondo Guasti Jr., the IVC faced difficult times due to the changing of administration. During the prohibition era, the IVC merged with other wineries to form Fruit Industries. Near the end of the prohibition era, the IVC severed ties with Fruit Industries, but two of its original buildings continued to operate under the name Fruit Industries. In 1945, Garret & Company purchased the IVC of Guasti (Clucas, 1979:74). In the mid-20th century, Guasti was annexed into the City of Ontario.

Ontario International Airport

In 1923, a local flying club landed an airplane on a dirt field between South San Antonio and South Mountain avenues and the UPRR and SPRR tracks, approximately 3 miles east of the APE and ONT (ASM Affiliates 2017:17). These early flying enthusiasts named the strip Latimer Field after a nearby orange packing facility. In 1929, the City purchased 30 acres 3 miles east of Latimer Field and began development of a full-fledged airport at the southwest corner of today's ONT. The new airport was known as Ontario Municipal Airport. The new airfield's first hangar and a 1,200-by 700-foot-long runway were built in 1936 by Carl von Darnell and his partners, who leased the land from the City and operated a flight school. In 1939, Arthur C. Nelson operated the flight school, which was subsidized through a program offered by the Civil Aeronautics Authority (CAA), a federal agency tasked with training military pilots in anticipation of war with Germany.

In 1940, the City expanded the flying field, leasing 405 acres of nearby Ballou Ranch, which it annexed along with several neighboring parcels the following year. This was done in consultation with the CAA and the Works Progress Administration (WPA) and approved by President Roosevelt under WPA Application No. 50223. In 1942, the WPA began extensive improvements, including construction of two concrete runways, drainage structures, roadways, lighting, water supply and storage facilities, and lengthening and narrowing the original dirt runway. In May 1942, the United States Army Air Corps (now the Air Force) acquired most of the facility for wartime use. In full operation, the military facility included approximately 875 acres, about 350 of which were owned by the Army. At the end of the war, the California Air National Guard established a training facility on 30 acres at the airport and was responsible for further expansion of runways through 1966.

In 1945, the City of Ontario began development of a master plan that included the airport as a major element. At that time, Ontario Municipal Airport was the only airfield in Southern California capable of accommodating large, heavy aircraft and was already used for transporting cargo to Asia; in recognition of this, the federal government designated the airport as an official international port of entry in 1946. In 1949, the Ontario Chamber of Commerce began actively promoting Ontario as an ideal spot for industrial development, citing the presence of a major airport, railroads, and highways; the airport's designation as an international port; and the availability of land.

The postwar years brought an expansion to accommodate increased passenger traffic as well as industry-leading aviation/aerospace companies. Some of the 1950s improvements included: a new two-story terminal (1950), a control tower (1953), a new terminal replacing the original (late 1950s), and runway expansions. In 1957, the City of Ontario set aside 2,000 acres of land adjacent to the airport for the Ontario Planned Industrial Park, located south of East Mission Boulevard (outside the APE). By 1960, 640 acres of improved land, including paved streets, curbs, sewers, and water, were in place, and a master plan for the industrial park was being developed.

In 1967, ONT became a part of Los Angeles' regional airport system (LA/Ontario International n.d.). In the 1970s, the facility added 300 acres and expanded the terminal by 22,500 square feet (ASM Affiliates 2017). In the 1980s, a new runway was built that could accommodate wide-body jets, the airport was transferred from the City of Ontario to the City of Los Angeles, and a new air traffic control tower was built. In the 1990s, a $270-million terminal expansion project was completed, and a new ground transportation center housing six on-airport car rental brands opened (ASM Affiliates 2017.). In the 2000s, the facility continued to expand, although passenger volume dropped from 6.9 million in 2004 to 3.9 million in 2014 (ASM Affiliates 2017.). In 2016, the City of Ontario regained control of ONT, ending an almost 50-year partnership (Wilson 2018).

Portions of ONT are included in the proposed Project APE. These areas consist of parking lots, a car rental building, two terminal buildings, and portions of the apron adjacent to the terminals, all of which were built after 1994 (Historicaerials.com var.)

Railroads

Prior to the invention of railroads and steam-powered locomotives, goods and people were transported primarily by horses or mules. Consequently, the travel speed and load weight were fairly limited, as were the distances most people were willing to travel. When the first passenger train began operating in 1807 in England, it represented not only a tremendous advancement in transportation and technology but also new opportunities for commerce, settlement, and wealth (Houk 2008). Within 5 years, the first commercially successful steam locomotives began operating on the Middleton Railway in England, but it was not until the mid- to late 1820s that railroads began to be constructed in the United States, facilitating westward expansion and social change (Houk 2008).

As industrialization resulted in more people living and working in urbanized areas, cities became overcrowded and polluted. After the 1830s, railroads made large tracts of land outside the cities accessible, and those who could afford to soon moved away from the cities and commuted to work by train (Tibbet 2005). As the railroads expanded, towns sprang up along the railroad routes. These towns followed the boom-and-bust cycles of the railroads and appeared across the nation mainly between 1850 and 1910 (van Ophem 2003). Some were established by the railroads as part of their strategy to populate and control the territories along their lines, while others had more organic beginnings (van Ophem 2003). True railroad towns such as Fresno were established by the railroad to promote and control business, and a regular spacing of stations helped discourage independent promoters from developing businesses in the intervening areas (van Ophem 2003). In some cases, when an established town would not give the railroad what it wanted, the railroad would simply build another town. For the most part, the towns that developed along the railroads had the reputation for being the home of rough characters, bad behavior, and unimaginative architecture. However, many of the towns managed to attract a steady stream of people looking for opportunity and a fresh start. Some, such as Tacoma, Fresno, Cheyenne, Billings, and Albuquerque, even grew into successful cities, while others remained small and relatively depressed and still others disappeared completely.

By 1840, the railroad system in the United States had expanded enough that a line to the Pacific Ocean was being seriously considered. Originally, Oregon was the destination because it was unclaimed territory and did not have the geographic obstacles that California has (namely, the Sierra Nevada) (Robertson 1998:5). However, when gold was discovered in California, priorities shifted, and in 1850, California became the nation's 31st state. In 1862, President Lincoln signed the Pacific Railway Act, which authorized construction of the first transcontinental railroad (Houk 2008). In May 1869, that railroad was completed

when the Central Pacific Railroad joined the UPRR at Promontory, Utah. As a result, throngs of land speculators and investors flooded Southern California.

The Central Pacific Railroad was financed by Collis P. Huntington, Charles Crocker, Mark Hopkins, and Leland Stanford, the so-called Big Four. In 1868, the Big Four purchased the SPRR, which had been founded in 1865 by a group of businessmen led by Timothy Phelps (American Public University n.d.). The two railroads merged in 1870, and SPRR tracks soon sprawled across Southern California, followed shortly by tracks all across the country (American Public University n.d.). From its inception, the SPRR encouraged the development of small family farms on its lands (Orsi 2005). In the 1860s through the mid-1870s, the SPRR published simple flyers advertising its lands (Orsi 2005). These promotional endeavors increased in the late 1870s and into the 1880s with the publication of detailed brochures that often included maps and were the precursors to the elaborate advertising for which the railroad would become famous (Orsi 2005). These concentrated marketing efforts greatly enhanced the role the SPRR played in the settlement and development of numerous communities along its routes. In some places, such as Modesto, Turlock, Tulare, Delano, and Colton, the SPRR was involved in the development of hotels, hospitals, churches, schools, and parks and aggressively promoted settlement (Orsi 2005:109 and 111).

Realizing the importance of rail service, in 1874, the small City of San Bernardino began a campaign to entice the SPRR to build its tracks east through San Bernardino (Yetzer 1983a). However, negotiations came to a standstill when the SPRR asked for a subsidy from the city and a guarantee that at least $100,000 in railroad bonds would be purchased without guaranteeing that the railroad would come through San Bernardino (Yetzer 1983a). The city balked at this, and as was its practice, the SPRR shifted its attention to another nearby area where it could establish or help establish a town that would then be in its debt, if not completely under its control.

Thus, in 1874, the SPRR entered into an agreement with the Slover Mountain Colony Association, constructed its line through the association's lands, and established its regional headquarters, a freight depot, and a rail yard. In return, the new town was named Colton after David D. Colton, entrepreneur and SPRR Vice President. The rail yard, which was located between La Cadena Drive and Mount Vernon Avenue, became the primary source of economic development as the largest employer in Colton (Caltrans 2015:26). Over the years, the rail yard included numerous tracks, a round house, freight and passenger depots, the Colton tower, a section house, a bunk house, a store, an office, a paint house, a paint shed, a welding shop, a mechanic shop, a machine shop, a large ice storage building, a stock corral, an oil sump, a turntable, a switch shanty, and several other sheds and repair/rebuild facilities (Sanborn Fire Insurance Map 1928). There were also commercial enterprises such as the United Citrus Grower's building, the Universal Milling Company building, and the American Railway Express Company building in the immediate vicinity (Signor 1990:78 and 79).

In the 1950s, several buildings were removed to accommodate construction of the freeway north of the depot (Historicaerials.com var.). In 1973, a new, "fully automated, computerized West Colton" rail yard was opened near the intersection of I-10 and South Riverside Avenue, to the west of the original yard, and by 1980, the freeway had been widened to its current configuration (Historicaerials.com var.; Gordon 1985:1). Construction of both of these facilities (I-10 and the West Colton rail yard) resulted in the demise of rail yard buildings, as well as further degradation of the original setting. In 2003, the West Colton yard was reportedly the largest rail yard in Southern California, with more than 1,500 rail cars coming through on a typical day (Streeter and Landsberg 2004). Over the years, many of the tracks through the original rail yard were removed or realigned, and almost all of the buildings and other rail yard features have been demolished. Today, the rail yard no longer looks anything like it did during its period of significance.

In the 1880s, the SPRR served the Southwest, including El Paso, Texas, and extended into northern Oregon (American-rails.com 2007–2010). During this period, at least in the Riverside-San Bernardino area, the SPRR had a virtual monopoly and charged exorbitant rates for freight. In the early 1880s, this made construction of the California Southern Railroad's proposed track from San Diego through Colton to San Bernardino an attractive alternative.

California Southern Railroad, an AT&SF subsidiary, was incorporated in 1880 with the intention of constructing a railroad from San Diego through Fallbrook and Temecula to San Bernardino and then over Cajon Pass to a junction with the Atlantic and Pacific Railroad (A&P), which was grading a line west along the 35th parallel to the Colorado River from points east (Robinson 2005). The A&P had an agreement with two other railroad companies, the St. Louis and San Francisco Railroad (known as the Frisco Line) and the AT&SF, to build all the way to the Pacific Ocean. In 1883, the A&P bridged the Colorado River to Needles, where it was temporarily stopped by the SPRR, which wanted to maintain a monopoly in California (Robinson 2005). To solidify its position, the SPRR quickly constructed a branch rail line from Mojave eastward to Needles (Robinson 2005:245).

Meanwhile, California Southern Railroad opened from National City to Colton on August 21, 1882, and regular service began giving San Diego an outlet to the east and to San Francisco (Ingersoll 1904:260). However, it took over a year for the tracks to be completed to San Bernardino, as SPRR "had interposed every possible obstacle—legal and material—to the advent of its rival" (Ingersoll 1904:260). In July 1883, California Southern Railroad engineer Fred T. Perris acquired the necessary track to build the crossing, but when it was delivered to National City, SPRR officials hired the sheriff there to seize it. The *San Diego Sun* later reported that while Deputy Sheriff Bradt napped at the hotel, California Southern Railroad organized a group of men to take the track and put it on a train bound for Colton (Ingersoll 1904:261). On August 9, 1883, "in the face of a danger signal held aloft by Mr. Victor, Superintendent of the California Southern Railroad," the SPRR parked an engine on the tracks in an effort to block construction of the crossing (*Los Angeles Times* 1883). One source reported that the engines were "guarded by Walter Earp [Virgil Walter Earp], one of the notorious Earp boys, who is well armed and is furnished with his meals" (*The Press and*

Horticulturalist 1883). Earp helped secure the crossing for SPRR until Robert W. Waterman (future California Governor), Sherriff Burkhart, and a posse of deputized men delivered a court order stating that California Southern Railroad had the right to cross the tracks (Cataldo 2006). A month later, "on September 13, 1883 the first California Southern train … rolled across the Southern Pacific tracks from San Diego and arrived in San Bernardino" (Cataldo 2006). It was at this time that the Colton Tower was constructed to direct traffic at the crossing. An 1895 map shows the Colton Tower located at the southeast corner of the crossing, and a 1947 news article noted that it was the "only heavy duty tower on the Los Angeles Division that still is manually operated, having the old man-sized levers and long rods running to the switches and signals" (Union Pacific Railroad 1895; Baxter 1947). It has since been removed.

Severe flooding occurred in the winter of 1883–1884, and several washouts occurred along the California Southern Railroad line, especially in the Temecula area (Ingersoll 1904:261). Repair work was completed, and in November 1885, the line was completed to Barstow and the transcontinental connection (with the A&P) was made (Ingersoll 1904:261). In the boom years of 1886–1887, numerous feeder lines were built in Southern California, most of which were owned by AT&SF (Ingersoll 1904:261). In 1889, California Southern Railroad was sold and consolidated with AT&SF (Robertson 1998:94). In 1893, the "loop," which became known as the "kite-shaped track," was completed through the San Bernardino Valley (Ingersoll 1904:266). This track connected Los Angeles with the San Gabriel and San Bernardino Valleys and boasted that nothing was seen twice. The small segment of the California Southern/AT&SF track (APE Map Reference No. 1) in the proposed Project APE appears to have been utilized as part of this route. Research did not find any indication that Cucamonga was a stop on the route.

Throughout the early part of the 20th century, the SPRR continued to grow, and by the 1950s, it owned and/or operated 15,000 miles of track, predominantly in the Southwest. Among its many achievements are three main lines that remain important arteries today: "the *Overland Route* (San Francisco to the Midwest), the *Golden State Route* (the Southwest to Kansas City), and the *Sunset Route* (the Pacific Coast to the Gulf Coast). In addition, SPRR had numerous famous passenger trains bedecked in its celebrated 'Daylight' livery of bright red and orange (with black and white trim)…" (American-rails.com 2007–2010). Despite the railroad's success, in the 1970s, SPRR suffered, and in the late 1980s, AT&SF attempted to merge with it but was blocked by the Federal Department of Transportation (Duke 1995). Instead, it was purchased by the Denver and Rio Grande Western, which made the unusual decision to keep the SPRR name (American-rails.com 2007–2010). In 1996, SPRR merged with the smaller UPRR, a move that proved difficult for UPRR as it was not equipped to manage the increased operations (American-rails.com 2007-2010). However, by the end of the 1990s, UPRR was once again running smoothly (American-rails.com 2007-2010). In 1995, Burlington Northern Railway merged with AT&SF.

2.1 PREVIOUS CULTURAL RESOURCES STUDIES AND CONSULTATION RESULTS

In October 2024, LSA conducted a study and developed a report, Ontario International Airport (ONT) Connector Project Cultural Resources Identification and Eligibility Assessment. A summary of the methods and results of the report is summarized below:

Data from the South Central Coastal Information Center (SCCIC) indicate that 52 cultural resource studies were previously conducted within 1 mile of the areas of physical effect, 8 of which included portions of it (SB-03586, SB-04138, SB-04139; SB-05809, SB-06516, SB-06787, SB-06818, and SB-07756; see records search results in Appendix B). Although no archaeological resources are documented within the ASA, a segment of a historical built environment resource (a railroad route, 36-010330) is documented within the ASA. An additional 48 resources, including archaeological sites (a multi-component site [i.e., with both prehistoric and historic-period components], historic-period ranch ruins, a refuse scatter, and remnant landscaping) and many built environment resources (historic districts, ranch complexes, residences, aviation buildings, a segment of railroad, and a power transmission line), were recorded within 1 mile. The nearest prehistoric resource (an isolated artifact that is part of site 36-026315) is approximately 1,330 meters (0.82 mile) northwest, and the nearest historic-period resource is a historic period built environment district (Guasti Winery District, 36-36-015469/36-015471/36-015990/36-016279, see below) on the north side of the railroad route that transects the APE.

36-015990 (includes 36-36-015469, 36-015471 and 36-015279) Guasti Winery District

This resource adjacent to the APE is the built environment remnants of a winery and the associated buildings of a “company town” constructed from 1901 into the mid-1920s by Italian immigrant Secundo Guasti and his family. The district is listed as eligible for the National Register in the BERD. Due to the age of the district and former extent of its expansive associated vineyards (7,000 acres), there is potential for related archeological resources beyond the district boundary within the southern portion of the APE (in and around the airport).

Native American Consultation is ongoing; a letter documenting post-report tribal responses and conclusion of consultation will be sent to SHPO. Follow-up email correspondence was sent to interested parties and tribes in June 2024. FTA received responses from the Agua Caliente Band of Cahuilla Indians that the Project area is not located within the Tribe’s Traditional Use Area. The Gabrielino Tongva Indians of California Tribal Council indicated that they had no comment. FTA received requests for consultation from the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians - Kizh Nation. FTA met with San Manuel Band of Mission Indians on September 6, 2024. During the September 6, 2024 meeting, the San Manuel Band of Mission Indians expressed interest in locations the project alignment passed through Holocene deposits and requested to review the Cultural Report, Geotechnical Report, and project plans. The requested materials were provided to the Tribe on September 26, 2024, and the Tribe

responded with a request to incorporate specific processes related to discovery of human remains and/or pre-contact cultural resources be incorporated into the project conditions.

FTA met with the Gabrieleno Band of Mission Indians – Kizh Nation on October 1, 2024. During the consultation meeting, the Tribe provided a detailed oral history of the Tribe and discussed the hydrology and hydrogeology of the region and the potential for resources to be discovered in the project area. On October 2, 2024, the Tribe provided recommended measures, which have been considered during the preparation of Sections 3.4 through 3.6.

2.1.1 Cultural Resources within the APE

Field surveys of the properties within the APE resulted in the identification and evaluation of three historic-period built environment resources that have not been previously evaluated. These include an approximately 1,300-foot-long (0.25-mile) segment of the former AT&SF (36-006847; APE Map Reference Number 1), a commercial complex at 4265 East Guasti Road (APE Map Reference Number 2), and an approximately 3.25-mile-long segment of the former SPRR (36-010330; APE Map Reference Number 3).

2.1.1.1 Atchison, Topeka and Santa Fe segment (36-006847; APE Map Reference Number 1)

Not Eligible for the NRHP

This approximately 1,300-foot-long (0.25-mile) railroad segment is oriented east-west and located at the north end of the APE. The alignment dates to the mid-1880s. The setting is dominated by modern development that includes the Metrolink station and related parking, large light manufacturing buildings, and a substation on the south, as well as large light manufacturing buildings to the north, east, and west beyond the APE.

2.1.1.2 4265 East Guasti Road (APE Map Reference Number 2)

Not Eligible for the NRHP

Research indicates this property was developed in 1969 and has since sustained a number of additions and alterations. The property is on the northwest corner of South Milliken Avenue and East Guasti Road and has a completely modern appearance.

2.1.1.3 Southern Pacific Railroad Segment (36-010330; APE Map Reference Number 3)

Not Eligible for the NRHP

This approximately 3.25-mile-long railroad segment is oriented east-west and located near the southern end of the APE. The alignment dates to circa 1880. It extends roughly from Hellman Road (south of the tracks) east nearly to I-15. The setting is completely modern and includes I-15, numerous commercial and

manufacturing buildings, restaurants, a truck stop, ONT, Cucamonga Channel, and a few undeveloped parcels.

2.2 ARCHAEOLOGICAL SENSITIVITY

In October 2024, LSA conducted a study and developed a report, Ontario International Airport (ONT) Connector Project Cultural Resources Identification and Eligibility Assessment. A summary of the methods and results of the report is summarized below:

The Project has the potential to affect previously unrecorded cultural resources. Many prehistoric and ethnographic archaeological sites, including some possessing human remains, have been recorded near the APE, and there is a high potential for encountering previously unrecorded cultural resources during ground-disturbing activities associated with the Project. Also, more than half of the responding Native American contacts noted the sensitivity of the APE regarding Native American resources and recommended archaeological or Native American monitoring.

LSA recommends that the following tasks be performed to identify cultural resources in the Project area; to avoid, lessen, or mitigate the Project-related effects to cultural resources; and to satisfy the requirements of Section 106 of NHPA and NEPA:

- Archaeological monitoring. Archaeological monitoring of all ground-disturbing construction activities in areas determined to contain native soils or soils with undisturbed components to them (the vent shaft locations and cut-and-cover areas) is recommended because of the potential for previously unrecorded archaeological or Native American (Tribal Cultural) resources in the Project's APE.
- Native American monitoring. Both of the consulting Native American contacts expressed concern regarding the Project's APE in relation to the known village sites. Native American monitoring is recommended for all ground-disturbing construction activities where there is the likelihood of encountering buried artifacts or sites of Native American affiliation.

3 MONITORING AND TREATMENT PROGRAM

The following sections have been developed for implementation during construction of the Project.

3.1 PURPOSE OF PLAN

This Plan has been prepared to provide a process and discovery protocol to follow in the event of post-review discoveries during construction of the Project so that appropriate measures to resolve potential adverse effects to cultural resources within the APE are followed.

3.2 ROLES AND RESPONSIBILITIES

The FTA, as the federal lead agency for the Project, is responsible for ensuring the implementation of this Plan for the purposes of Section 106. SBCTA is the agency carrying out the Project and is responsible for compliance with the environmental conditions/mitigation measures associated with the Project. SBCTA will provide information to the FTA for ongoing Section 106 oversight and consultation obligations. As the federal lead agency, it is FTA's responsibility to ensure that SBCTA fulfill the actions of the Plan.

No more than 30 days prior to the start of construction, a letter of verification will be prepared by SBCTA's Manager of Environmental Compliance and filed with the FTA stating that a cultural resources consultant has been contracted to provide cultural resources services for the construction of the Project, as outlined in this Plan. The letter will identify the Secretary of the Interior (SOI)-qualified Archaeological Principal Investigator (PI) for the Project and the names and affiliation of all persons involved in the archaeological monitoring program and will provide information regarding the responsibilities of all parties included in the letter.

Roles and responsibilities for construction activities are summarized in Section 3 below.

3.2.1 Personnel Qualifications

All archaeological fieldwork conducted shall be under the direction of a SOI-qualified Archaeological Principal Investigator (PI). The Archaeological PI shall have, at a minimum:

- A Master's degree in anthropology, archaeology, historic archaeology, or a closely related field;
- At least 10 years of professional archaeological management experience, with at least 3 of those years conducting fieldwork in California; and
- At least 3 years of experience in a decision-making capacity on cultural resources projects, with at least 1 of those years in California, and the appropriate training and experience to knowledgably make recommendations regarding the significance of cultural resources according to NRHP criteria.

The archaeological monitor(s) shall have, at a minimum:

- A Bachelor's degree in anthropology, archaeology, or a closely related field; and
- At least 1 year of archaeological construction monitoring experience in California.

SBCTA will coordinate the provision of a Native American monitor for the Project, whom are traditionally and culturally affiliated with the consulting_ tribe(s). SBCTA will secure Native American monitoring as part of the Request for Bids for the construction management team supporting the Project, which typically begins approximately 6-8 months prior to construction. The Native American monitor(s) will be procured through the Request for Bids and must possess the desired knowledge, skills, abilities, and experience established by NAHC's Guidelines for Native American Monitors; however, tribal officials are ultimately responsible for vetting the qualifications of the tribal monitors whom they choose to represent their tribe (NAHC 2005). SBCTA will provide to the FTA the qualifications of the selected firm and/or individuals prior to construction.

3.3 PRIOR TO START OF CONSTRUCTION

3.3.1 Health and Safety Plan

The project shall have a mandatory Health and Safety Plan prepared prior to the start of construction. The Archaeological PI shall review the project's Health and Safety Plan with the archaeological and Native American monitor(s) and coordinate their attendance in the project construction safety meetings. Safety equipment must be worn by archaeological and Native American monitors at all times while on the Project site. This includes high visibility vests with reflective material, hard toe shoes, hard hats, and protective eyewear. The monitors shall maintain Occupational Safety and Health Administration (OSHA) standards of protective safety. If deep trenching is required for the Project, the monitors shall not access any deep trenches unless the trench walls have been prepared using OSHA standards of safety, including shoring or excavation techniques of sloping or benching the sidewalls. Work near heavy equipment shall be conducted as close to the excavations as can be accomplished while ensuring the safety of the monitors. As necessary, the grading equipment shall be diverted to allow inspection by the monitors.

If applicable, individuals involved in the monitoring program must have completed the 40-hour HAZWOPER training with certification documentation (Hazardous Waste Operations and Emergency Response; 29 CFR 1910.120).

3.3.2 Preconstruction Meeting

The PI, Native American monitor(s), and archaeological monitor(s), will attend any grading/excavation-related pre-construction meetings to make comments and/or suggestions concerning the archaeological monitoring program with the Construction Manager and/or Contractor and provide Cultural Resources Awareness and Sensitivity Training.

3.3.3 Worker's Environmental Awareness Program Training

Prior to initiating ground-disturbing activities, all construction contractors and supervisory personnel engaged in ground-disturbing activities shall complete a Worker's Environmental Awareness Program (WEAP) Training. The PI, Native American monitor(s), and archaeological monitor(s) will conduct the training. The training will provide an overview of applicable State and Federal cultural resource regulations including 36 CFR Part 800, an overview of cultural resources that may be potentially found within the APE, roles and responsibilities of the PI, Native American monitor(s), and archaeological monitor(s), and the appropriate stop-work procedures to follow in the event cultural resources or human remains are uncovered during ground-disturbing activities. The general procedures to follow in the event of an unanticipated discovery are identified during project construction and are described in further detail in the remainder of this chapter and in Table 1. The training also will be required of any personnel newly assigned to work on the Project. Documentation of attendance and completion of the training will be obtained and kept for SBCTA and FTA records.

3.4 MONITORING PROCEDURES

The archaeological monitor(s) and Native American monitor(s) will be onsite to conduct cultural resources monitoring during all ground-disturbing activities within the Archaeological Monitoring Area (AMA) throughout the construction phase of the project and must abide by this Plan. The AMA is defined as follows: all earth-disturbing activities except for those in disturbed developed areas or where bedrock is encountered or in deeply buried areas that exceed the depth of expected cultural deposits.

Prior to ground-disturbing activities, SBCTA will provide the construction contractors, Resident Engineer, supervisory personnel, as well as the PI, Native American monitor(s), and archaeological monitor(s) with a copy of the mapped AMA areas. No construction activities will occur within the designated AMAs absent an archaeological and Native American monitor, as required by this Plan.

In addition, a Native American monitor(s) will be present during all earthmoving activities except for those involving disturbed developed areas within the project boundary.

During monitoring, the archaeological monitor(s) and Native American monitor(s) will examine sediments disturbed during earthmoving activities. If determined necessary by the monitors, sediments will be screened for potential cultural resources, and, if necessary, construction may be temporarily halted during excavation to examine sidewalls. The archaeological monitor(s) will document field activity on daily monitoring logs. The PI may submit a detailed letter to SBCTA during construction requesting a modification to the monitoring program when, in coordination with the Native American monitor, field conditions are determined to consist of modern disturbances post-dating the previous grading/trenching activities, contain the presence of fossil formations, or when native soils are encountered that nullify the potential for cultural resources to be present.

3.4.1 Discovery Protocol

The discovery notification process and consultation protocols are summarized in Table 1, N*otification and Consultation Protocols for Discoveries*, and are detailed below.

In the event of an unanticipated cultural resource(s) discovery, the archaeological monitor(s) will have the authority to temporarily halt or divert ground-disturbing activities in the area of discovery, including a minimum of a 60-foot buffer (Environmentally Sensitive Area [ESA]), to ensure avoidance and protection of the discovery. The Native American monitor(s) will coordinate with the archeological monitor(s) for temporary work stoppage. Depending on the discovery characteristics or features present, the ESA may be expanded as determined appropriate by the archaeological monitor(s) in coordination with the Native American monitor(s) to avoid effects to the resource until the discovery notification and response protocols can be carried out. The archaeological monitor(s) will immediately notify the PI (unless the monitor is the PI) of the discovery. Construction work, including ground disturbance activities, may continue in accordance with this Plan outside of the area of discovery and established ESA.

Following notification of the discovery from the archaeological monitor(s), the PI will notify SBCTA immediately (on the day of discovery) of the discovery, and within 24 hours or less will provide an email with photos of the discovery in context (if possible) and a map of the feature indicating its location within the APE. SBCTA will then notify the FTA of the discoveries, who will notify the SHPO and the Advisory Council on Historic Preservation (ACHP) within two working days of the discovery in accordance with 36 CFR § 800.13(b)(3). The FTA will also notify and consult with the appropriate Native American Tribe(s) regarding the identification, evaluation of the significance, assessment of potential adverse effects, and any proposed treatment to that resource. The notification will include photos of the discovery in context (if possible) and a map of the feature indicating its location within the APE. Additionally, a brief determination and assessment of adverse effects resulting from construction and future construction will be included, as well as any recommended treatment/resolution methods that may be applicable.

Any discoveries will be stored in a locked area/safe within a secure facility while in SBCTA's custody until after consultation occurs and the best course of action is identified. Following discovery, only qualified cultural resource specialists, Native American monitor(s) and representatives, or federal agency representatives associated with the project may handle resources, in accordance with all regulations.

Upon the identification of a discovery and the establishment of an ESA, the PI and Native American monitor(s) (in the case of Native American resources), will conduct a preliminary eligibility assessment of the resource according to all NRHP criteria. In order to be eligible for the NRHP, a property must meet the criteria for evaluation in at least one area of significance as defined by Secretary of the Interior Standards for Evaluation (36 CFR Part 60).

The initial assessment will include a count and density analysis of encountered cultural material within the discovery area. In addition, the presence and count of all prehistoric and diagnostic historic-era artifacts will be noted. After the initial assessment of significance is completed, the PI will also assess the integrity of the discovery, which is the resource's ability to convey its significance through the presence/absence of its character defining elements/attributes. Character defining elements/attributes may vary among resource types and how they contribute is contingent on the resource's significance Native American consultation will be conducted to assess how the discovery could contain cultural, religious, and/or data potential to Native American Tribes. The Archaeologist(s) will also analyze how the discovery may have the ability to address questions related to prehistory and history. The PI will provide clarification regarding discovered materials and will determine if extended Phase I and Phase II archaeological testing and evaluation of the discovery shall be carried out.

Based on the cultural context of the APE, the results of past cultural resources work that has occurred within the same block that the undertaking is situated within, and the archaeological sensitivity assessment and the 'predictive model' of the potential resource and feature types that could likely be identified subsurface within the APE, the types of discoveries are divided into two categories, presented below.

Table 1. Notification and Consultation Protocols For Discoveries

Action	Archaeological Monitor(s) and Native American Monitor(s)	Construction Contractor	Archaeological PI	SBCTA/FTA	SHPO
Initial Response/ Notification of Discovery	Temporarily halts or diverts ground-disturbing activities near find. Notifies PI of find and construction contractor of potential work disruption. In coordination with PI, establishes avoidance area around the discovery as an ESA with a minimum of a 60-foot buffer from the discovery. Depending on the discovery characteristics or features present, the ESA may be expanded as determined appropriate by the archaeological monitor(s) in coordination with the Native American monitor(s) to ensure no effects occur to the discovery until the discovery notification and response protocols can be carried out.	If potential discovery is observed by construction contractor when no monitor is present, work is halted in the area of the discovery and a 60-foot radius and redirected to an area at least 60-ft away from the discovery; and the SBCTA PM and the PI are promptly alerted.	Inspects new discovery and notifies SBCTA within 24 hours. Notification to SBCTA will include an email with photos of the discovery in context (if possible) and a map of the feature indicating its location within the APE. Determines if the discovery is an isolated find, sparsely distributed artifacts, or a clearly disturbed/redeposited historic-era debris scatter. In the case of potentially NRHP-eligible historic properties, proceeds with the Discovery Protocol. This will include the preparation (within five days) of a brief Find Report of the discovery that will include a preliminary assessment of NRHP eligibility, assessment of effects, and recommendations for appropriate treatment. If discovery is determined to be an isolated find, sparsely distributed non-diagnostic artifacts, or a clearly disturbed/redeposited historic-era debris scatter, directs archaeological monitor(s) to document the discovery and record on the Daily Monitoring Log. Once such discoveries have been documented by the monitors, notifies construction contractor that construction may resume.	SBCTA notifies the FTA of discovery. FTA notifies the SHPO and the ACHP within two working days of the discovery. In the case of Native American resource discoveries, the FTA will also notify Native American Tribe(s).	SHPO, ACHP, and Native American Tribe(s) have 48 hours to respond to FTA's notification and formal request to consult.
Human Remains Discovered	Immediately notify construction contractor and PI of the discovery. Construction activities halted within 100 feet of the discovery and area secured with ESA. ESA shall include the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains.	Gives instruction to construction crew to re-direct all work away from the location of the discovery and 100-foot ESA until a determination can be made by the County Coroner concerning the provenience of the remains. Enforces ESA buffer.	Immediately notifies the SBCTA of discovery. Notify Medical Examiner after consultation with SBCTA either in person or via telephone. Ensures protocols are being followed.	SBCTA notifies the FTA on the same day of the discovery. If remains are determined by Coroner to be Native American, SBCTA in coordination with FTA consults with NAHC who will identify the Most Likely Descendent (MLD). The SBCTA in coordination with FTA consults with MLD. If the discovery of human remains or associated funerary items occur, FTA will report the discovery to Native American Tribe(s) within 24 hours. Prior to	

Action	Archaeological Monitor(s) and Native American Monitor(s)	Construction Contractor	Archaeological PI	SBCTA/FTA	SHPO
				excavation of the discovery, Native American Tribe(s) must consent in writing by providing a written authorization for the excavation under NAGPRA. The FTA will provide a courtesy notification to the SHPO of the human remains discovery. This notification will include information as to whether the human remains are an isolated discovery or whether they are associated with a broader archaeological context.	
Suspend Work Order	Monitors maintenance of ESA and AMAs.	Gives instruction to construction crew to re-direct all work away from the location of the ESA. Maintains and enforces ESA.	Ensures adequate ESA is established and maintained.	Stop Work Order is issued through the SBCTA PM.	
Evaluate Significance and Assess Effects	Assists PI with evaluation of find, as needed.	Assists with the maintenance of the ESA.	In the case of potentially NRHP-eligible historic properties, completes resource evaluation and assessment of effects in consultation with Native American monitor(s) (in the case of Native American resources) and provides documentation and treatment recommendations to the SBCTA in the form of a brief Find Report that will include preliminary recommendation on the discovery's NRHP eligibility, assessment of effects, and recommendations for appropriate treatment. Prepares Treatment Plan if needed.	SBCTA provides recommendations to the FTA and results of consultation efforts included in the Finds Report. In the case of Native American resource discoveries, the FTA will consult with Native American Tribe(s). In the case of potential NRHP-eligible historic properties, the FTA consults with the SHPO and ACHP on NRHP eligibility, assessment of effects, and appropriate treatment resolution within two working days of the discovery. The SBCTA, the FTA, and the SHPO review and approve treatment plan.	Reviews submitted documentation and provides formal determination on NRHP eligibility, assessment of effects, and treatment plan.
Mitigate Effect	Assists PI as needed.	Maintains ESA.	If undiscovered resource is NRHP eligible and effects cannot be avoided, prepares and implements Treatment Plan. Mitigation Report is prepared and submitted to SBCTA.	SBCTA submits Mitigation Report to the FTA on mitigation results. The FTA reviews report and submits to the Native American Tribe(s), the SHPO, and the ACHP and continues consultation.	Reviews submitted documentation.

Action	Archaeological Monitor(s) and Native American Monitor(s)	Construction Contractor	Archaeological PI	SBCTA/FTA	SHPO
Resume Work	Removes ESA upon authorization from PI.	SBCTA will issue NTP to construction contractor and PI when work may resume at site.	Upon notification from SBCTA, authorizes removal of ESA.	The FTA informs SBCTA when it may issue NTP to construction contractor.	

PI = Principal Investigator; ESA = Environmentally Sensitive Area; PM = Project Manager; SHPO = State Historic Preservation Officer; ACHP = Advisory Council on Historic Preservation; NTP = Notice to Proceed; FTA = Federal Transit Administration; NRHP = National Register of Historic Places

3.4.1.1 Isolated Finds, Sparsely Distributed Artifacts, or Redeposited Historic-Era Debris Scatters

As directed in Section 3.4.1 above, the significance of all identified discoveries will be established via a preliminary assessment of NRHP eligibility of the resource. For this Plan, "isolated finds", "sparsely distributed non-diagnostic artifacts", or "clearly disturbed historic-era debris scatters lacking integrity" are to include the resulting non-significant discoveries that are less than three artifacts (where any artifact broken into pieces is counted as a single item) within a 100-square-foot area, redeposited material (i.e., not in situ) without human remains, and sparsely distributed artifact scatters without any temporally diagnostic items.

For discoveries assessed by the PI to consist of isolates, sparsely distributed non-diagnostic artifacts, or redeposited historic-era debris scatters, where the preliminary assessment indicates that the resource is not an NRHP-eligible historic property, the discovery will be documented in the field by collecting a Global Positioning System (GPS) point, photographed, and recorded onto the Daily Monitoring Log. All prehistoric artifacts will be collected, and in the case of historic material, all diagnostic historic-era items will be collected for cataloging and inclusion in the Final Monitoring Report. Once such discoveries have been documented and recovered by the monitors, construction may resume.

Upon the discovery of isolated finds, sparsely distributed non-diagnostic artifacts, or clearly disturbed/redeposited historic-era debris scatters, work in this area will be temporarily halted to perform further subsurface archaeological exploratory work to confirm the significance of the discovery. Additionally, the PI will notify SBCTA within 24 hours or less by email with photos of all discoveries in context (if possible) and a map of the feature indicating its location within the APE, as noted above. In the case of disturbed/redeposited historic-era debris scatters, the PI will also include the results of the integrity assessment in the email.

SBCTA will provide the FTA notification of the discovery within two working days of the discovery. In the case of Native American resource discoveries, the FTA will notify the Native American Tribe(s). For those discoveries determined to be disturbed historic-era debris scatters with no integrity, the FTA will provide the SHPO and the Advisory Council on Historic Preservation (ACHP) a copy of the email notification that the PI prepared with the results of the integrity assessment.

3.4.1.2 Potential NRHP-Eligible Discoveries

In the case of the discovery of an in-situ archaeological feature(s) or intact (or potentially intact) deposits with more than three diagnostic artifacts within a 100-square-foot area, an initial estimate of the density and quantity of cultural material within the discovery area will be recorded by the PI for the preparation of an assessment recommendation. In-situ archaeological feature(s) may include refuse-filled trash pits, privy vaults and wells. Any prehistoric and diagnostic historic-era artifacts observed within the discovery will be recorded. As noted above in Section 3.4.1, the PI will notify SBCTA immediately (on the day of discovery) of any in-situ archaeological feature(s) or intact (or potentially intact) deposits. SBCTA will

immediately notify the FTA, and the FTA will notify the SHPO and ACHP within two working days of the discovery. In the case of Native American resource discoveries, the FTA will also notify the Native American Tribe(s).

For all discoveries that are not categorized as isolated finds, sparsely distributed non-diagnostic artifacts, or clearly disturbed/redeposited historic-era debris scatters, as defined above, the PI will prepare a brief Find Report for the discovery. The Find Report will include a preliminary assessment of NRHP eligibility, assessment of potential adverse effects, and recommendations for appropriate treatment. For in-situ archaeological feature(s) or intact deposits, archival research such as a review of the discovery location against Sanborn maps for historic-era discoveries, or an analysis of temporally diagnostic items, may be conducted by the PI for inclusion in the brief Find Report. The Find Report will also include photos of the discoveries in context (if possible) and a map of the feature indicating its location within the APE. All potential NRHP-eligible historic properties identified during the implementation of the undertaking will be evaluated for significance against all National Register criteria and include an adequate assessment of archaeological integrity.

The PI will submit the Find Report to SBCTA within five days of the discovery. SBCTA will provide the Find Report to the FTA, who will make a determination of eligibility and further assess potential adverse effects. The FTA will consult with the SHPO and all other Consulting Parties, including the ACHP, to seek comment on the assessment and eligibility determination, as well as provide resolution on the proposed treatment for any discoveries determined to be NRHP-eligible historic properties.

In the case of Native American resources, the FTA will also consult with the Native American Tribe(s) on the identification, evaluation of significance, and potential treatment of Native American resources. The results of these consultation efforts will be included in FTA's Find Report.

If the assessment indicates that the resource is a potential historic property but can be avoided by project construction activities, the FTA may assume eligibility to the NRHP, and avoidance will be recommended in consultation with SBCTA, Native American Tribe(s) (in the case of Native American resources), the SHPO, and the ACHP. SBCTA will inform the FTA, the SHPO, the ACHP, and Native American Tribe(s) (in the case of Native American resources) of the proposed avoidance and protective measures to be undertaken for the resource.

If the assessment recommendation by the PI indicates that the discovery is not eligible for the NRHP, the FTA will consult with the SHPO and Consulting Parties, including the ACHP and the Native American Tribe(s), in the case of Native American resources, to comment on the eligibility determination. For discoveries determined not to be eligible for listing in the NRHP by the FTA, the PI will submit notification to SBCTA indicating the discovery was documented in the field by collecting a Global Positioning System (GPS) point, photographed, and recorded onto the Daily Monitoring Log.

All prehistoric artifacts will be collected, and in the case of historic material, all diagnostic historic-era items will be collected for cataloging and inclusion in the Final Monitoring Report. Once such discoveries have been documented and recovered by the monitors, construction may resume.

Any artifacts will be stored in a locked area/safe within a secure facility while in SBCTA's custody until after consultation occurs and the best course of action is identified. Following discovery, only qualified cultural resource specialists, Native American monitor(s) and representatives, or federal agency representatives associated with the project may handle resources, in accordance with all regulations.

3.4.2 Treatment Plan for Historic Properties

If a discovery is determined by the FTA to be a NRHP-eligible historic property and avoidance by project construction activities is not feasible, a Treatment Plan shall be prepared by the PI. The Treatment Plan and any developed treatment and mitigation measures must be approved by SBCTA and the FTA prior to the commencement of the Treatment Plan. In the case of potential NRHP-eligible historic properties, the FTA will consult with the SHPO and ACHP on NRHP eligibility, assessment of effects, and appropriate treatment. In the case of a Native American (prehistoric) potential NRHP-eligible historic property, the FTA will also consult with Native American Tribe(s) on the proposed treatment measures.

Treatment of an in-situ archaeological feature(s) or intact deposits will include the excavation of the resource in stratigraphic levels with the soil passed through 1/8-inch wire screen to retrieve artifacts. Standard archaeological procedures of mapping and recordation of features, as well as the collection, bagging, and labeling of artifactual material will be followed. Artifacts will be washed and rough-sorted by material types. For cataloging, the artifacts will be identified and quantified by the minimum number of individual items represented. Item classification will be organized by functional activity groups. For each object identified, the activity group, material, item, type, product, technology, pattern, identification marks, manufacturer, origin, date, size, quantity, weight, references, and any necessary additional comments will be recorded. The detection of functional activity profiles, consumer profiles, economic index values, and identification of ethnic cultural traits will be analyzed through research design developed as part of the Treatment Plan.

All on-site measures in the Treatment Plan must be completed, and results of the on-site treatment measures be provided in a brief Mitigation Report prepared by the PI and submitted to SBCTA. SBCTA will submit the Mitigation Report to the FTA, who will review the report to ensure that all on-site measures in the Treatment Plan have been completed and will provide a copy of the report to the SHPO and the ACHP. In the case of Native American resources, a copy of the report will also be provided to the Native American Tribe(s). All parties will be given 30 days to provide comment on the

Mitigation Report. Once all parties have been consulted on the completion of on-site treatment measures, the recommendation for construction to resume will be made and the Mitigation Report would be revised, and responses to comments received will be documented, prior to submittal to the SHPO for review. After

approval from the SHPO is received, FTA will notify SBCTA, and SBCTA will authorize the PI to release the area of avoidance (ESA) to construction activity. Construction, including ground-disturbing activities, can then immediately resume. Post-field analysis including laboratory cataloguing, artifact analysis, and special studies, as outlined in the Treatment Plan, will continue off-site, and the final results of all treatment measures will be included in the Final Monitoring Report. Treatment and curation of recovered resources and cultural artifacts is further addressed in section 3.6 below.

If human remains are involved, the protocol in Section 3.5 will be followed. No soil shall be exported off-site until a determination can be made regarding the significance of the resource, specifically in the case Native American resources.

3.5 DISCOVERY OF HUMAN REMAINS

In the event that human remains are encountered during construction, potentially destructive activities within 100 feet of the discovery will be stopped, and the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken.

The Archaeological Monitor(s) shall immediately notify the PI, who will notify SBCTA. The PI shall notify the Medical Examiner after consultation with SBCTA either in person or via telephone. SBCTA will notify the FTA on the same day of the discovery. The FTA will notify the SHPO, ACHP, and Native American Tribe(s) within two working days of discovery to provide notification of potential human remains being observed during the implementation of the undertaking. The information provided will also indicate whether, and if so, how it was determined that the Native American human remains were an isolated find or constituents of a larger archaeological context.

Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the County Coroner concerning the provenience of the remains. The Coroner, in consultation with the PI, resource agencies as required, SBCTA, and FTA, shall determine the need for a field examination to determine the provenience.

If the remains are determined to be Native American, the Coroner shall notify the NAHC. By law, only the Coroner can make this call. The NAHC will identify the person or persons determined to be the Most Likely Descendent (MLD) and will contact them or provide contact information. FTA, SBCTA, and the PI shall coordinate with the MLD for additional consultation. Treatment of the remains and all subsequent actions will be completed per the California Public Resources Code (Sec. 5097.98), State Health and Safety Code (Sec. 7050.5), and this Plan.

If the discovery of human remains or associated funerary items occur, additional consultation under the National American Graves Protection and Repatriation Act (NAGPRA) will be required (43 CFR 10). The FTA will report the discovery to affiliated Native American Tribe(s) within 24 hours and must receive a response by the appropriate official of the Native American Tribe(s) no later than three days after

receiving written documentation of the discovery. Additionally, the FTA will provide a courtesy notification to the SHPO to inform them of the consultation under NAGPRA. Before excavation of the discovery occurs, the Native American Tribe(s) must consent in writing by providing a written authorization for the excavation. Once the human remains or associated funerary items are removed, disposition of the items to the affiliated Native American Tribe(s) will occur.

If there is no request for formal consultation from the affiliated Native American Tribe(s), SBCTA and the FTA will compile an itemized list of any human remains or associated funerary objects discovered and will include this list in a written notification to potential affiliated Native American Tribe(s) and NAGPRA Project Manager within 30 days of identification of a new consulting party based on new information or no later than 2 years after the addition of a Tribal entity to the list of federally recognized Native American Tribes. FTA must complete or update the inventory within two years after acquiring possession or control of the resources, required under 43 CFR 10.10(d) and submit a notice of inventory completion under 43 CFR 10.10(e) within six months of completing the inventory for publication in the Federal Register.

3.6 POST CONSTRUCTION REQUIREMENTS

All cultural resources discovered during monitoring will be documented on appropriate California Department of Parks and Recreation (DPR) 523-series forms. The DPR 523 form(s) will be completed and submitted to the SCCIC for assignment of a permanent Primary (and, if applicable, Trinomial) number.

All diagnostic cultural artifacts recovered during the Monitoring Program and implementation of Treatment Plan(s), if completed, will be cleaned, catalogued, and analyzed to identify function and chronology as they relate to the history of the area.

Post construction, a Monitoring Report will be prepared for the project. The Draft Monitoring Report (even if negative) will be prepared, in accordance with the Secretary of the Interior's Standards for Archaeological Documentation (National Park Service 1983) and will be consistent with Archaeological Resources Management Reports: Recommended Contents and Format Guidelines (California Office of Historic Preservation 1990), that describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) and submitted to SBCTA and FTA for review within 60 days following the completion of monitoring. FTA will review and provide comments on the draft report within 30 days of receipt. If a Treatment Plan shall be implemented, the methods and results of all archaeological efforts and treatment measures undertaken as part of the Treatment Plan will be included in the Monitoring Report.

A review of the Monitoring Report will be conducted by SBCTA, Native American Tribe(s) and the FTA for a 30-day review and comment period. Once comments are provided and resolved, a final version of the Monitoring Report will be provided to SBCTA, the FTA, the SHPO, Native American Tribe(s), the SCCIC, and the ACHP for their permanent records.

All diagnostic recovered historic-period archaeological material collected during monitoring will be permanently curated with an appropriate institution. Unless otherwise specified in a treatment agreement between SBCTA, the FTA, and the Native American Tribe(s), artifacts or other cultural material associated with Native American resources will also be permanently curated with an appropriate institution. The preparation and curation of the collection will be completed according to standards set forth in "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR Part 79, September 12, 1990).

4 LIST OF CONTACTS

A list of contacts for the undertaking is provided in Table 2, *Contact Information*.

Table 2. Contact Information

ORGANIZATION	CONTACT	TITLE/ROLE	EMAIL	PHONE NUMBER
FTA	Rusty Whisman	Senior Transportation Program Specialist	rusty.whisman@dot.gov	213.202.3956
SBCTA	Victor Lopez	Director of Transit and Rail Programs	vlopez@gosbcta.com	909.884.8276
Construction Team	TBD	Construction Manager and/or Contractor		
Archaeological Consultant	Principal Investigator			
Archaeological Consultant	Monitoring Coordinator			
Archaeological Consultant	Archaeological Monitor(s)			

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