



Memorandum

Date: Thursday, October 29, 2020

Project: Arrow Maintenance Facility Zero-Emission Multiple-Unit Vehicle Upgrades

To: San Bernardino County Transportation Authority

From: HDR Engineering, Inc.

Subject: Cultural Resources Analysis

HDR prepared this cultural resource study in support of San Bernardino County Transportation Authority's (SBCTA) proposed Arrow Maintenance Facility (AMF) Zero Emission Multiple-Unit (ZEMU) Vehicle Upgrades Project (Project). This memorandum provides the results, findings, and recommendations of the cultural resource study.

Project Overview

SBCTA is proposing modifications to its AMF to facilitate the integration of a hydrogen (H₂) fuel ZEMU rail vehicle into SBCTA's planned Arrow service. SBCTA is the lead agency for the project under the California Environmental Quality Act (CEQA). Pursuant to CEQA, it is necessary for the lead agency to determine whether a proposed project may have a significant effect on the environment (PRC 21082.2[a]).

Project Location

The AMF (or Project) site is located in the City of San Bernardino, California, on the north side of 3rd Street between North J Street and North I Street, and falls within Township 1 South, Range 4 West, Section 9 (San Bernardino Baseline and Meridian) as shown on the *San Bernardino South* United States Geological Survey 7.5-minute topographic map. The Project site is located approximately 800 feet northeast of the San Bernardino Santa Fe Depot and Metrolink Station platforms. The limits of the Project would generally be confined to SBCTA's existing AMF site (Assessor Parcel Numbers: 013823115, 013823111, 013823113, and 013823114). The project site is bounded by Interstate 215 to the east, commercial and residential properties and a vacant lot to the south, and a rail yard to the west and north (BNSF San Bernardino Intermodal Facility).

Project Description

The proposed Project would facilitate the integration of a hydrogen (H₂) fuel zero-emission multiple-unit rail vehicle into the planned Arrow service. SBCTA is currently constructing the AMF, previously referred to as the Inland Empire Maintenance Facility (IEMF), which will service SBCTA's diesel multiple-unit (DMU) rail vehicle fleet for the Arrow service and start operations in 2021. The Southern California Regional Rail Authority (SCRRA) will operate and dispatch the Arrow service in coordination with SCRRA's existing Metrolink service. The proposed Project includes integration of the ZEMU rail vehicle into the Arrow service in 2024, and associated modifications and upgrades to the AMF to facilitate H₂ storage, mobile refueling, and required safety improvements. Operations of the proposed ZEMU vehicle on SCRRA's San Gabriel subdivision would follow FRA safety regulations and overlay with DMU and Metrolink passenger train service. Attachment A contains the full project description with additional project details.



Ground disturbance associated with proposed Project construction modifications would be limited to the construction limits depicted on Figures 2 and 3 of Attachment A. Site clearance would involve removal of asphalt and minor grading. Excavation for the Refueling Area foundation pad and utilities could extend up to five feet in depth.

SBCTA is the lead agency for the project under the California Environmental Quality Act (CEQA). Pursuant to CEQA, it is necessary for the lead agency to determine whether a proposed project may have a significant effect on the environment (PRC 21082.2[a]). CEQA associates a significant effect on the environment with a substantial adverse change in the significance of a historical resource (PRC 21084.1) or a Tribal Cultural Resource (PRC 21084.2). Historical resources are those found to be eligible for listing in, or listed in, either the California Register of Historical Resource (CRHR) and/or the National Register of Historic Places (NRHP). Tribal Cultural Resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included in or eligible for inclusion in the CRHR, or included in a local register.

Identification of Historical and Archaeological Resources

HDR has submitted a records search request to the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) to confirm and identify previously-recorded archaeological and historical architectural resources in and around the Project site (Attachment B). HDR received the results of the records search on September 2, 2020. The boundary of one historic resource, the Atchison, Topeka & Santa Fe (AT&SF) Railyard (P-36-032933; currently the BNSF Intermodal Facility), overlaps the southwest corner of the project site. This resource has undergone substantial alterations in integrity and was recommended ineligible for listing in the NRHP and CRHR.

Review of historical records, aerial imagery, and maps indicates that the Project site was previously developed with warehouse and commercial buildings and parking areas by at least 1938. Most of these buildings appear to have been removed by the late 1990s and currently there are no historic age (at least 45 years old) buildings or structures located on the Project site. The Santa Fe Depot (Depot) building, built in 1918 and located approximately 800 feet southwest of the Project site, was listed in the NRHP in 2001 (NRHP ID Number 01000025). The California Theatre (opened in 1928), listed in the NRHP in 2009, is located approximately 0.40 miles east of the project site (NRHP ID Number 09001116). A trolley line once ran down the center of 3rd Street adjacent to and outside of the Project area to the south; however, it no longer remains and the adjacent roadway was recently modernized with new sidewalks, curbing, and pavement.

Identification of Tribal Cultural Resources

HDR requested a search of the Sacred Lands File with the Native American Heritage Council (NAHC). The NAHC replied on July 15, 2020, stating that the results of the search were negative and provided a list of Native American tribes who may have knowledge of cultural resources in the project area. The NAHC's reply is attached to this memorandum (Attachment C).

Pursuant to CEQA and Assembly Bill 52 (AB 52), a lead agency must consider a project's effects on Tribal Cultural Resources. Under AB 52, a lead agency may be required to consult with



California Native American tribes that request consultation based on a traditional and cultural affiliation with the geographic area of a proposed project. If the project is subject to CEQA, SBCTA is responsible for contacting the California Native American tribes on its AB 52 notification list and requesting information about potential Tribal Cultural Resources in the vicinity of the Project area.

Evaluation

The current proposed Project involves only minor modifications to the AMF, including the introduction of a H2 Refueling Area, augmentation and/or relocation of existing utilities, and minor changes to the configuration of roadway within the limits of the AMF site (see Attachment A for additional project details).

Historic Resources

The nearest listed-historic resource to the AMF is the existing Depot. The Project would have no direct impact on the Depot. Indirectly, the anticipated visual impact from the proposed Project's above-ground structures to the Depot would not be significant as structures associated with the project are relatively small-scale and such that existing views of the Depot along 3rd Street would be unobstructed. Temporary construction lighting could be minimally visible from the California Theater; however, the duration of the temporary construction nighttime lighting would be limited. The AT&SF Railyard is ineligible for listing on the CRHR or NRHP and therefore would not be impacted by the project. All proposed work would occur within the previously-cleared AMF property. For this reason and based on the records search results, no impacts to historic resources would result. Based on the limited extent of the proposed modifications to AMF to facilitate the Project, no significant, adverse effects would result to local built-environment historical resources.

Archaeological Resources

Due to the previous disturbance within the Project site, ongoing construction, and findings of prior environmental clearance for the AMF (no resources identified), the potential for encountering both above- or below-ground archaeological resources is low. Furthermore, the results of the NAHC search were negative.

Recommendations

Monitoring of ground-disturbing project-related construction activities is not recommended. However, HDR recommends the contractor specifications require the stoppage of work in the event of an unanticipated discovery during construction until a professional archaeologist assesses the find to determine the nature of the resources discovered. As appropriate, the archaeologist will assist Project personnel in avoiding the newly discovered resources or in implementing management measures to evaluate the significance and potential eligibility of the resources for listing in the CRHR and NRHP.

Limitations

Due to the evolving nature of the site conditions (e.g. on-going construction of the AMF for Arrow Service) and the stage of conceptual design, a photo simulation of the proposed Project was not possible to support this analysis.



Attachment A: Project Description

1.1 Project Overview

The San Bernardino County Transportation Authority (SBCTA) is proposing the Arrow Maintenance Facility (AMF) Zero Emission Multiple Unit (ZEMU) Vehicle Upgrades Project (Project) to facilitate the integration of a hydrogen (H₂) fuel zero emission multiple unit rail vehicle into the planned Arrow service. SBCTA is currently constructing the AMF, previously referred to as the Inland Empire Maintenance Facility (IEMF), which will service SBCTA's diesel multiple unit (DMU) rail vehicle fleet for the Arrow service and start operations in 2021. The Southern California Regional Rail Authority (SCRRA) will operate and dispatch the Arrow service in coordination with SCRRA's existing Metrolink service. The proposed Project includes integration of the ZEMU rail vehicle into the Arrow service in 2024, and associated modifications and upgrades to the AMF to facilitate interim H₂ storage, refueling, required safety improvements. Operations of the proposed ZEMU vehicle on SCRRA's San Gabriel subdivision would follow FRA safety regulations and overlay with DMU and Metrolink passenger train service.

1.2 Project Location

The AMF or Project site is located in San Bernardino, California, near the intersection of North J Street and 3rd Street (Figure 1). The Project site is located to the northeast of the San Bernardino Santa Fe Depot and Metrolink Station platforms. The limits of the Project would generally be confined to SBCTA's existing AMF site (Assessor Parcel Numbers: 013823115, 013823111, 013823113, and 013823114). Figure 2 depicts the Project site and immediate Project vicinity. Figure 3 illustrates the Project site, portions of the Project site subject to ZEMU-related improvements, and the approximate location of the ZEMU H₂ Refueling Area.

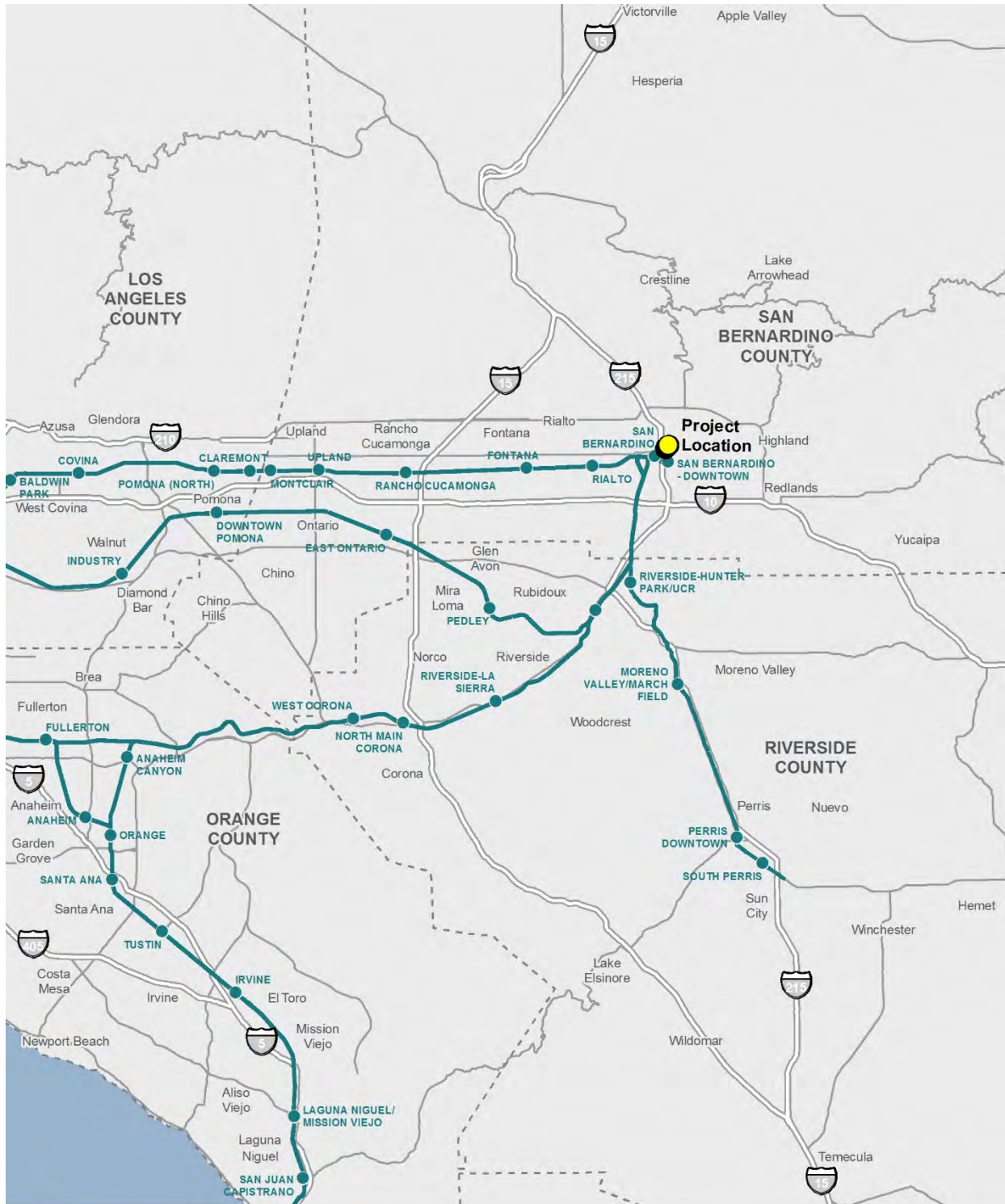
1.3 Project Goals and Objectives

SBCTA's goal for the proposed Project is to integrate a ZEMU rail vehicle into the future operational fleet of the Arrow passenger rail service operated by the SCRRA. As part of Assembly Bill (AB) 398, the State's greenhouse gas (GHG) reduction goals were extended to June 30, 2030, and the reduction goal was increased to 40 percent of 1990 emissions. The goal of the ZEMU pilot Project is to demonstrate the feasibility of low-or-zero emission railway technology consistent with state guidelines. In conjunction with this overarching goal, SBCTA's objectives for implementing the Project include the following:

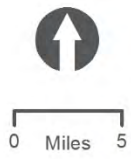
- Integrate zero- or low-emission technologies into the Arrow's service fleet to further improve localized air quality and reduce emissions of criteria air pollutants.
- Enhance the Arrow service's operational flexibility and reliability through the provision of a ZEMU rail vehicle to supplement SBCTA's DMUs.
- Support State of California's cap-and-trade programs through the provision and implementation of low- or zero-emissions technology for transit corridors traversing disadvantaged communities.
- Integrate safety improvements for hydrogen fuel use at the AMF.

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Figure 1. Regional Vicinity



- Project Location
- Metrolink Station
- Metrolink Line
- County Boundary
- Interstate
- Highway



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Figure 2. AMF Project Site

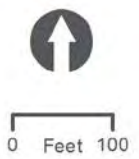


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Figure 3. Zero Emission Multiple Unit H2 Refueling Area



-  AMF Site
-  ZEMU Site Improvements
-  ZEMU Refueling Area



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1.4 Project Description

SBCTA's proposed Project includes integration of the ZEMU rail vehicle into the Arrow service in 2024, and modifications and upgrades to the AMF to facilitate H2 storage and refueling. This section contains a detailed description of the improvements comprising the proposed Project.

1.4.1 Project Background

The planned AMF includes a large train housing facility for maintenance and refueling of DMU passenger trains (Figure 4). SBCTA is currently in the process of constructing the AMF, which previously environmentally cleared under the name "IEMF." SBCTA environmentally cleared the reconstruction of IEMF in 2012 (State Clearinghouse No. 2011051024; SBCTA 2012). In 2019, SBCTA renamed the facility to AMF to correspond with the branding of the Arrow service. Figure 5 illustrates the DMU vehicle, which is similar in appearance as the proposed ZEMU vehicle. The AMF is currently under construction with a planned opening date of 2021.

1.4.2 Project Improvements

The Project would include reconfiguration of the AMF to allow for the integration and operation of one ZEMU train vehicle in the southern portion of the AMF. Specific improvements proposed as part of the Project are summarized below.

AMF Maintenance Building

In conjunction with the Project, multiple retrofits to the AMF maintenance building would be required to comply with state and local requirements to facilitate the use of H2 fuel for the ZEMU trains. Improvements to the AMF maintenance building would include: HVAC improvements (e. g. modified electrical equipment, fans, etc.), spark-proofing on electrical wiring, battery charging outside of the maintenance building, and installation of a H2 detection system.

Hydrogen Refueling Area

As part of the Project, SBCTA would construct a new H2 Refueling Area in the southern portion of the AMF to facilitate the refueling and operation of a pilot-test ZEMU train vehicle. The Refueling Area would be constructed to include additional space for: one charging station for the ZEMU onboard batteries, a H2 storage tank and associated fueling infrastructure including: a compressor, chiller, evaporator, fueling nozzle etc., minor spur track improvements, new piping, associated paving, electrical vault, sub-station, and back-up generator if required.

To provide flexibility for final design, SBCTA is considering the use of H2 in either gas or liquid form. For the purpose of analyses, SBCTA is considering the use and storage of liquid H2 due to the larger storage tank footprint and required infrastructure for compression when compared to gas. As provided on Figure 6, the storage tank with a capacity of 4,000 kilograms (kg) of H2. The storage tank would be a temporary fixture that would be replaced once empty; it will be hauled off site, and replaced with a full tank. The tank would connect to an on-site control systems, compressors, evaporators, and fueling hoses with each tank remaining on site for approximately two weeks prior replacement. If required, a liquid to gas conversion container may also be installed in the Refueling Area (Figure 7). A liquid to gas conversion container may also be required for the Project if liquid H2 is used for transport followed by conversion to gas onsite.

A new spur track may also be constructed to provide direct access to the proposed H2 Refueling Area within the southern portion of the AMF site.

Utilities

Existing utilities within the Project site include a storm drain and active petroleum line. To comply with local regulations and avoid conflicts, the Project may require improvements to existing storm drains, oil and grease separators, water (and fire) lines, and sanitary sewer lines. The Project's power requirements would be supplied by Southern California Edison via existing, on-site switch gear that would be refurbished and used for the ZEMU Refueling Area. Based on current SCRRRA utility accommodation standards and industry best practices, each utility line would be subject to removal, relocation, or protection in place.

Access

Existing circulation and access modifications may be required at the AMF to facilitate the internal movement of the H2 delivery trucks and interim onsite storage. These improvements may require a temporary construction easement (TCE) into the public right-of-way (ROW) on Third Street pending additional engineering design.

1.4.3 Construction

Project construction is anticipated to commence in 2023 and extend for up to one year. The City of Bernardino Noise Ordinance allows construction between the hours of 7:00 a.m. and 8:00 p.m. Most construction would coincide with the hours specified in the Noise Ordinance, unless construction exemptions are obtained for the Project. Additionally limited nighttime work may be required during non-revenue service hours to avoid conflicts with Arrow and Metrolink operations. For certain stages, limited construction during weekend and federal holidays may be required.

Ground disturbance associated with Project construction would be limited to the construction limits depicted on Figure 2. Site clearance would involve removal of asphalt and minor grading. Excavation for the Refueling Area foundation pad and utilities could extend up to five feet in depth. Construction staging would be located within the southern portion of the AMF site. Temporary lighting may be required during nighttime work, if required.

1.4.4 Proposed Operations

The AMF is an approved facility and currently under construction. SBCTA's Arrow service is planned to start in 2021 with two DMUs in operation and a third for backup. The proposed Project would maintain the same capacity of trains in service; however, one of the two DMU trains would be replaced with a ZEMU train vehicle. ZEMU operations would commence in 2024 during non-revenue service with future revenue service starting on or after 2025.

Replacement of one DMU with the ZEMU rail vehicle would remove 25 average daily DMU rounds trips per day (or 50 total) consistent with SBCTA's certified environmental impact report (EIR) for the Redlands Passenger Rail Project (SBCTA 2015). The AMF would be modified to service the new ZEMU train vehicle within the southern portion of the AMF site.

Site access for employees would continue to be provided on Third Street on the southern side of the Project site near the Interstate 215 off ramp.

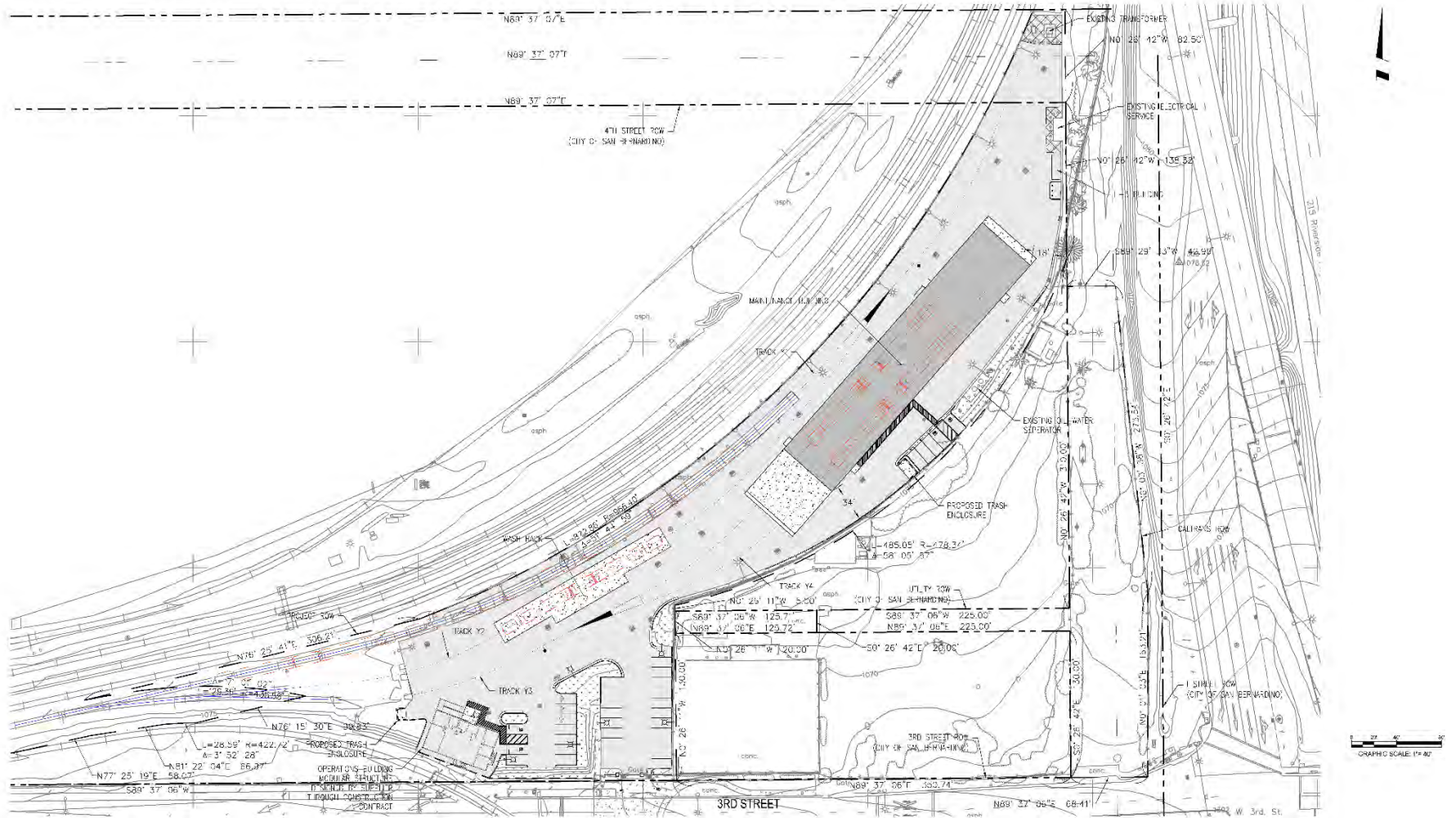
1.5 Permits and Approvals

The Project **may satisfy** the criteria for a Class 2 (Replacement or Reconstruction) Categorical Exemption under the California Environmental Quality Act (CEQA), per Section 15302 of the CEQA Guidelines, pending completion of technical studies. SBCTA will serve as the CEQA lead agency for the Project.

Other potential Project approvals and permits may include, but are not limited to, the following:

- Regional Water Quality Control Board (RWQCB), National Pollutant Discharge Elimination System (NPDES) General Construction and General Industrial Permits
- City of San Bernardino: Roadway encroachment, sanitary sewer discharge, water quality (low impact development), grading, and construction
- Southern California Edison (SCE): Onsite electrical modifications and upgrades
- South Coast Air Quality Management District (SCAQMD): Rule 403 Fugitive dust and other operating permits for facilities including but not limited to emergency diesel generators.
- Federal Railroad Administration (FRA): Approval of ZEMU vehicle and operation on the San Gabriel Subdivision

Figure 4. Approved Arrow Maintenance Facility



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Figure 5. Proposed Arrow Line Passenger Diesel Multiple Unit Train Vehicle



Figure 6. Representative Temporary Hydrogen Gas Storage Tank



Figure 7. Liquid to Gas Conversion Container



2 References

Federal Register. Volume 77 Number 231. November 30, 2012. Recorded on December 3, 2012.

San Bernardino County Transportation Authority (SBCTA). 2012. EA/EIR for the Downtown San Bernardino Passenger Rail Project. SCH No. 2011051024. Filed and posted on September 7, 2012.

———. 2015. EIS/EIR for the Redlands Passenger Rail Project. SCH No. 2012041012



Attachment B: Records Search Results (Confidential)

Results of Cultural Resource Identification

Previous Studies in and around the Project Site

The SCIC records search results indicate that approximately 50 percent of the project site has been investigated by six previous cultural resource studies. Table 1 lists these six studies. Ten additional studies (not listed due to SCIC data availability) occurred outside of the project site but within 0.25 miles of it.

Table 1. Previous Studies of the Project Site

Report Code	Year	Author	Title
SB-2415	1991	Wlodarski, Robert J.	An Archaeological Survey Report Documenting the Widening and Associated Interchange Improvements on Interstate 215 (I-215) from Interstate 10 (I-10) north to State Route 30 (SR-30), City of San Bernardino, San Bernardino County, California
SB-2885	1994	Macko, Michael E.	Cultural Resources Evaluation of the Atchison, Topeka and Santa Fe Railway Company 21.1-Acre Quality Distribution Site, City of San Bernardino, California
SB-3226	1994	Myra L. Frank & Associates, Inc.	Historical Assessment: Atchison, Topeka & Santa Fe Railway Maintenance Yards at San Bernardino, California
SB-3227	1994	Lerch, Michael K. and Karen K. Swope	Archaeological Assessment of the Atchison, Topeka & Santa Fe Railway Intermodal Yard, San Bernardino, California
SB-3951	1998	Mason, Roger D. and Brant A. Brechbiel	Cultural Resources Records Search and Literature Review for a Pacific Bell Mobile Services Telecommunications Facility: CM 011-12 in the City of San Bernardino, California
SB-3952	2000	Duke, Curt	Cultural Resource Assessment fo Modifications to Pacific Bell Wireless Facility CM 011-12, County of San Bernardino, California

Previously Recorded Resources in and around the Project Site

The records search results indicate that one previously recorded resource – P-36-032933 – partially overlaps the project site, while six additional resources are located outside of the project site but within 0.25 miles of it. Previously recorded resources are summarized in Table 2 and displayed in Figure 1. Resources within the project site are discussed in detail below.

Table 2. Previously Recorded Resources within 0.25 Miles of the Project Site

Primary number	Trinomial	Description	Within project site
P-36-008695	CA-SBR-8695H	Historic site consisting of 11 privy deposits and 2 refuse dumps associated with residences dating 1895-1916. Destroyed by construction of the intermodal yard	No
P-36-017857	-	Historic residence built in the mid-1910s	No
P-36-017858	-	Historic residence built in the mid-1910s	No
P-36-017860	-	Historic residence built in the mid-1910s	No
P-36-017975	-	Historic Santa Fe Depot built in 1918. Listed in the NRHP in 2001 (NRHP ID Number 01000025)	No
P-36-030767	-	Historic residential compound built ca. 1926	No
P-36-032933	-	Historic Atchison, Topeka & Santa Fe Railyard, originally constructed in 1883	Yes

P-36-032933

P-36-032933 was recorded in 2018 by ICF archaeologist Salli Hosseini as the historic Atchison, Topeka & Santa Fe (AT&SF) Railyard (currently the BNSF railyard), a 1,781,199 square-foot rail facility occupying a vast parcel on the north side of the Santa Fe Depot (Hosseini 2018). The railyard was originally constructed in 1883 and was the company's largest in the west. Original buildings included a blacksmith shop, boiler shop, car shop, acid house and office, round house, wheel shop, and numerous others. In the early 1900s, the AT&SF railway and rail yard were major factors in the development of San Bernardino, and continued to be considerable factors in the economic growth and physical development of the City for more than a century. As recently as 1994, the railyard contained 14 shop buildings, 2 administration buildings, and 11 storage buildings/sites (Myra L. Frank & Associates, Inc. 1994). By 2001, however, these buildings had been demolished. Comparison of historic aerial photographs of the railyard confirms a significant number of buildings in the maintenance yard have been demolished since 1938 (NETR 2020). Additional alterations to the railroad and railyard over the past several decades include general maintenance, railroad realignment, new rail tracks, changes to station platforms, and the introduction of paving. The addition of modern passenger amenities for Metrolink to provide regional rail service in addition to the passenger service previously provided by the Santa Fe Railway and Amtrak, and freight service provided by the Santa Fe Railway and its successor BNSF, has significantly altered the integrity of the railyard and railroad. As such, The AT&SF railyard was recommended ineligible for listing in the National Register of Historic Places (NRHP) under any criteria: A, B, C, or D, because it no longer possesses integrity of design, materials, workmanship, and feeling (Hosseini 2018).

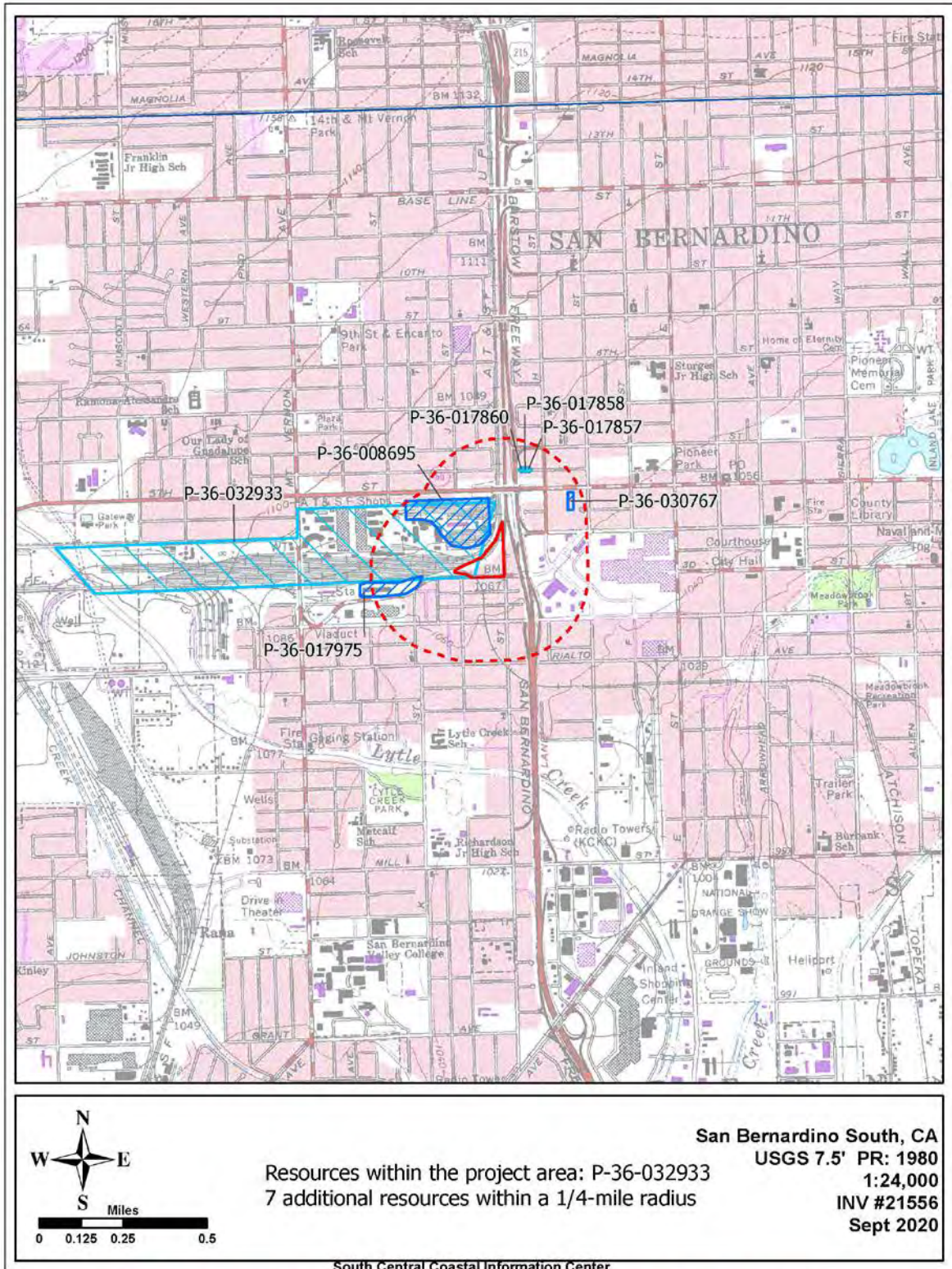
References

Hosseini, Salli. 2018. Site Record for P-36-032933. On file at the South Central Coastal Information Center, California State University Fullerton.

Myra L. Frank & Associates, Inc. 1994. *Historical Assessment: Atchison, Topeka & Santa Fe Railway Maintenance Yards at San Bernardino, California*. On file at the South Central Coastal Information Center, California State University Fullerton.

National Environmental Title Research (NETR). 2020. Historic aerial photographs by NETR online. www.historicaerials.com

Figure 1. Previously Recorded Resources within 0.25 Miles of the Project Site



May depict confidential cultural resource locations. Do not distribute.



Attachment C: NAHC Response Letter

NATIVE AMERICAN HERITAGE COMMISSION

July 15, 2020

Daniel Leonard
HDRVia Email to: daniel.leonard@hdrinc.com

Re: SBCTA Zemu Project, San Bernardino County

Dear Mr. Leonard:

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

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

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

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

Sincerely,

Andrew Green
Cultural Resources Analyst

Attachment

CHAIRPERSON
Laura Miranda
LuiseñoVICE CHAIRPERSON
Reginald Pagaling
ChumashSECRETARY
Merri Lopez-Keifer
LuiseñoPARLIAMENTARIAN
Russell Attebery
KarukCOMMISSIONER
Marshall McKay
WintunCOMMISSIONER
William Mungary
Paiute/White Mountain
ApacheCOMMISSIONER
Julie Tumamait-
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**Native American Heritage Commission
Native American Contact List
San Bernardino County
7/15/2020**

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

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

**Native American Heritage Commission
Native American Contact List
San Bernardino County
7/15/2020**

***San Manuel Band of Mission
Indians***

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

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