Ontario International Airport Connector Project



APPENDIX I
CULTURAL RESOURCES IDENTIFICATION AND ELIGIBILITY ASSESSMENT

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Prepared for:

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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).

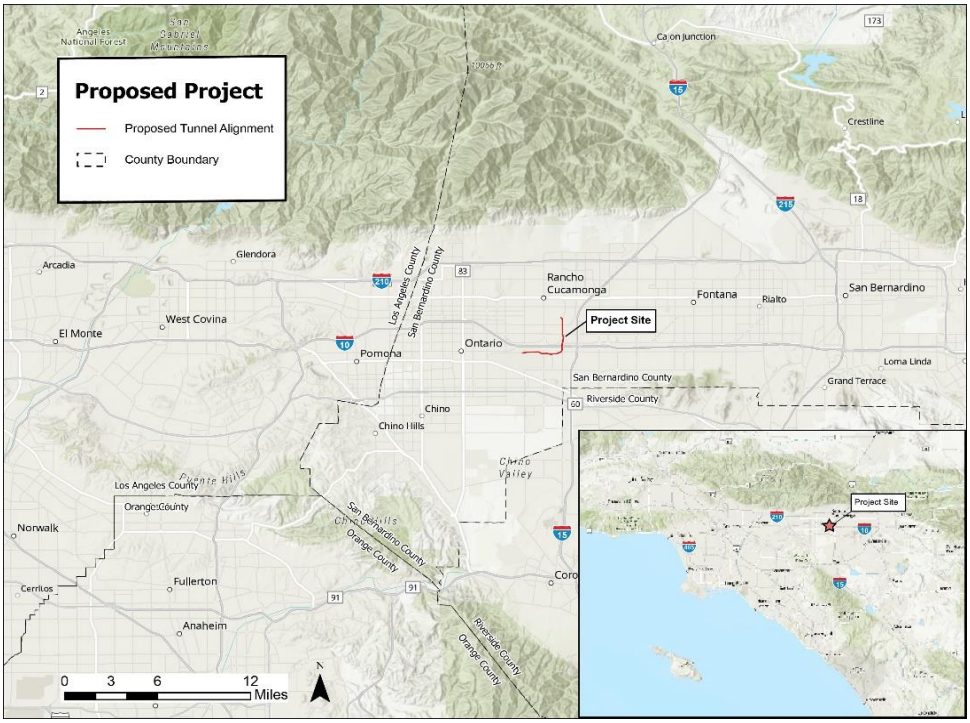
This report also provides SBCTA, which is the lead agency under the CEQA, with the necessary information and analysis to determine, as mandated by CEQA, whether any "historical resources" exist in the proposed Project APE. The criteria for determining the significance of impacts to historical resources 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.

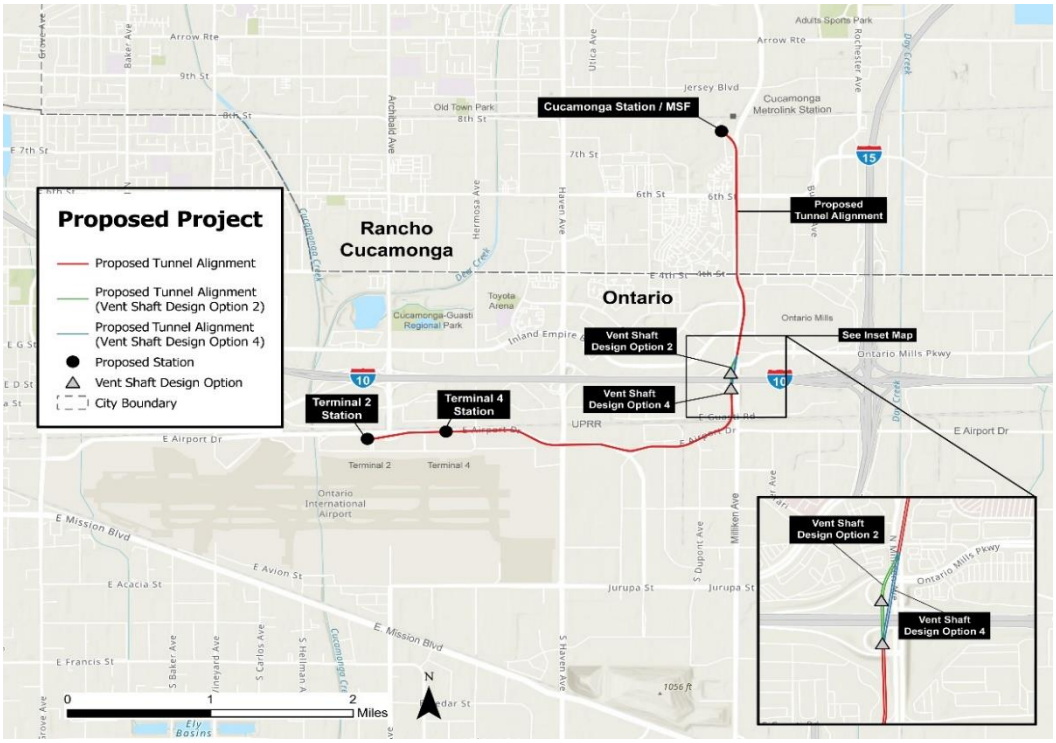
The proposed Project consists of three key components: stations, a tunnel, and ventilation shafts. The proposed Project includes the Cucamonga Metrolink Station, ONT, and the 4.2-mile-long footprint of the underground tunnel that generally travels south along Milliken Avenue and crosses beneath 6th Street 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

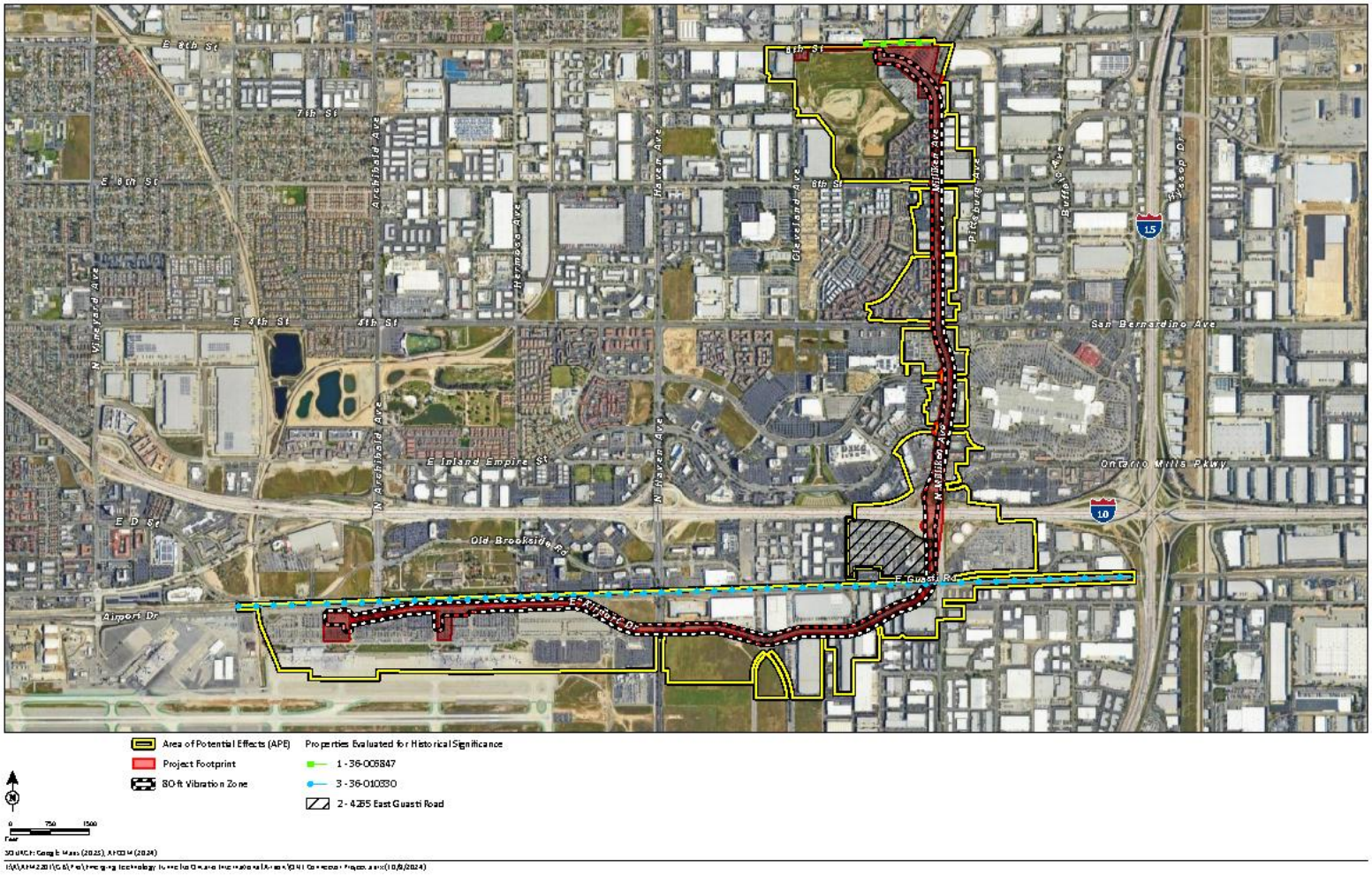
The Area of Potential Effects (APE), as defined in 36 CFR Part 800.16(d), is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced 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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