

HISTORIC PROPERTY SURVEY REPORT

West Valley
Connector Project



July 2018



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1.0 INTRODUCTION

This Historic Property Survey Report (HPSR) presents the results of the historic property studies conducted for the West Valley Connector (WVC) Project (the WVC Project or the proposed project). The objectives of this analysis are to describe the regulatory setting and project design features, define the area of potential effect (APE), and identify historic properties that could be affected by the proposed project. This HPSR includes a summary of the archaeological investigations and built environment surveys that have been conducted for the WVC Project.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long bus rapid transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor.

In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. SBCTA has the authority to allocate Federal Transit Administration (FTA) funds; however, it does not have the ability to receive funds directly from FTA. Omnitrans is the direct FTA grantee for the San Bernardino Valley. As a result, SBCTA and Omnitrans have developed a successful direct recipient/subrecipient working relationship to deliver projects with FTA funds. The current relationship allows the delivery of FTA-funded projects that meet FTA requirements without duplicating staff, assuring the best use of limited public funds available. Omnitrans and SBCTA executed Memorandum of Understanding (MOU) 15-1001289 in October 2015, setting forth the roles and responsibilities of the recipient/subrecipient relationship.

The project is subject to state and federal environmental review requirements because it involves the use of federal funds from FTA. An Environmental Impact Report (EIR)/ Environmental Assessment (EA) has been prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency. This HPSR has been prepared as part of the technical analysis required to support the EIR/EA.

This HPSR identifies and evaluates cultural resources that could be potentially affected by the project. The investigation for the project occurred between May 2016 and March 2018 and was carried out under the direct supervision of personnel who meet the Secretary of the Interior's Professional Qualification Standards (36 *Code of Federal Regulations* [CFR] Part 61) in Architectural History and Archaeology, and is consistent with the procedures for compliance with 36 CFR Part 800 and CEQA Section 15064.5.

Per Section 106 of the National Historic Preservation Act (NHPA), the project's potential effects on historic properties eligible for or listed in the National Register of Historic Places (NRHP) were taken into account and considered (codified under 36 CFR Part 800). Overall, this HPSR is a key document used by FTA to fulfill its responsibilities for compliance with Section 106 of the NHPA. This HPSR is specifically for purposes of identifying and evaluating the significance of historic properties; a separate finding of effect will be prepared by FTA to address any effects of the proposed undertaking under 36 CFR § 800.5

Investigations and reports for the project were also conducted in accordance with CEQA per Public Resources Code (PRC), Section 21000 *et seq.*, and the California Code of Regulations, Title 14, Chapter 3, Section 15000.

1.1 Project Location and Setting

The proposed project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard, which would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the City of Pomona on the west side to Sierra Avenue in the City of Fontana on the east side and Church Street in the City of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1-1 and 1-2). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

1.2 Purpose and Need

The purpose of the proposed project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County, with an enhanced, state-of-the-art BRT system (i.e., the system that includes off-board fare vending, all-door boarding, transit signal priority [TSP], optimized operating plans, and stations that consist of a branded shelter/canopy, security cameras, benches, lighting, and variable message signs).

The proposed project would address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 per Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) growth forecast. Improved rapid transit along the project corridor would help Omnitrans/SBCTA achieve its long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

Recognizing the importance of the WVC transit corridor, SBCTA is proposing a project that is designed to achieve the following objectives:

- Improve transit service by better accommodating high existing bus ridership.
- Improve ridership by providing a viable and competitive transit alternative to the automobile.
- Improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider.
- Support local and regional planning goals to organize development along transit corridors and around transit stations.

The project purpose and objectives stated above would respond to the following needs:

- Current and future population and employment conditions establish a need for higher-quality transit service.
- Current and future transportation conditions establish a need for an improved transit system.
- Transit-related opportunities exist in the project area.

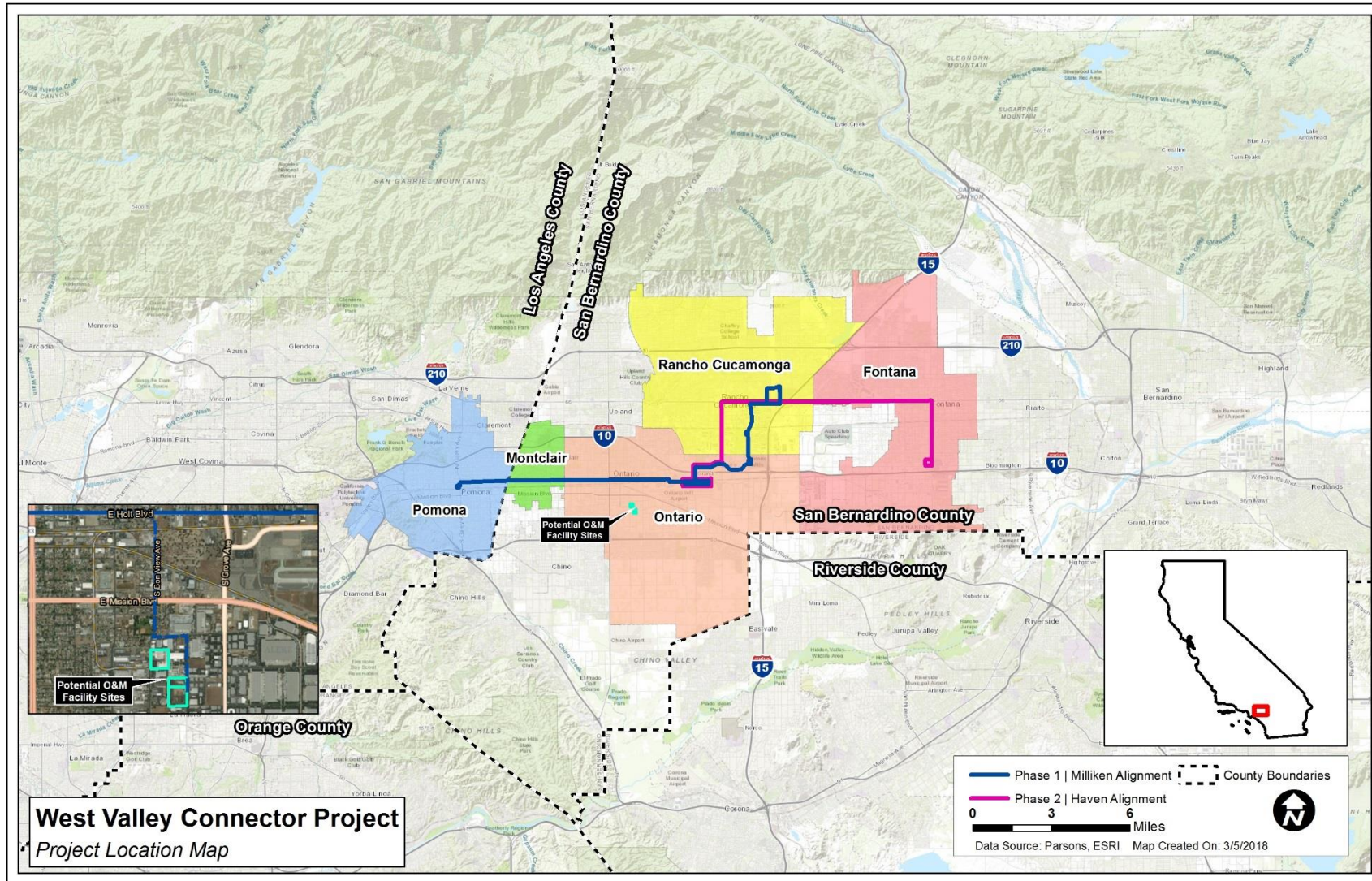


Figure 1-1: Project Location Map

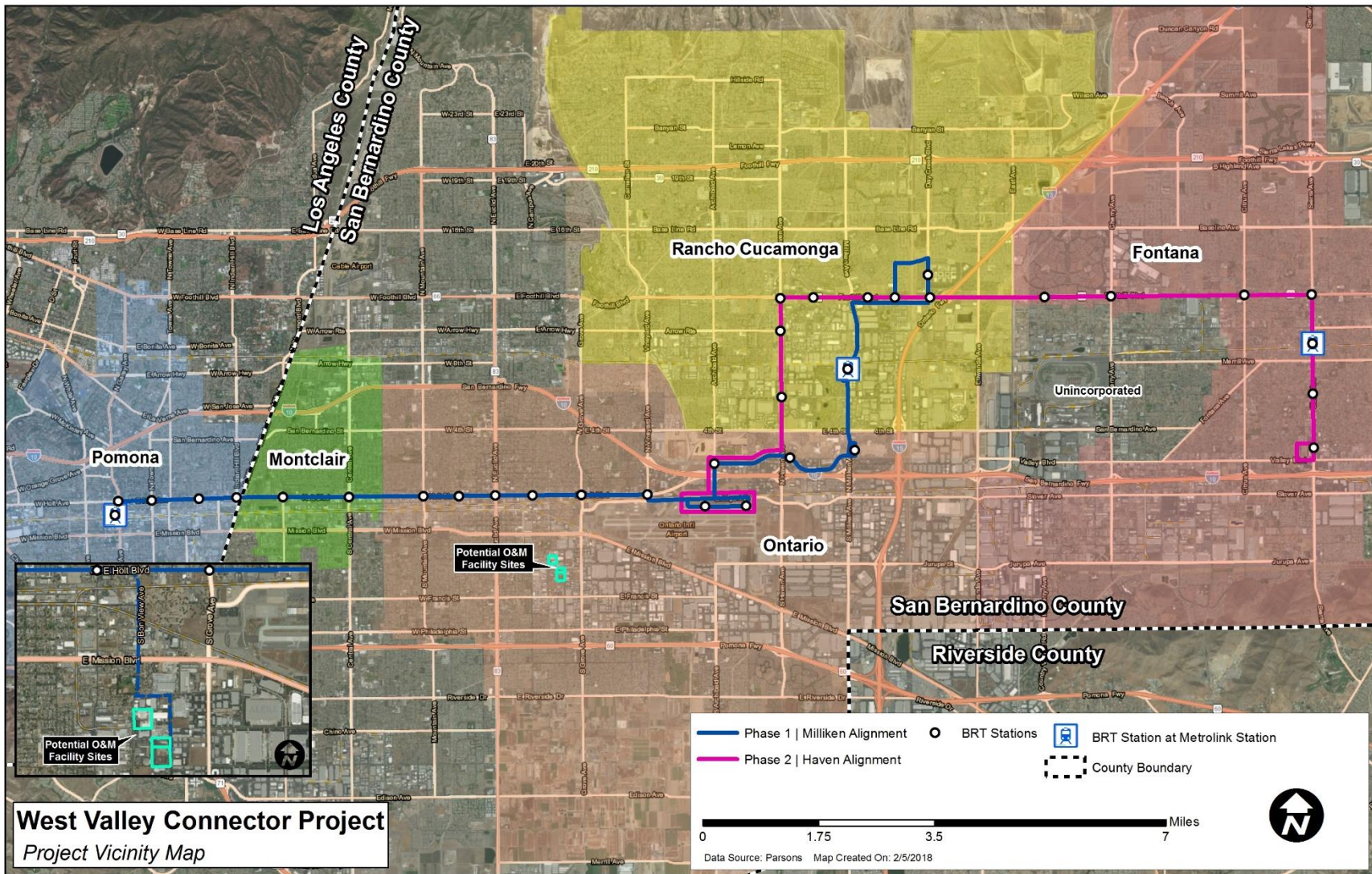


Figure 1-2: Project Vicinity Map



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2.0 PROJECT DESCRIPTION

2.1 Proposed Project

The WVC Project is a 35-mile-long BRT corridor project located primarily along Holt Avenue/Boulevard and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The project includes BRT stations at up to 33 locations/major intersections and associated improvements, premium transit service, TSP and queue jump lanes, dedicated lanes, and integration with other bus routes.

The project alignment consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink Station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. The Phase I/Milliken Alignment would begin construction in 2020 and is proposed to have 10-minute peak and 15-minute off-peak headways. Phase II is intended to be constructed immediately following completion of Phase I, depending on the availability of funding.

Phase I/Milliken Alignment

Phase I of the project would construct the Milliken Alignment from the eastern boundary limit in Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts from the Pomona Regional Transit Center station, travels along Holt Avenue and into Montclair.

In Montclair, the alignment runs on Holt Boulevard between Mills Avenue and Benson Avenue and into Ontario.

In Ontario, the alignment continues on Holt Boulevard, starting from Benson Avenue, and then continues to Vineyard Avenue and into Ontario International Airport (loop through Terminal Way). From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard.

On Inland Empire Boulevard, the alignment goes straight into Ontario Mills (loop through Mills Circle) and then heads north on Milliken Avenue into Rancho Cucamonga.

In Rancho Cucamonga, the alignment makes a loop into the Rancho Cucamonga Metrolink Station off Milliken Avenue and then continues up Milliken Avenue and turns east onto Foothill Boulevard.

The alignment continues east on Foothill Boulevard, turns north onto Day Creek Boulevard, and then terminates with a layover at Victoria Gardens at Main Street. From Victoria Gardens, the bus line begins a return route by continuing north on Day Creek Boulevard, turns west onto

Church Street, turns south onto Rochester Avenue, and then turns west back onto Foothill Boulevard.

Phase II/Haven Alignment

Phase II of the project would construct the Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. In Ontario, the alignment makes a loop through Terminal Way at Ontario International Airport. From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right and travels east on Inland Empire Boulevard.

From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to go east onto Foothill Boulevard and into Fontana.

In Fontana, the alignment continues east on Foothill Boulevard until turning south onto Sierra Avenue. The alignment follows Sierra Avenue, including a stop at the Fontana Metrolink Station, and then continues until turning west onto Marygold Avenue, where the bus line would begin a turn-around movement by heading south onto Juniper Avenue, east onto Valley Boulevard, and north back onto Sierra Avenue to Kaiser Permanente Medical Center before heading northward for the return trip.

2.2 Project Alternatives

Many alternatives were considered during the project development phase of the project. A No Build Alternative and two build alternatives (Alternatives A and B) are being analyzed in the EIR/EA.

2.2.1 No Build Alternative

The No Build Alternative proposes no improvements to the existing local bus services. Under the No Build Alternative, the existing local bus service on Routes 61 and 66 would maintain current service of 15-minute headways (total of four buses per hour in each direction).

2.2.2 Build Alternatives

Figure 2-1 presents the map of both build alternatives. All design features of both build alternatives are the same, as described in more details in Section 2.3, with the exception of the following:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses will operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Build Alternative A will not require permanent or temporary ROW acquisition.

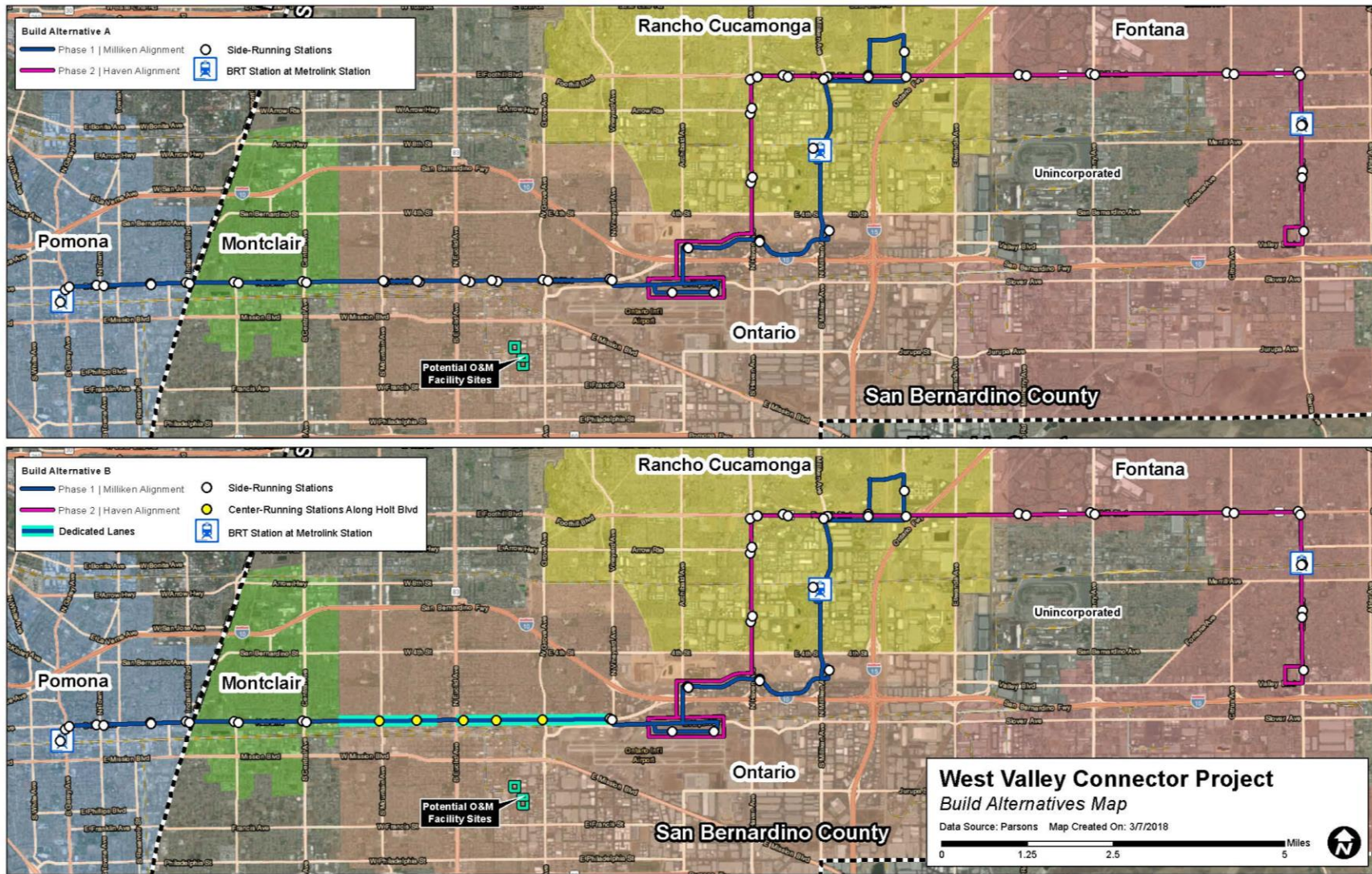


Figure 2-1: Build Alternatives Map

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

2.3 Design Features of Build Alternatives

2.3.1 Bus Rapid Transit Stations

BRT stations at 33 locations/major intersections and associated improvements are proposed to be located approximately 0.5 to 1 mile apart to facilitate higher operating speeds by reducing dwell time (see Figure 1-2 and Figure 2-1 for station locations). Table 2-1 lists the BRT stations to be constructed as part of Phase I/Milliken Alignment. Note that under Alternative A, all 21 stations will be side-running stations. Under Alternative B, five center platform stations are proposed as follows:

- Holt Boulevard/Mountain Avenue
- Holt Boulevard/San Antonio Avenue
- Holt Boulevard/Euclid Avenue
- Holt Boulevard/Campus Avenue
- Holt Boulevard/Grove Avenue

As part of Phase II/Haven Alignment, an additional 12 side-running stations will be constructed for both build alternatives as list in Table 2-2.

Table 2-1: Stations along Phase I/Milliken Alignment

City	Stations
Pomona	<ul style="list-style-type: none"> • Pomona Regional Transit Center Station • Holt Avenue/Garey Avenue • Holt Avenue/Towne Avenue • Holt Avenue/Clark Avenue • Holt Avenue/Indian Hill Boulevard
Montclair	<ul style="list-style-type: none"> • Holt Boulevard/Ramona Avenue • Holt Boulevard/Central Avenue
Ontario	<ul style="list-style-type: none"> • Holt Boulevard/Mountain Avenue* • Holt Boulevard/San Antonio Avenue* • Holt Boulevard/Euclid Avenue* • Holt Boulevard/Campus Avenue* • Holt Boulevard/Grove Avenue* • Holt Boulevard/Vineyard Avenue • Ontario International Airport • Inland Empire Boulevard/Archibald Way • Inland Empire Boulevard/Porsche Way • Ontario Mills
Rancho Cucamonga	<ul style="list-style-type: none"> • Rancho Cucamonga Metrolink Station • Foothill Boulevard/Milliken Avenue • Foothill Boulevard/Rochester Avenue • Victoria Gardens between North and South Main Street
<p>Note: * denotes the center-running stations to be constructed under Alternative B.</p>	

Source: Parsons 2017.

Table 2-2: Additional Stations to be Constructed as Part of Phase II/Haven Alignment

City	Stations
Rancho Cucamonga	<ul style="list-style-type: none"> • Haven Avenue/6th Street • Haven Avenue/Arrow Route • Haven Avenue/Foothill Boulevard • Foothill Boulevard/Spruce Avenue • Foothill Boulevard/Day Creek Boulevard
Fontana	<ul style="list-style-type: none"> • Foothill Boulevard/Mulberry Avenue • Foothill Boulevard/Cherry Avenue • Foothill Boulevard/Citrus Avenue • Foothill Boulevard/Sierra Avenue • Fontana Metrolink Station • Sierra Avenue/Randall Avenue • Sierra Avenue/Kaiser Permanente

Source: Parsons 2017.

Side-Running Stations

Side-running stations would typically be located on the far side of an intersection to facilitate transit priority and to avoid a stopped bus from blocking those turning right from the corridor. Where curb cuts for driveways and other conditions do not provide enough space along the curbside for both the San Bernardino Valley Express (sbX) and the local bus on the far side of the intersection, the local buses would be located on the near side of the intersection.

In the side-running condition, stations may include new or improved shelters with passenger amenities, or only an sbX-branded pylon with signature light. Proposed shelters would be approximately 18 feet in length and a width that would fit a 10-foot-wide-minimum sidewalk. Passenger amenities at the side platform stations would include benches, bicycle racks, trash receptacles, variable message signs, security cameras, and lighting integrated with the shelter. There would be no fare collection equipment on the sidewalks or shelters when the available ROW is less than 10 feet, and the passengers may pay the fee on the bus. Side-running stations would also include various amenities.

For all stations in Rancho Cucamonga, only an sbX-branded pylon with signature light is proposed. Should shelters be implemented in the future, coordination between the City of Rancho Cucamonga and SBCTA would be required to environmentally clear the shelters at a later time.

Center Platform Stations

As indicated in Section 2.3.1, five center-running platform stations are proposed to be constructed as part of the Phase I/Milliken Alignment (in Ontario) under Alternative B.

The center-running platform stations would be in the center of the street ROW on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Center-running platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required.

In the optimum center-running platform configuration, the platform would accommodate a canopy with its seating area, passenger amenities, fare equipment, and a ramp to comply with relevant accessibility requirements and provide clearance in front of ticket vending machines. Stations would include amenities that can be assembled and laid out to suit the functionality of the station and fit with the surrounding land uses.

2.3.2 sbX Bus Operations

The proposed project would require 18 buses during the Phase I operation and increase to 27 buses for the Phase I and Phase II operation to serve the designed headways and have sufficient spare vehicles.

Under Alternative A, sbX buses would operate entirely in mixed-flow lanes along the proposed 35 miles of the Phase I and Phase II alignments. For Alternative B, sbX buses would operate in mixed-flow lanes similar to Alternative A, except where dedicated bus-only lanes (3.5 miles) are proposed along Holt Boulevard, between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue, in Ontario.

Roadway sections where the sbX would operate in mixed-flow lanes would generally be kept as existing conditions, although some modifications, such as relocated curb and gutter, may be necessary near the stations to provide sufficient room for bus stopping and loading. Reconstruction of curb and gutters would only be required for the segment where dedicated bus-only lanes are proposed. Vehicular lanes where the sbX buses would operate in dedicated bus-only lanes would feature concrete roadways, painted or striped to visually separate the exclusive lanes from mixed-flow lanes. Transition areas from mixed-flow to exclusive lanes would be provided at each end of an exclusive lane location. Such transitions would be clearly marked to separate bus movements from other vehicular traffic. Reinforced concrete bus pads in the pavement would be placed at all station locations for the sbX buses.

sbX buses would operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard, the sbX buses would operate on 10-minute peak headways and 15-minute off-peak headways. Additional service hours, including weekend service, may be added if additional operating funds become available in the future.

2.3.3 Operations and Maintenance

Fleet Composition

The proposed project's fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. sbX buses would hold approximately 96 passengers at maximum capacity with up to 8 bicycles on board. Today, the average local bus operating speeds are only 12 to 15 miles per hour (mph), and they are getting slower as corridor congestion worsens. In calculating run times, it was assumed that the average dwell time at stations would be 30 seconds (peak service), and average overall speed would be 20 mph.

Maintenance Requirements and Associated Facilities

Omnitrans operates and maintains its existing bus fleets from two major Operations and Maintenance (O&M) facilities: East Valley Vehicle Maintenance Facility (EVVMF), located at 1700 W. 5th Street in the City of San Bernardino and West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway in the City of Montclair. EVVMF is a Level III facility capable of full maintenance of buses and WVVMF is a Level II facility

suitable for light maintenance. Neither facility has sufficient capacity to accommodate the additional maintenance and storage requirements of the bus fleet associated with the proposed WVC Project.

The purpose of the new O&M facility is to provide operations and maintenance support to the existing full-service EVVMF. The new facility would be designed and constructed to provide Level I service maintenance with a capacity to be upgraded to provide Level II service maintenance. Heavy repair functions and administrative functions would remain exclusively with the EVVMF in San Bernardino.

Facility Components

Conceptually, the new O&M facility would be built on an approximate 5-acre site. The Level I facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to provide Level II service, which will include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community.

Depending on the service level to be performed, approximately 50-100 staff would be using this facility including bus operators and O&M staff.

Potential Sites

Three sites are being considered for the placement of the new O&M facility (see Figure 2-2). All are owned by the City of Ontario and are located in the industrial zoned area, slightly more than a mile from the proposed BRT corridor alignment on Holt Boulevard:

- Site 1: 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000 and APN 1050-131-02-0000). The current use of this property is public works storage yard. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.0 acres.
- Site 2: 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000). The current use of this property is compressed natural gas fueling station. If selected, the O&M facility will utilize the entire parcel encompassing an area of approximately 4.8 acres.
- Site 3: 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000 and APN 1049-421-02-0000). The current use of this property is municipal utility and customer service center. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.6 acres.

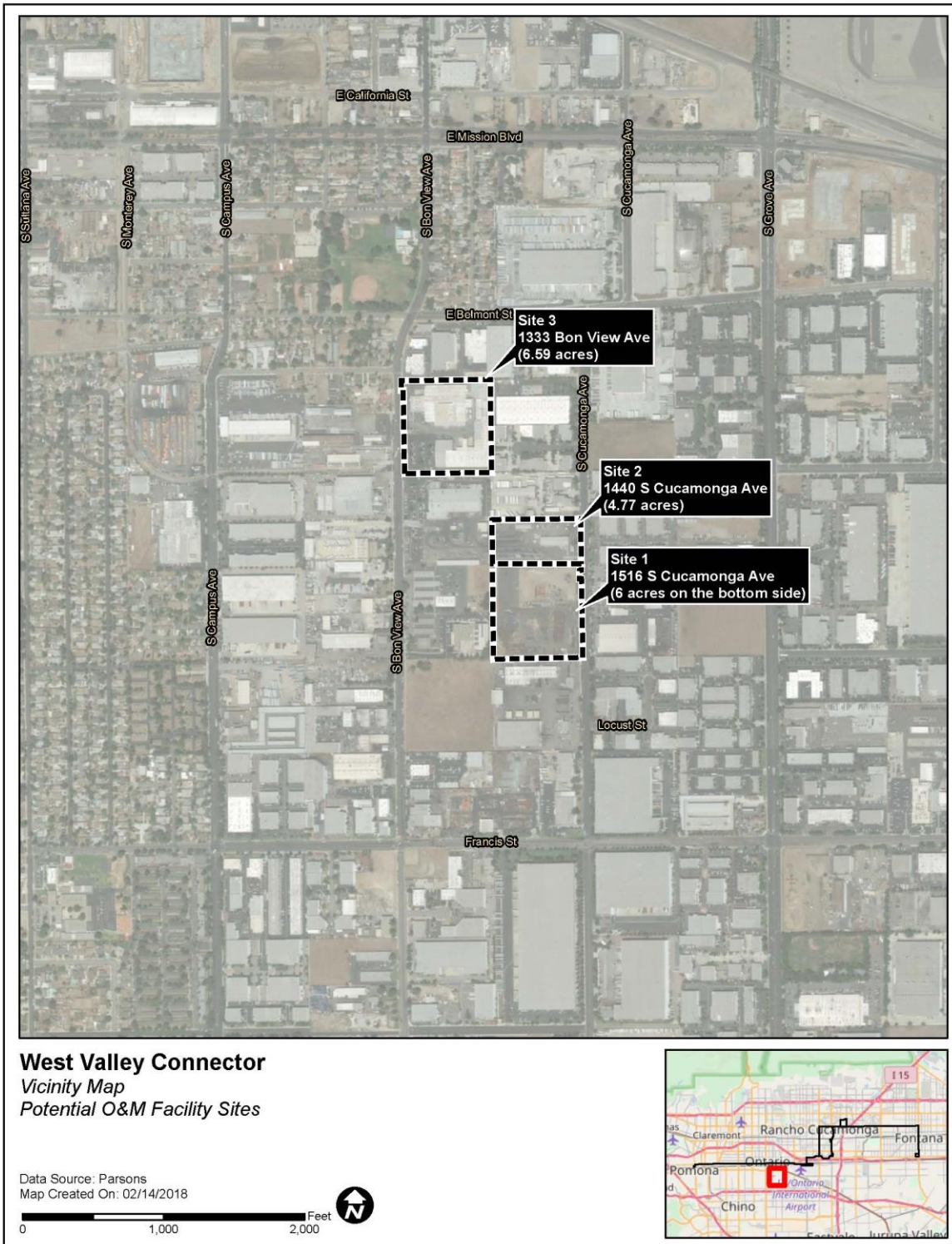


Figure 2-2: Potential Operations and Maintenance Facility Sites

Buses coming to and from the new facility could use nearby access roads that directly connect to the BRT corridor such as South Campus Avenue, South Bon View Avenue, and South Grove Avenue.

The O&M facility will be constructed during the same period as the Phase I/Milliken Alignment and would be open for operation at the same time as the Phase I alignment. Construction duration is estimated at 12 months.

2.4 Implementation Schedule

Implementation of the proposed project is planned over the next 5 years and would entail many activities, including:

- Completion of the environmental compliance phase (December 2018)
- Completion of Preliminary Engineering (December 2018)
- Completion of Final Design (April 2020)
- Completion of O&M facility (December 2022)
- Completion of Construction of Phase I/Milliken Alignment and testing (January 2023)
- System operation (begin revenue operation in January 2023)
- Construction of Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment pending funding availability

3.0 AREA OF POTENTIAL EFFECTS

The APE map was prepared in accordance with Section 106 of the NHPA (36 CFR § 800.4(a)(1)). FTA received concurrence in its adequacy on November 17, 2017. An adjustment to incorporate a potential operations and maintenance (O&M) facility created a revision to the APE; concurrence on the additional element was received on March 29, 2018. The APE map can be found in Appendix A of this report. A conservative approach in the delineation of the APE was taken to accommodate all feasible alternatives for the project. The project APE includes two study delineations: an Architectural, or built-environment APE, and an Archaeological APE. The Architectural APE is the larger of the two and encompasses all areas where potential direct and indirect effects may occur (it also encompasses the Archaeological APE). The Archaeological APE is defined as the area of direct impacts that could occur as a result of project construction under Alternative A and Alternative B and includes existing and proposed ROW, temporary construction easements (TCEs), proposed staging areas, and parcels proposed for full or partial acquisition. The Architectural APE includes the archaeological APE, plus properties that may be subject to indirect impacts (i.e., impacts from visual, noise, vibration, or changes to setting). Potential indirect impact areas are established as the legal parcel adjacent to where potential direct impacts would occur. If any part of a parcel would be temporarily or permanently impacted, then the whole parcel was included as part of the Architectural APE footprint.

From west to east, the alignment of both the Architectural and Archaeological APE begins on the north side of the Pomona Metrolink Transit Center, and travels north on Main Street, east on Monterey Avenue, north on Garey Avenue, and east onwards along Holt Boulevard through the cities of Pomona, Montclair, and Ontario. Approximately 1 mile south from the proposed BRT corridor alignment on East Holt Boulevard, where South Bon View Avenue intersects, the APE incorporates an area where construction of a new facility for bus operation and maintenance is proposed. Upon reaching Ontario International Airport, the Architectural APE travels north on Archibald Avenue, east on G Street, continues on Inland Empire Boulevard, and north on Haven Avenue through the City of Rancho Cucamonga. Both APEs include the parallel alignment of Milliken Avenue as part of the proposed Milliken Alignment. Upon reaching Foothill Boulevard in Rancho Cucamonga, the APE alignments travel east through Victoria Gardens (Church Street and Dry Creek Boulevard), and continue eastbound until Sierra Avenue, where the alignment travels south through the City of Fontana before reaching a circular loop, which travels west on Valley Boulevard, north on Juniper Avenue, and east on Marygold Avenue until reaching Sierra Avenue.

As mentioned previously, the Architectural APE is the larger of the two, and encompasses the ROW and parcels along proposed side and center stations of the above-mentioned alignment. The Archaeological APE covers only the ROW within proposed side and center

stations, as well as TCEs, proposed staging areas, and parcels proposed for full or partial acquisition.

Approximately 1 mile south from the proposed BRT corridor alignment on East Holt Boulevard, Ontario, where South Bon View Avenue intersects, the APE incorporates an area where construction of a new facility for bus operation and maintenance is proposed. The same survey approaches were taken for establishment of the APE for the O&M facility, defined as the geographical area where direct impacts could occur as a result of project construction on one of three sites of between 4.8 and 6.6 acres for the purposes of considering archaeological resources, and a larger area incorporating adjacent parcels to account for potential indirect impacts to the built-environment.

A conceptual design has been developed for the proposed 3.5 miles of dedicated BRT lanes along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario. The dedicated lanes segment would require road widening to accommodate the five center-running stations and dedicated bus-only lanes, which would involve excavation and trenching.

In terms of the vertical APE, only minor construction would be required to add or modify side-running stations along the proposed route, with a 2.5-foot maximum excavation depth mainly involving the disturbance of existing sidewalk and roadway features to construct the shelters, electrical and communication equipment units, and bus pads, and a 4-foot maximum excavation depth to install the pylon pole for the pole stations. The APE map delineates where each of these different station types are located, and the architectural APE has been expanded around each. The Holt Boulevard widening is 3.5 miles in length and involves construction within the existing pavement, sidewalk, gutter, and developed parcels to accommodate the center-running stations and BRT dedicated lanes. The areas indicated on the APE map as TCEs include portions of parcels needed to construct the widening. The areas within the TCEs include space needed to build sidewalk, gutters, and pavement. It is anticipated that the dedicated lanes would require full acquisition of 37 parcels, partial acquisition of 168 parcels, 58 parcels with TCEs, and parking impacts to 65 parcels that are within the City of Ontario's ROW. The O&M facility would be constructed on parcels already owned by the City of Ontario. As the topography is consistently flat throughout the project area, excavation would be shallow (less than 2.5 feet) at side-running stations. The road widening segment along Holt Boulevard would involve trenching in the areas near the five proposed new center-running stations to accommodate utility relocations and installing conduits for new electrical/communication services. The maximum excavation depth for wet and dry utility relocation would be 6 feet. The maximum excavation depth for relocation of storm drain laterals that feed into the main line would be 15 feet. In all, extensive ground disturbance is not anticipated as part of the proposed project construction. No extensive backfill or grading is expected given the relatively flat elevation of the project alignments.

Table 3-1 summarizes the excavation depths along the project alignments. Attachment 3 provides a map of the APE boundaries in relation to the project alignment and proposed stations.

Table 3-1: Summary of Maximum Excavation Depth for Stations and Utilities

Location	Type of Work Requiring Excavation	Maximum Depth in Feet
Side-running BRT Stations	Shelter construction, electrical and communication equipment installation, bus pads	2.5
All Stations	Station pylons	4
Holt Boulevard (between Benson Avenue and Vine Avenue)	Construction of center-running BRT Stations	2.5
	Utility relocation	6
	Storm drain laterals	15

In terms of the vertical APE for the O&M facility in Ontario, the maximum depth of ground disturbance is estimated to be 12 feet below current ground surface, for purposes of the maintenance shop and administrative building construction. The 12-foot excavation depth is based on the potential need for an elevator bank and/or maintenance trench. The building foundation is anticipated to be above the 12-foot depth. The utilities needed for the project will typically be built within a 2 to 3-foot depth. These requirements would be the same for each area.



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4.0 CONSULTING PARTIES/PUBLIC PARTICIPATION

Coordination with Native American Tribes, Groups and Individuals

Three searches of the Sacred Lands File, conducted by the Native American Heritage Commission (NAHC) in March 2016, October 2017, and February 2018, were negative for Native American cultural resources. In March 2016, the NAHC identified 11 individuals or contacts representing 10 Native American groups to be contacted about the project. In October 2017, that list had been expanded to 25 individuals or contacts representing 19 Native American groups, and the NAHC provided the same list when contacted again in February 2018. Copies of correspondence with the NAHC is provided in Appendix D of this report.

In compliance with Assembly Bill (AB) 52, on May 13, 2016, Parsons sent a notification letter regarding the proposed project on behalf of Omnitrans (former CEQA Lead Agency for the WVC Project) to the 11 original Native American contacts identified by the NAHC in March 2016. As a result, two Native American groups, the Gabrielino Band of Mission Indians–Kizh Nation and the San Manuel Band of Mission Indians (SMBMI), requested consultation under AB 52. SMBMI also requested inclusion of several stipulations in the project permit conditions to address inadvertent discoveries of Native American cultural resources and/or human remains during construction. The Kizh Nation and Soboba Band of Luiseño Indians requested Native American monitoring during construction activities.

Following the proposed project modifications to divide the proposed corridor alignment in two phases in late 2017 and to incorporate the potential O&M Facility sites into the WVC Project environmental document in early 2018, the NAHC was contacted to request a SLF search for additional project footprints in October 2017 and February 2018, respectively. To continue the AB 52 outreach effort, on April 11, 2018, SBCTA (current CEQA lead agency) sent a notification letter regarding the proposed project to all 14 new contacts representing 9 new Native American groups provided by the NAHC in October 2017 and February 2018. In addition, SBCTA sent a continuing consultation letter to the two Native American groups who formerly requested consultation to provide a project update and solicit comments under AB 52. On April 25, 2018, SBCTA also sent follow-up letters to the 9 original Native American groups who had been contacted in 2016 but had not responded to that contact. The follow-up letters provided an update on the project and a new invitation to consult under AB 52. In response to these letters, the Gabrielino Band of Mission Indians – Kizh Nation again requested consultation under AB 52, as did the Morongo Band of Mission Indians, who also requested copies of the records search results and survey report. The Augustine Band of Cahuilla Mission Indians encouraged SBCTA to have a monitor onsite during construction and requested notification if cultural resources are encountered during construction. The SMBMI reiterated their request for the permit stipulations to address

inadvertent discoveries, but also concluded consultation under AB 52. An Action Plan has been prepared that describes how SBCTA will follow-up to address the Tribes' requests under AB 52. Copies of correspondence between SBCTA and the Tribes and the Action Plan are provided in Appendix C of the ASR. A summary of the correspondence with each Tribe is also provided in Table 4-3 of the ASR.

FTA has also initiated Native American and Tribal consultation under Section 106 of the NHPA and its implementing regulations, 36 CFR § 800.2 (c)(4) and 36 CFR § 800.2 (c)(5). On August 10, 2016, FTA sent an invitation letter to all original 11 Native American contacts identified by the NAHC in March 2016. As a result, two Native American groups, the Gabrieleno Band of Mission Indians – Kizh Nation and the SMBMI, requested consultation under Section 106 of the NHPA. The SMBMI also requested that mitigation measures be incorporated into the project permits and/or plans. The Kizh Nation and Soboba Band of Luiseño Indians requested Native American monitoring during construction activities.

On May 21, 2018, FTA sent a continuing consultation letter to the Gabrieleno Band of Mission Indians – Kizh Nation and SMBMI, who formerly requested consultation, to provide a project update and solicit comments. FTA also sent follow-up letters to the 9 original Native American groups who had been contacted in 2016 but had not responded to that contact. The follow-up letters provided an update on the project and a new invitation to consult under Section 106 of the NHPA. In addition, FTA also sent an invitation letter to the 14 new contacts representing 9 new Native American groups identified by the NAHC in February 2018. The Tribes were invited to consult on the project under Section 106 of the NHPA. In response to these letters, the Gabrieleno Band of Mission Indians – Kizh Nation again requested consultation. The SMBMI reiterated their request for the permit stipulations to address inadvertent discoveries, but also concluded consultation under Section 106 of the NHPA. FTA is following up to address the Tribes' requests under Section 106 of the NHPA. Table 4-3 of the ASR summarizes the contact information for the local Native American associations and the corresponding contact details. See Appendix D of this report for copies of correspondence with the Native American Heritage Commission, Native American Tribes and/or individuals.

Local Historical Society/Historic Preservation Group

In compliance with Section 106 (36 CFR 800.4(3)), on May 13, 2016, letters were sent to the following eight historical associations, organizations, and other potentially interested parties likely to have knowledge of or concerns with historic properties in the area:

- San Bernardino Historical Society (mail)
- Ontario Heritage (mail and e-mail)
- Fontana Historical Society (mail)
- Historical Society of Pomona Valley (mail)

- The Etiwanda Historical Society (mail)
- Pomona Ebell Museum of History (mail)
- Ontario Museum of History and Art (mail)
- Historical Society of Southern California (mail)

The letters briefly described the project and requested information about known cultural resources near the project area. Ontario Heritage responded on the same day via e-mail and requested that their mailing address be updated; no comments on the project were provided. On April 27, 2018, letters were sent to these same eight organizations informing them of changes in the proposed project, including the revised APE due to the addition of the O&M facility, and inviting them to express any concerns, comments or a desire for further consultation under Section 106. An e-mail response was received from Petrina Delman, President, Ontario Heritage, on June 5, 2018, expressing that the organization had no objections to the project. No additional responses have been received to date. Copies of letters sent to interested parties are provided in Appendix D. Summary of Identification Efforts

Research for the project included a literature and records search at the South Central Coastal Information Center (SCCIC) California Historical Resources Inventory System (CHRIS) center located at California State University, Fullerton for a 0.25-mile radius around the APE on April 16 and 17, May 7, and September 12, 2016, with supplemental records searches conducted on October 12, 2017, and February 21, 2018. The records searches included a check of the NRHP, California Register of Historical Resources (CRHR), California Historical Landmarks, California Points of Historical Interest (CPHI), and the California Office of Historic Preservation Historic Property Data file. The records searches covered a 0.25-mile radius around the APE boundary for architectural resources.

A total of 60 reports/forms were identified within a 0.25-mile radius of the APE. Of these, 32 were completed within the APE, and 28 are within a 0.25-mile radius of the APE (see Table 4-1 of the Archaeological Survey Report [ASR]). In addition, archival research helped determine the location of previously documented cultural resources proximate to the project and established a context for significance.

The following standard sources of information were consulted in the process of compiling this report:

- NRHP
- CRHR
- California Historical Landmarks
- CPHI
- CHRIS
- Other sources consulted include

- City of Ontario List of Designated Historic Landmarks and Historic Districts
- City of Fontana Lewis Library, local history room
- Ovitt Family Library, Ontario, Robert E. Ellingwood Model Colony History Room
- General Plans and Zoning Codes of project corridor cities
- California Historic Bridge Inventory Sheets

An intensive pedestrian survey of all open accessible areas within the archaeological APE was conducted on July 26, 27, and 28, 2016. Existing disturbances (e.g., rodent burrows, ditches) were examined for artifacts or buried cultural deposits. Paved areas were not surveyed because there was no below ground visibility. All open ground areas, including unpaved shoulders, vacant lots, trails, and paths, were intensively surveyed using parallel transects spaced 10 meters (approximately 30 feet) apart. A windshield survey was conducted for the remaining portions of the APE that were inaccessible by foot.

In late August 2016, the proposed project was expanded to include the Haven Branch Alignment. The alignment added 6.47 miles to the project. Further proposed changes to the alignment occurred in mid-September 2016 in the City of Rancho Cucamonga. As such, an updated literature and records search for the additional alignments was completed on September 12, 2016, and an updated archaeological survey was completed by Parsons archaeologist Monica Corpuz, M.A., RPA, on September 15, 2016.

In September 2017, the project added the Milliken alternative alignment, which extended the project by another 2.7 miles. Paleo Solutions archaeologist Michael Kay, M.A., RPA, conducted an updated literature and records search for the additional alignment on October 12, 2017, as well as a supplemental windshield survey on October 13, 2017. The survey encompassed areas within the APE that had not been surveyed during the 2016 surveys.

In February 2018, the project added the O&M facility with three proposed locations situated south of the project alignment in Ontario. On February 21, 2018, Barbara Webster, M.S., of Paleo Solutions, completed a records search for the proposed O&M facility, and survey of the proposed O&M locations was conducted by Paleo Solutions' archaeologist Kristina Lindgren, M.A., on February 28, 2018. On March 6, 2018, Parsons architectural historian Jill Vesci conducted supplemental surveys for an expanded APE for three alternate locations for the proposed O&M facility. These surveys include the formal recordation of properties constructed in or prior to 1968.

5.0 RESULTS OF IDENTIFICATION

The baseline outer limit year for studying cultural resources within the APE was established as 1968, the year that properties will achieve 50 years of age in 2018. The year 2018 was used as the baseline year for preparing formal evaluations of parcels containing built environment resources for this study because environmental analysis is anticipated to be completed that year, with construction anticipated to begin in 2020. There are 12 additional properties (all commercial) constructed within the 5-year span, 1969-1973, within the APE, as identified in Table 6-1. These properties fall within the 45-year time-frame survey window for completion of the Undertaking's Phase I (2022) and Phase II (2023) construction. These 12 properties appear to possess no potential to meet NRHP criteria though they were not formally evaluated as part of the historic and architectural survey conducted for this project and no DPR 523 forms were prepared; building dates were determined by County Assessor's data and historical research, including a review of historic aerial photographs, and supported by field reviews by qualified professionals. The table below also appears as Table 4.3 in the HRER.

Table 6-1: Built-Environment Resources in APE constructed between 1969-1973

Address/Location	Parcel Number	City	Year Built	Building Function
399 N. Garey Avenue	8336-022-008	Pomona	1971	Ceramics Museum
4889 Holt Boulevard	1012-101-07-0000	Montclair	1972	Retail Clothing Store
5064 Holt Boulevard	1010-643-32-0000	Montclair	1972	Car Wash
5200 Holt Boulevard	1010-611-31-0000	Montclair	1971	Car Sales Lot
5391 Holt Boulevard	1011-051-05-0000	Montclair	1972	Car Sales Lot
5650 Holt Boulevard	1010-581-48-0000	Montclair	1970	Motel
1542 Holt Boulevard	1010-542-14-0000	Ontario	1970	Bar and Grill
1363 W. Holt Boulevard	1011-111-18-0000	Ontario	1973	Retail Trailer Supplies
934 W. Holt Boulevard	1010-501-77-0000	Ontario	1973	Car Sales Lot
803 E. Holt Boulevard	1011-131-28-0000	Ontario	1971	Car Sales Lot
1336 E. Holt Boulevard	1011-141-16-0000	Ontario	1970	Custom Cars
1366 E. Holt Boulevard	1010-121-08-0000	Ontario	1970	Rental Cars

The SCCIC records searches at California State University Fullerton identified 91 resources, 70 of which are located outside the APE but within 0.25 mile of the APE. Nine of these outside the APE are listed in or eligible for the NRHP (P-19-180713, Edison Historic District; P-36-015979, Euclid Avenue Railroad Grade Separation properties; P-36-011281, Cucamonga Pioneer Winery District [no longer extant]; P-36-016223, Frankish Building; P-36-016233, Dr. Orville S. Ensign House; P-36-016226, Ontario State Bank Block; The Pomona Fox Theater; Pomona YMCA Building; and Bono’s Restaurant and Deli).

Of the 21 previously recorded cultural resources in the APE, 5 are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad Depot; Lincoln Park Historic District; P-36-015397, Euclid Avenue/State Route [SR] 83; P-36-002910, National Old Trail Road /Route 66; and P-36-015397, Malaga Underpass Bridge). Additionally, as a result of this study, of the 496 parcels located within the APE, 163 contained buildings, groups of buildings, or structures that were constructed on or before 1968 and for which DPR 523 forms were prepared. Of the 163 buildings, groups of buildings, or structures evaluated, 4 were found to be eligible for inclusion in the NRHP. In addition, 11 vacant lots were recorded as historic archaeological resources in the City of Ontario (see Appendix A of the ASR). None of these historic archaeological resources are eligible as NRHP properties or are considered to be CEQA resources.

Table 6-2 lists the cultural resources within the APE that were surveyed and determined not eligible for inclusion in the NRHP.

Table 6-2: Cultural Resources within the APE Deemed to be Ineligible for the NRHP

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
550 N. Garey Avenue	8336-016-028	Pomona	6Z	1
485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z	2
445 N. Garey Avenue	8336-022-007	Pomona	6Z	3
415-425 N. Garey Avenue	8336-022-008	Pomona	6Z	4
130 E. Holt Avenue	8336-021-005	Pomona	6Z	5
173 E. Center Street	8336-021-022	Pomona	6Z	6
416-442 N. Garey Avenue	8336-021-027	Pomona	6Z	7
155 W. Commercial Street	8336-032-011	Pomona	6Z	8
167 W. Commercial Street	8336-032-010	Pomona	6Z	9
295 N. Garey Avenue	8336-032-014	Pomona	6Z	10
472-478 E. Holt Avenue	8337-025-002	Pomona	6Z	11
468 E. Holt Avenue	8337-025-003	Pomona	6Z	12
450-454 E. Holt Avenue	8337-025-004	Pomona	6Z	13
440 E. Holt Avenue	8337-025-015	Pomona	6Z	14
519 E. Holt Avenue	8337-016-010	Pomona	6Z	15
520 E. Holt Avenue	8337-021-002	Pomona	6Z	16
540 E. Holt Avenue	8337-020-011	Pomona	6Z	17
1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z	18
1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z	19
1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z	20
1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z	21
1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z	22
1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z	23
1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z	24
1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z	25
1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z	26
1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z	27
1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z	28
1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z	29
1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z	30
1150 W. Holt Boulevard	1010 -522-13-0000	Ontario	6Z	32
1136-1142 W. Holt Boulevard	1010-522-06-0000	Ontario	6Z	33
1108 W. Holt Boulevard	1010-522-11-0000	Ontario	6Z	34
1050 W. Holt Boulevard	1010-502-08-0000	Ontario	6Z	35
1020 W. Holt Boulevard	1010-502-07-0000	Ontario	6Z	36
1021 W. Holt Boulevard	1011-132-10-0000	Ontario	6Z	37
1034 W. Holt Boulevard	1010-502-06-0000	Ontario	6Z	38
1013 W. Holt Boulevard	1011-132-11-0000	Ontario	6Z	39

Table 6-2: Cultural Resources within the APE Deemed to be Ineligible for the NRHP

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
964 W. Holt Boulevard	1010-501-80-0000	Ontario	6Z	40
967 W. Holt Boulevard	1011-141-06-0000	Ontario	6Z	41
960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z	43
940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z	44
943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z	45
900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z	47
909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z	48
830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z	49
863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z	50
755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z	51
745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1	52
739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z	53
729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z	54
627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z	56
625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z	57
212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1	58
220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1	59
230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z	60
444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1	61
500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z	62
517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z	63
522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z	64
523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z	65
527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z	66
526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z	67
545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1	68
111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z	69
601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z	71
616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1	72
636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z	73
640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z	74
635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z	75
639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1	76
654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z	77
660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z	78
668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z	79
720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z	80
717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z	81

Table 6-2: Cultural Resources within the APE Deemed to be Ineligible for the NRHP

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z	82
741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1	83
745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1	84
728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z	85
736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z	86
744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z	87
748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1	88
752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1	89
755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z	90
765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z	91
800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z	92
810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z	93
814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z	94
813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1	95
824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z	96
831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z	97
932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z	98
958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z	99
1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z	100
1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z	101
1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z	102
103 Virginia Avenue	1048-471-13-0000	Ontario	6Z	103
1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z	104
1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z	105
1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z	106
1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z	107
1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z	108
1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z	109
1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z	110
1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z	111
9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z	112
9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z	113
122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z	114
1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z	115
541 E. Emporia Street	1049-091-05-0000	Ontario	5S1	116
518 Sierra Court	1048-522-04-0000	Ontario	6Z	117
524 Sierra Court	1048-522-05-0000	Ontario	6Z	118
108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z	119

Table 6-2: Cultural Resources within the APE Deemed to be Ineligible for the NRHP

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z	120
114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z	121
753 E. Emporia Street	1049-101-36-0000	Ontario	6Z	122
757 E. Emporia Street	1049-101-35-0000	Ontario	6Z	123
767 E. Emporia Street	1049-101-34-0000	Ontario	6Z	124
763 E. Emporia Street	1049-101-33-0000	Ontario	6Z	125
765 E. Emporia Street	1049-101-32-0000	Ontario	6Z	126
817 E. Emporia Street	1049-101-30-0000	Ontario	6Z	127
111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z	128
730 E. Willow Street	1048-512-04-0000	Ontario	6Z	129
13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z	130
635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1	131
1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1	132
1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1	133
1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z	134
1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z	135
1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z	136
204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1	137
659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z	138
1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z	139
1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z	140
1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z	141
1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z	142
1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z	143
925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z	144
756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z	145
766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z	146
1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z	147
1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z	148
1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z	149
1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z	150
609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z	151
1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z	152
1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z	153
1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z	154
Holt Avenue/Boulevard	N/A	Pomona Montclair Ontario	6Z	155
862 Woodlawn Street	1099-462-07-0000	Ontario	6Z	156

Table 6-2: Cultural Resources within the APE Deemed to be Ineligible for the NRHP

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z	157
1501-1515-1525 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z	158
1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z	159

*Maps located in DPR forms for each address, Attachment A of this HPSR.

Table 6-3 lists the properties within the APE that previously were listed or determined eligible for inclusion in the NRHP, and that determination is still valid.

Table 6-3: Properties Previously Listed or Determined Eligible for the NRHP

P-Number	Resource Name	Date Found Eligible in NRHP
P-19-189200	Southern Pacific Depot	2004
N/A	Lincoln Park Historic District	4/9/2004
P-36-015982	Euclid Avenue/State Route 83	8/10/2005
P-36-002910	National Old Trails Road/Route 66	N/A
P-36-015397	Malaga Underpass Bridge	N/A

Table 6-4 lists the properties within the APE that are recommended eligible for inclusions in the NRHP as a result of this survey.

Table 6-4: Evaluated Buildings Determined Eligible for the NRHP

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
1206 W. Holt Boulevard	1010-543-01-0000 1010-543-02-0000	Ontario	3S	31
961 W. Holt Boulevard	1011-141-07-0000	Ontario	3S	46
724 W. Holt Boulevard	1048-604-14-0000	Ontario	3S	55
541 E. Holt Boulevard	1048-523-17-0000	Ontario	3S	70

Table 6-5 lists the resources that are not significant resources under CEQA.

Table 6-5: Buildings Deemed not Significant Resources under CEQA

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
550 N. Garey Avenue	8336-016-028	Pomona	6Z	1
485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z	2

Table 6-5: Buildings Deemed not Significant Resources under CEQA

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
445 N. Garey Avenue	8336-022-007	Pomona	6Z	3
415-425 N. Garey Avenue	8336-022-008	Pomona	6Z	4
130 E. Holt Avenue	8336-021-005	Pomona	6Z	5
173 E. Center Street	8336-021-022	Pomona	6Z	6
416-442 N. Garey Avenue	8336-021-027	Pomona	6Z	7
155 W. Commercial Street	8336-032-011	Pomona	6Z	8
167 W. Commercial Street	8336-032-010	Pomona	6Z	9
295 N. Garey Avenue	8336-032-014	Pomona	6Z	10
472-478 E. Holt Avenue	8337-025-002	Pomona	6Z	11
468 E. Holt Avenue	8337-025-003	Pomona	6Z	12
450-454 E. Holt Avenue	8337-025-004	Pomona	6Z	13
440 E. Holt Avenue	8337-025-015	Pomona	6Z	14
519 E. Holt Avenue	8337-016-010	Pomona	6Z	15
520 E. Holt Avenue	8337-021-002	Pomona	6Z	16
540 E. Holt Avenue	8337-020-011	Pomona	6Z	17
1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z	18
1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z	19
1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z	20
1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z	21
1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z	22
1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z	23
1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z	24
1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z	25
1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z	26
1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z	27
1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z	28
1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z	29
1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z	30
1150 W. Holt Boulevard	1010 -522-13-0000	Ontario	6Z	32
1136-1142 W. Holt Boulevard	1010-522-06-0000	Ontario	6Z	33
1108 W. Holt Boulevard	1010-522-11-0000	Ontario	6Z	34
1050 W. Holt Boulevard	1010-502-08-0000	Ontario	6Z	35
1020 W. Holt Boulevard	1010-502-07-0000	Ontario	6Z	36
1021 W. Holt Boulevard	1011-132-10-0000	Ontario	6Z	37
1034 W. Holt Boulevard	1010-502-06-0000	Ontario	6Z	38
1013 W. Holt Boulevard	1011-132-11-0000	Ontario	6Z	39
964 W. Holt Boulevard	1010-501-80-0000	Ontario	6Z	40
967 W. Holt Boulevard	1011-141-06-0000	Ontario	6Z	41
1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z	42
960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z	43

Table 6-5: Buildings Deemed not Significant Resources under CEQA

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z	44
943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z	45
900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z	47
909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z	48
830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z	49
863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z	50
755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z	51
739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z	53
729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z	54
724 W. Holt Boulevard	1048-604-14-0000	Ontario	6Z	55
627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z	56
625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z	57
230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z	60
500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z	62
517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z	63
522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z	64
523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z	65
527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z	66
526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z	67
111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z	69
601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z	71
636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z	73
640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z	74
635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z	75
654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z	77
660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z	78
668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z	79
720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z	80
717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z	81
727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z	82
728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z	85
736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z	86
744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z	87
755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z	90
800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z	92
810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z	93
814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z	94
824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z	96
831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z	97

Table 6-5: Buildings Deemed not Significant Resources under CEQA

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z	98
958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z	99
1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z	100
1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z	101
1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z	102
103 Virginia Avenue	1048-471-13-0000	Ontario	6Z	103
1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z	104
1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z	105
1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z	106
1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z	107
1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z	108
1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z	109
9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z	112
9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z	113
122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z	114
1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z	115
518 Sierra Court	1048-522-04-0000	Ontario	6Z	117
524 Sierra Court	1048-522-05-0000	Ontario	6Z	118
108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z	119
113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z	120
114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z	121
753 E. Emporia Street	1049-101-36-0000	Ontario	6Z	122
755 E. Emporia Street	1049-101-35-0000	Ontario	6Z	123
767 E. Emporia Street	1049-101-34-0000	Ontario	6Z	124
765 E. Emporia Street	1049-101-32-0000	Ontario	6Z	125
763 E. Emporia Street	1049-101-33-0000	Ontario	6Z	126
817 E. Emporia Street	1049-101-30-0000	Ontario	6Z	127
111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z	128
730 E. Willow Street	1048-512-04-0000	Ontario	6Z	129
13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z	130
1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z	134
1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z	135
1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z	136
659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z	138
1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z	139
1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z	140
1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z	141
1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z	142
1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z	143
925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z	144

Table 6-5: Buildings Deemed not Significant Resources under CEQA

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z	145
766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z	146
1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z	147
1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z	148
1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z	149
1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z	150
609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z	151
1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z	152
1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z	153
1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z	154
Holt Avenue/Boulevard	N/A	Pomona Montclair Ontario	6Z	155
862 Woodlawn Street	1099-462-07-0000	Ontario	6Z	156
1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z	157
1501-1515-1525 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z	158
1533 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z	159

*Maps located in DPR forms for each address, Attachment A of this HPSR.

Table 6-6 lists historical resources for the purposes of CEQA because they meet the CRHR criteria and/or are locally designated under a local government ordinance or were identified as significant in a survey that meets the Office of Historic Preservation standards.

Table 6-6: Historical Resources for the Purposes of CEQA

Address/Location	Parcel Number	Community	OHP Status Code	Map Reference No.*
1206 W. Holt Boulevard	1010-543-01-0000 1010-543-02-0000	Ontario	5S3	31
212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1	58
220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1	59
444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1	61
745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1	52
545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1	68
616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1	72
639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1	76
741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1	83

Table 6-6: Historical Resources for the Purposes of CEQA

Address/Location	Parcel Number	Community	OHP Status Code	Map Reference No.*
745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1	84
748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1	88
752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1	89
541 E. Emporia Street	1049-091-05-0000	Ontario	5S1	116
765 E. Holt Boulevard	1048-512-11-0000	Ontario	5S1	91
1670 E. Holt Boulevard	0110-111-06-0000	Ontario	5S1	110
1744 E. Holt Boulevard	0110-101-01-0000	Ontario	5S1	111
1225 W. Holt Boulevard	1011-121-05-0000	Ontario	3S	42
961 W. Holt Boulevard	1011-141-07-0000	Ontario	3S	46
541 E. Holt Boulevard	1048-523-17-0000	Ontario	3S	70
635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1	131
1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1	132
1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1	133
204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1	137

*Maps located in DPR forms for each address, Attachment A of this HPSR.

Table 6-7 lists historical resources for the purposes of CEQA only because they are locally designated under a local government ordinance or are considered eligible for local designation and were evaluated as part of these studies.

Table 6-7: CEQA-Only Resources

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
1206 W. Holt Boulevard	1010-543-01-0000 1010-543-02-0000	Ontario	5S3	31
745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1	52
212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1	58
220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1	59
444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1	61
545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1	68
616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1	72
639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1	76
741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1	83
745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1	84
748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1	88
752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1	89
541 E. Emporia Street	1049-091-05-0000	Ontario	5S1	116
765 E. Holt Boulevard	1048-512-11-0000	Ontario	5S1	91

Address/Location	Parcel Number	Community	OHP Status Codes	Map Reference No.*
1670 E. Holt Boulevard	0110-111-06-0000	Ontario	5S1	110
1744 E. Holt Boulevard	0110-101-01-0000	Ontario	5S1	111
635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1	131
1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1	132
1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1	133
204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1	137

*Maps are located in the DPR 523 forms for each address, Attachment A of this HPSR.

Table 6-8 lists bridges present within the APE determined to be Category 5 (i.e., ineligible for inclusion in the NRHP) in the Caltrans Historic Highway Bridge Inventory. Appropriate pages from the Caltrans Historic Bridge Inventory are attached as Attachment E.

Table 6-8: Category 5 Bridges

Bridge Name	Bridge Number	Location	Year Built
W Cucamonga Creek (Holt BL)	54C0057	0.8 MI W. Vineyard Ave.	1986
San Antonio Creek Channel	54C0058	0.2 MI. E. Indian Hill Ave.	1986
Cucamonga Creek Channel	54C0674	0.4 mi W. Archibald Ave.	1988
Day Canyon Channel	54C0696	0.25 MI. E. Rochester Ave.	1992
San Sevaine Creek	54C0699	0.5 MI. E. Etiwanda Ave.	1990
Route 15/66 Separation	54 0922L	08-SBD-015-5.28-RCUC	1975
Route 15/66 Separation	54 0922R	08-SBD-015-5.28-RCUC	1975
Archibald Avenue OC	54 1166	08-SBD-010-7.16-ONT	1996

6.0 FINDINGS

There are properties eligible for inclusion in the NRHP within the APE of the proposed project.

- Five properties are listed in or previously determined eligible for listing in the NRHP and are located within the APE. These properties are identified above, and in the Historic Resources Evaluation Report (HRER), which is provided as Attachment C of this HPSR.
- Four properties appear to be eligible for listing in the NRHP as a result of these studies. These properties are identified above, in addition to Table 7-4 of the HRER (see Attachment C of this HPSR).

There are resources built in 1968 or prior that are not eligible for inclusion in the NRHP within the APE of the proposed project, and the State Historic Preservation Officer's (SHPO) concurrence in this determination is requested.

- A total of 159 resources do not appear to be eligible for listing in the NRHP. These resources are listed in Table 7-1 of the HRER, which is provided as Appendix C of this HPSR.

There are resources within the APE built in 1968 or prior that are not eligible for inclusion in the NRHP or CRHR, but are CEQA-only resources,

- Nineteen (19) resources are eligible for local designation by the City of Ontario. These resources are listed in Table 6-7 of this HPSR.

In addition, as a result of the archaeological survey, 11 archaeological resources were recorded (see Appendix A of the ASR). None of the 11 resources are eligible for the NRHP or the CRHR. Two previously recorded archaeological sites have been identified within the project APE. These include the NRHP-listed National Old Trails Road/Route 66 (P-36-002910; CA-SBR-2910H) and a historic-age residence (P-36-007144; CA-SBR-7144H).

The project APE is situated in an urban environment that has experienced significant ground modification over the past 100 years. Based on the results of the literature search, pedestrian surveys, geological landform considerations, expected depths of disturbance, and the disturbed nature of the project APE, most of the project footprint has low sensitivity for buried archaeological resources.

As a result of consultation with Native American groups, two Native American Tribes, the Gabrieleno Band of Mission Indians – Kizh Nation and the Soboba Band of Luiseño Indians, have requested Native American monitoring during ground-disturbing construction activities.

Most ground-disturbing construction activities are expected to occur within highly disturbed sediments and/or fill where intact archaeological materials are unlikely to exist. Archaeological and Native American monitoring shall be limited to any project-related, ground-disturbing construction activities (e.g., grading, excavation, drilling) that occur within previously undisturbed sediments, if any are encountered.

Finding of Effect on Historic Properties. Separate finding of effects documentation will be prepared pursuant to Section 106 of the NHPA for the SHPO's review and concurrence.



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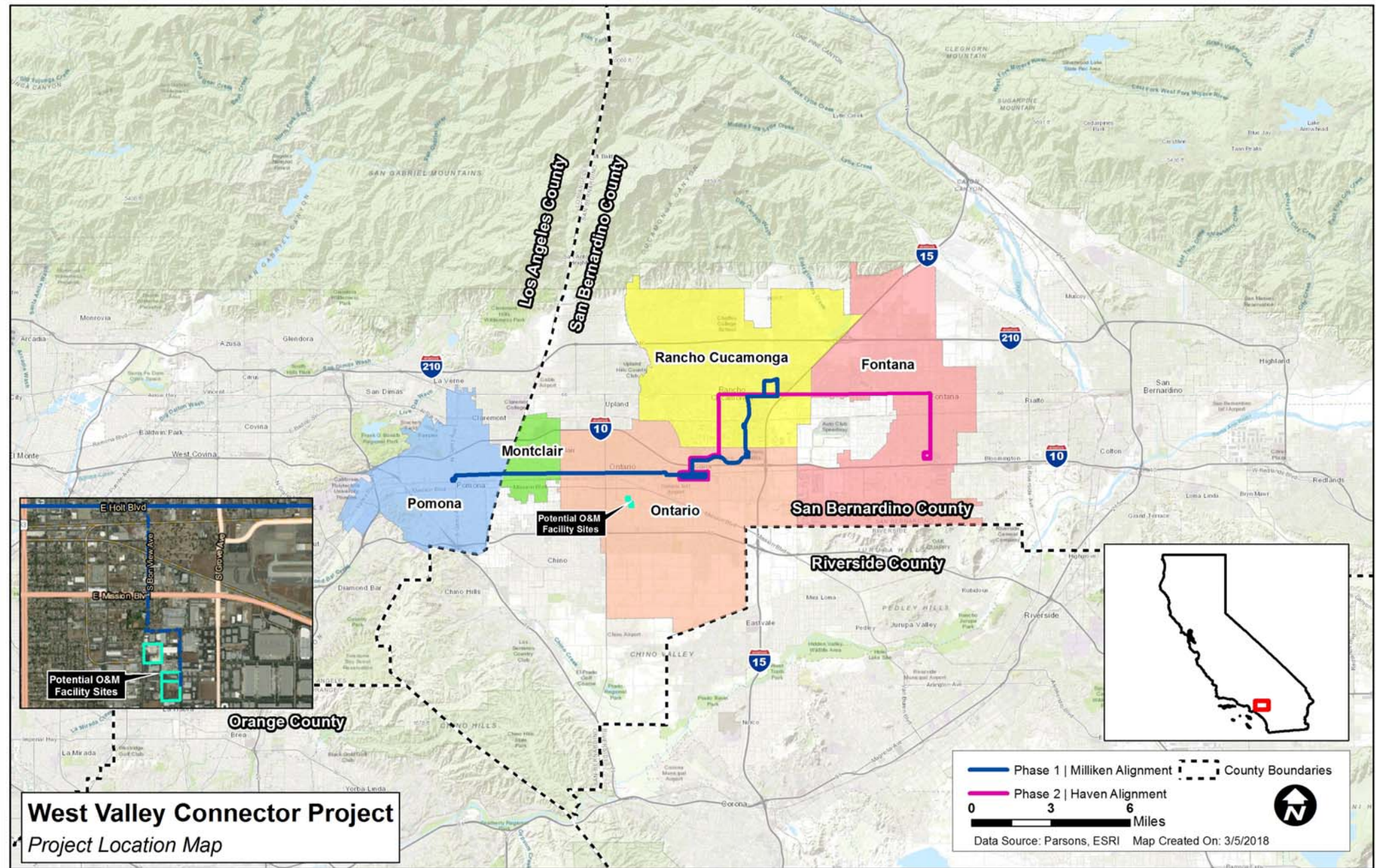
7.0 LIST OF ATTACHED DOCUMENTATION

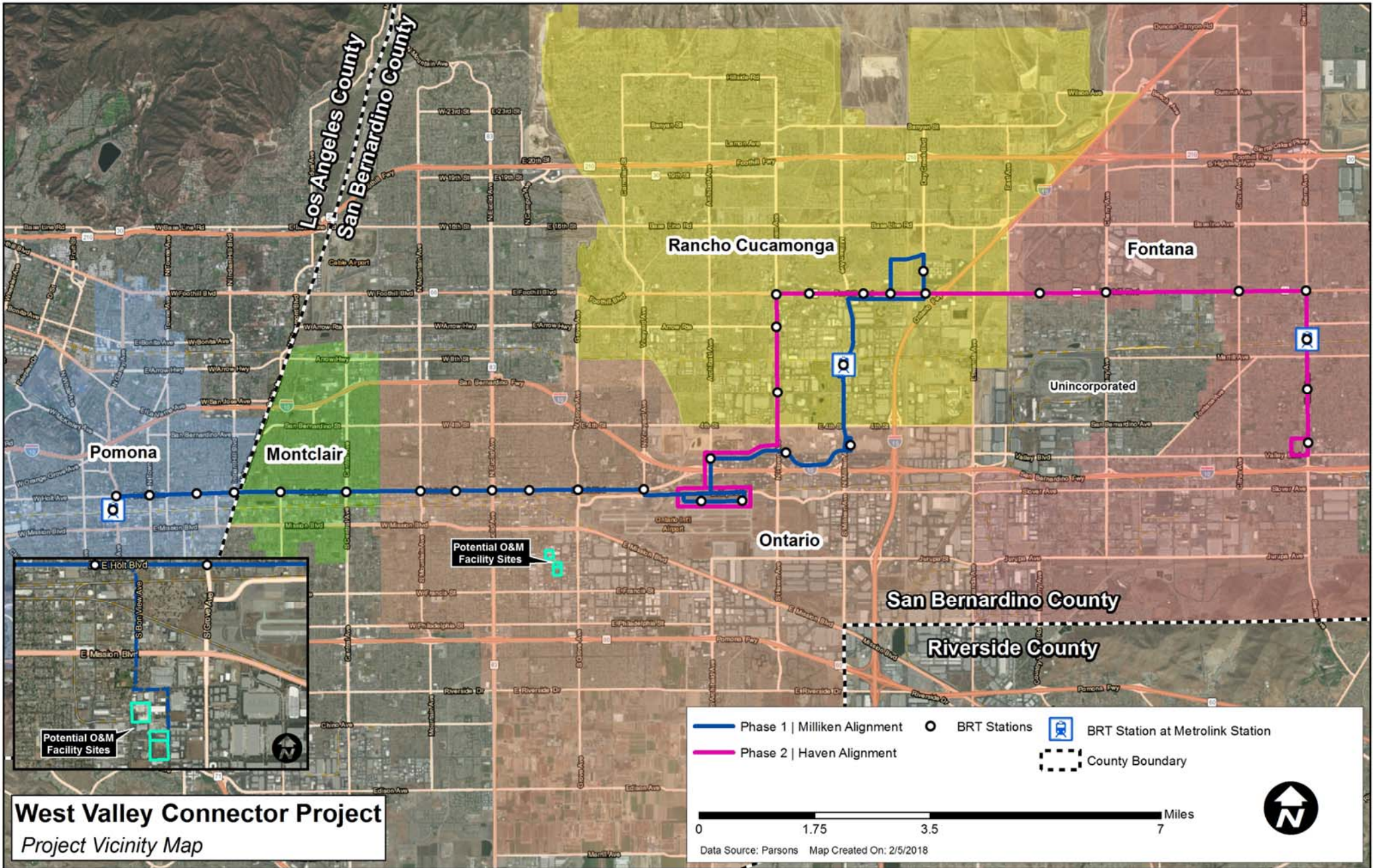
- Appendix A – Project Location and Vicinity Maps, APE Maps
- Appendix B – Archaeological Survey Report (ASR)
- Appendix C – Historic Resources Evaluation Report (HRER)
- Appendix D – Correspondence

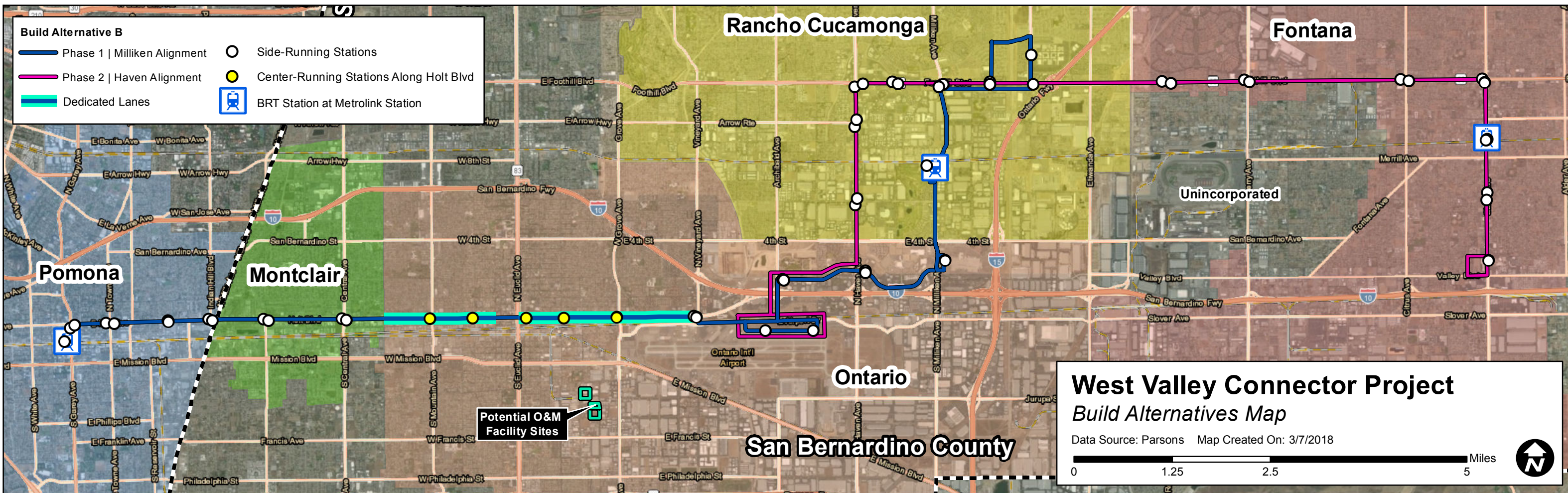
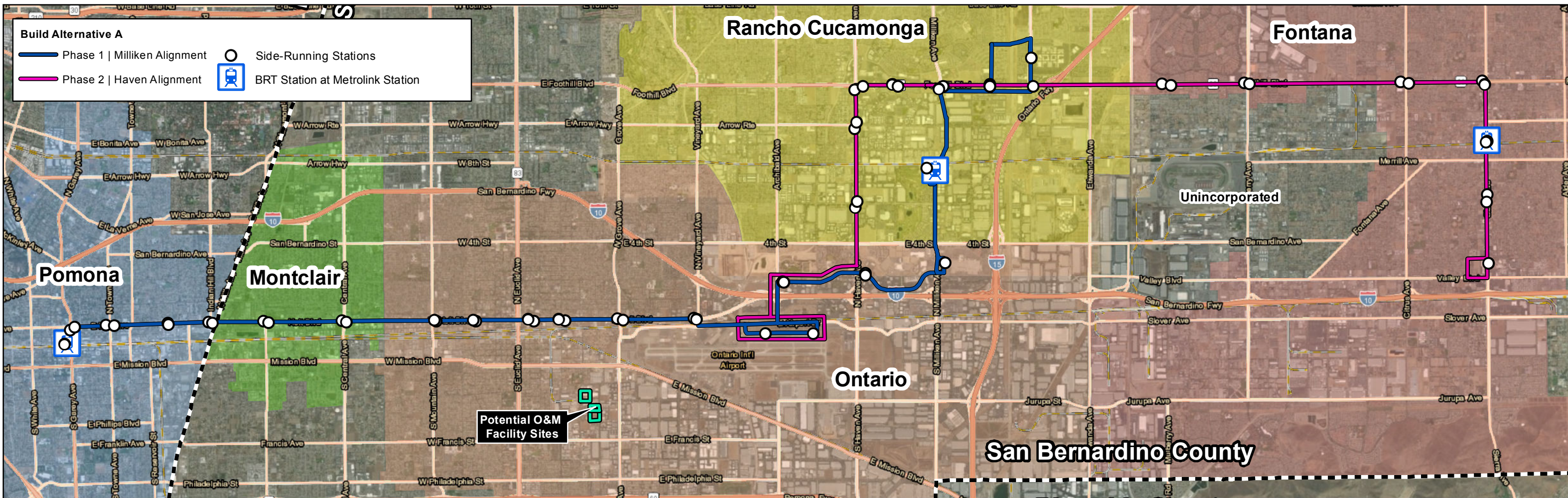


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APPENDIX A – PROJECT LOCATION AND VICINITY MAPS, APE MAP



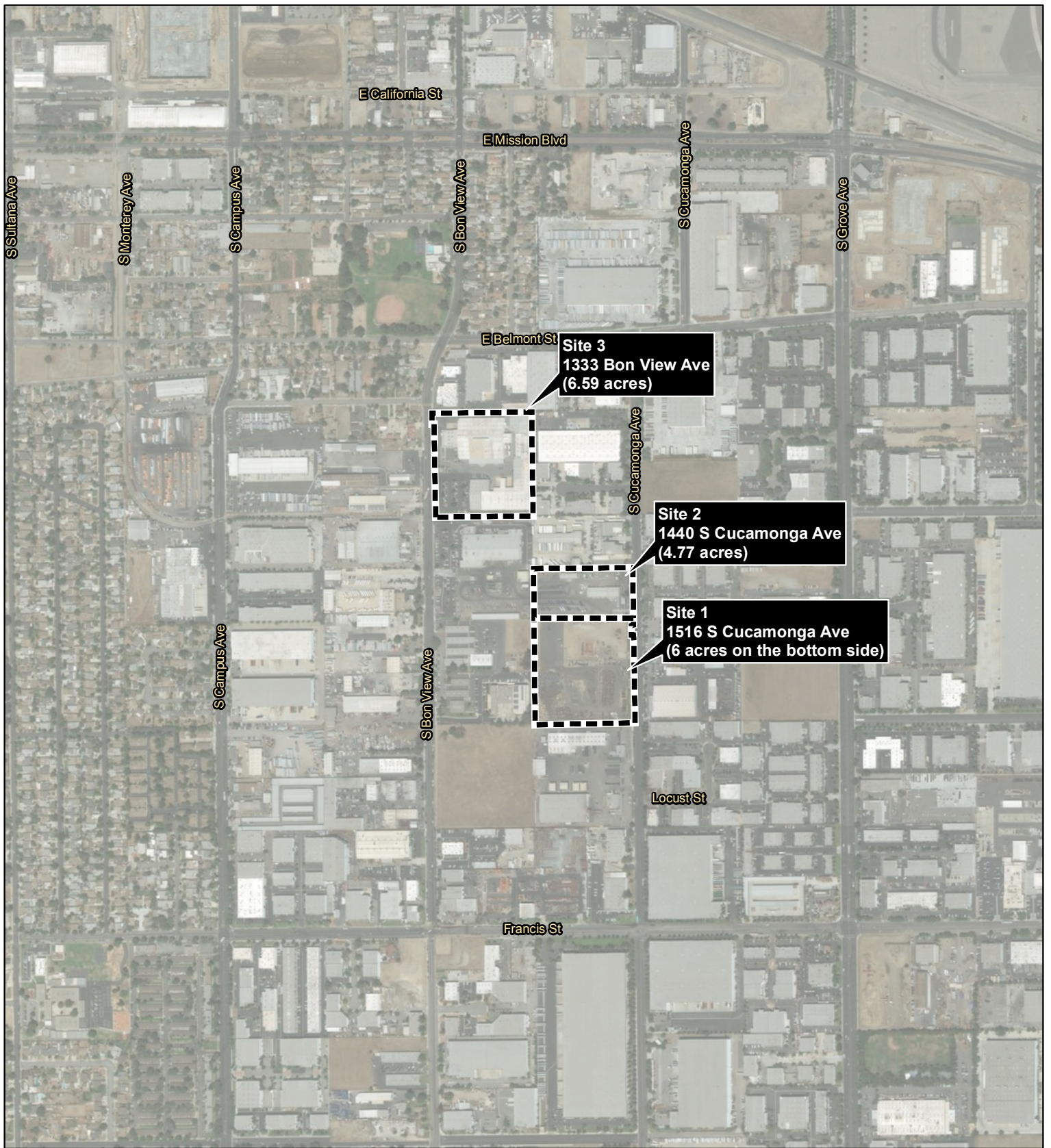




West Valley Connector Project
Build Alternatives Map

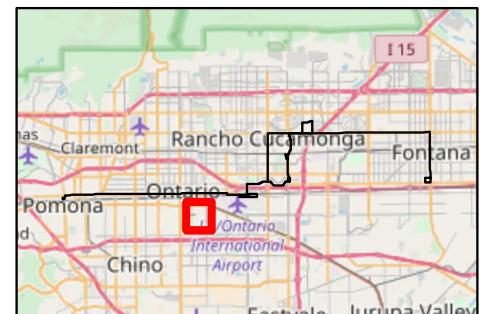
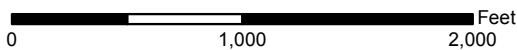
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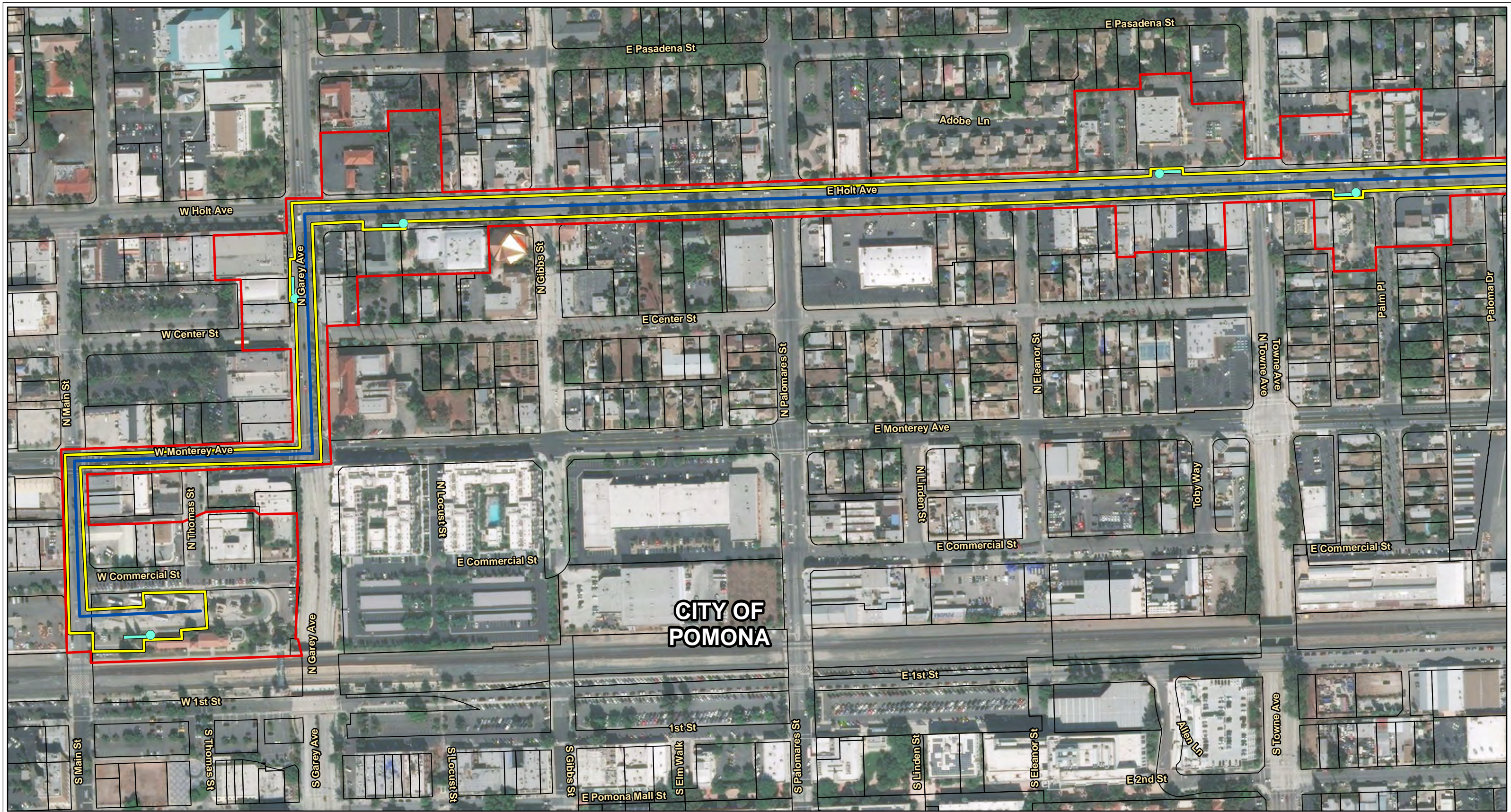
0 1.25 2.5 5 Miles



West Valley Connector
Vicinity Map
Potential O&M Facility Sites



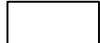

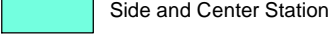







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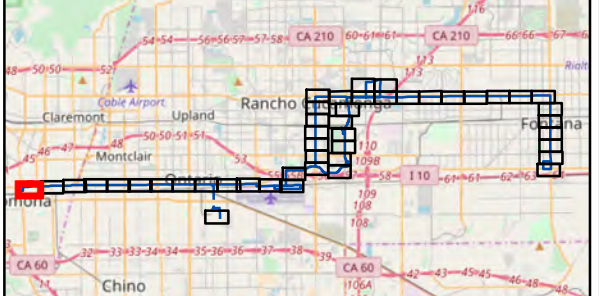


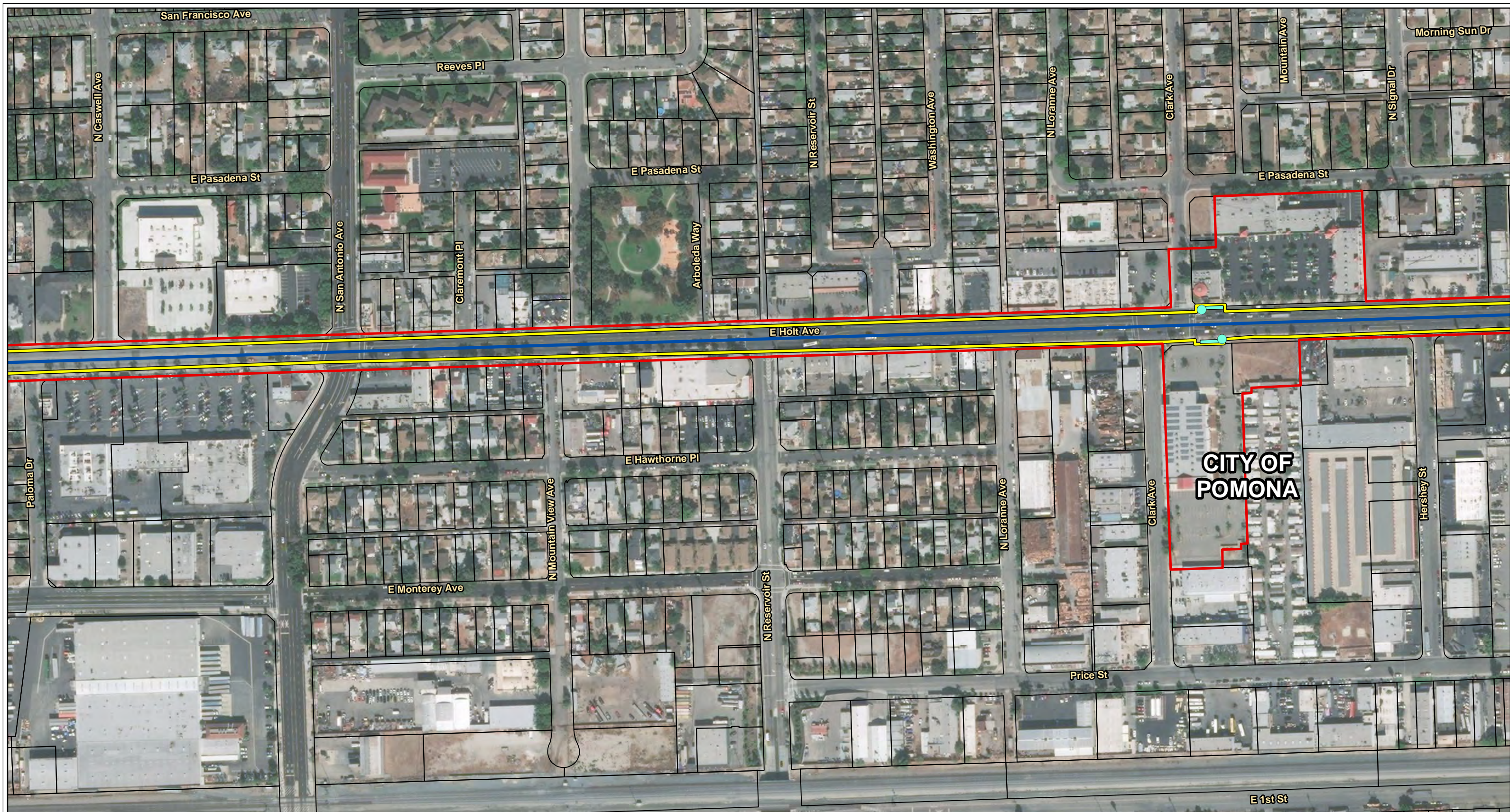
West Valley Connector

Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	 Proposed Temporary Construction Easement	 Proposed Building Acquisition	 Parcel Boundary
 Phase I / Milliken Alignment	 Side and Center Station	 Proposed Full Parcel Acquisition	 Architectural APE	 City Boundary
 Phase II / Haven Alignment	 Pylon Pole	 Proposed Partial Parcel Acquisition	 Archaeological APE	

0 500 1,000 Feet



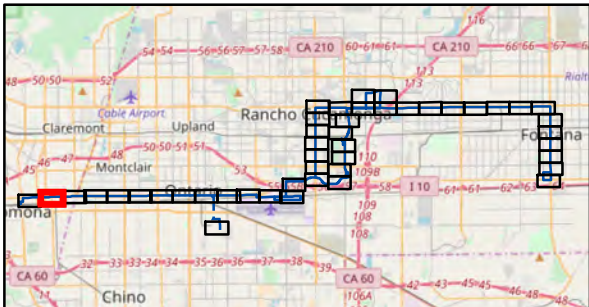


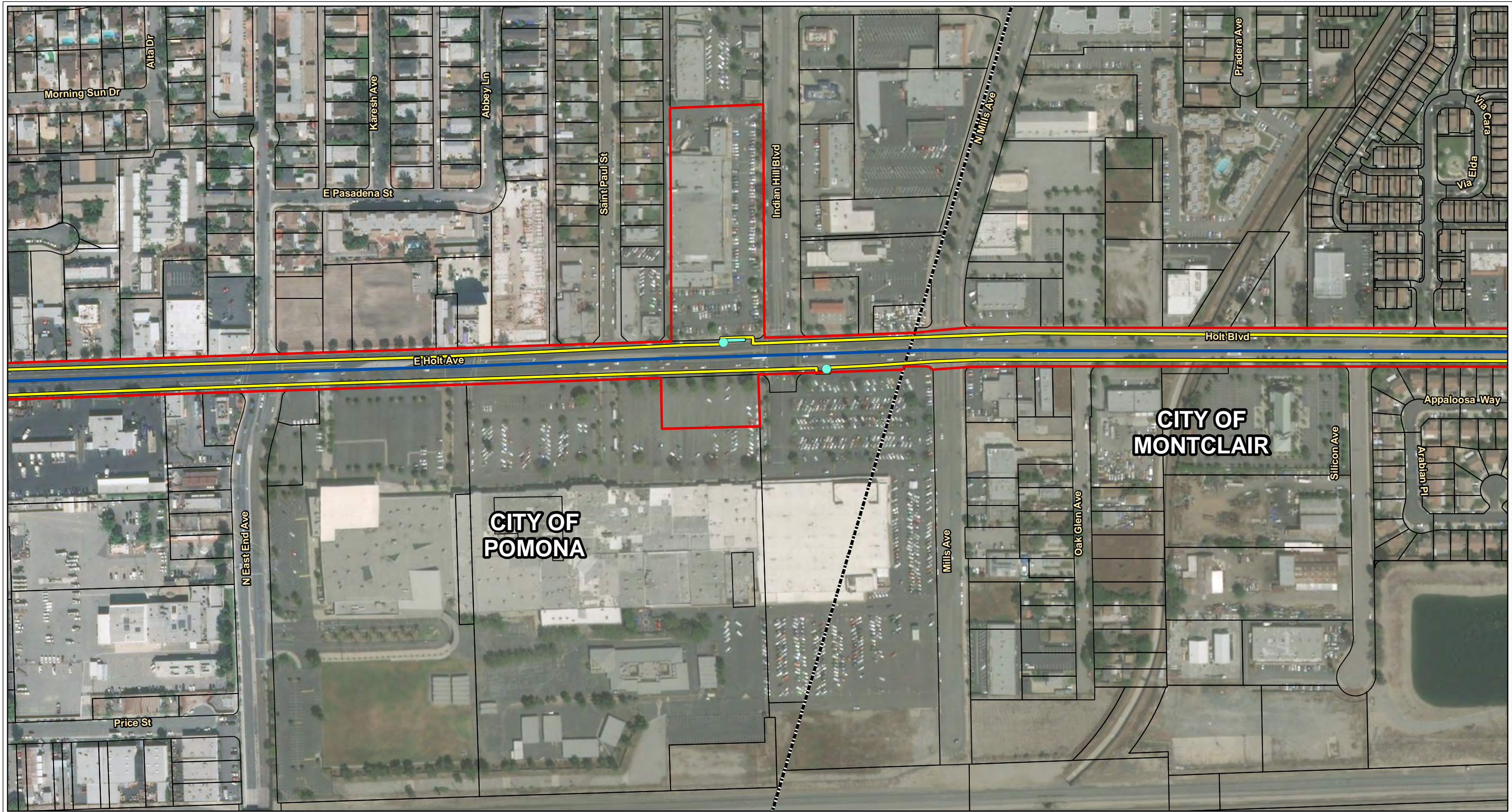
**CITY OF
POMONA**

West Valley Connector Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
Phase II / Haven Alignment	Pylon Pole	Proposed Partial Parcel Acquisition	Archaeological APE	

0 500 1,000 Feet





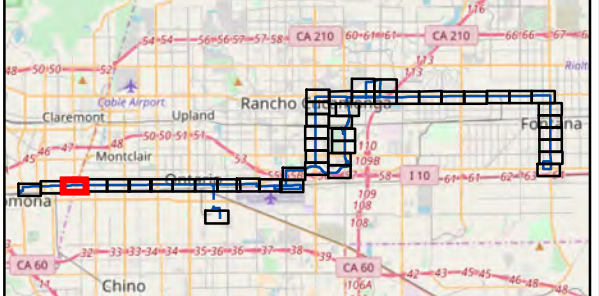
West Valley Connector

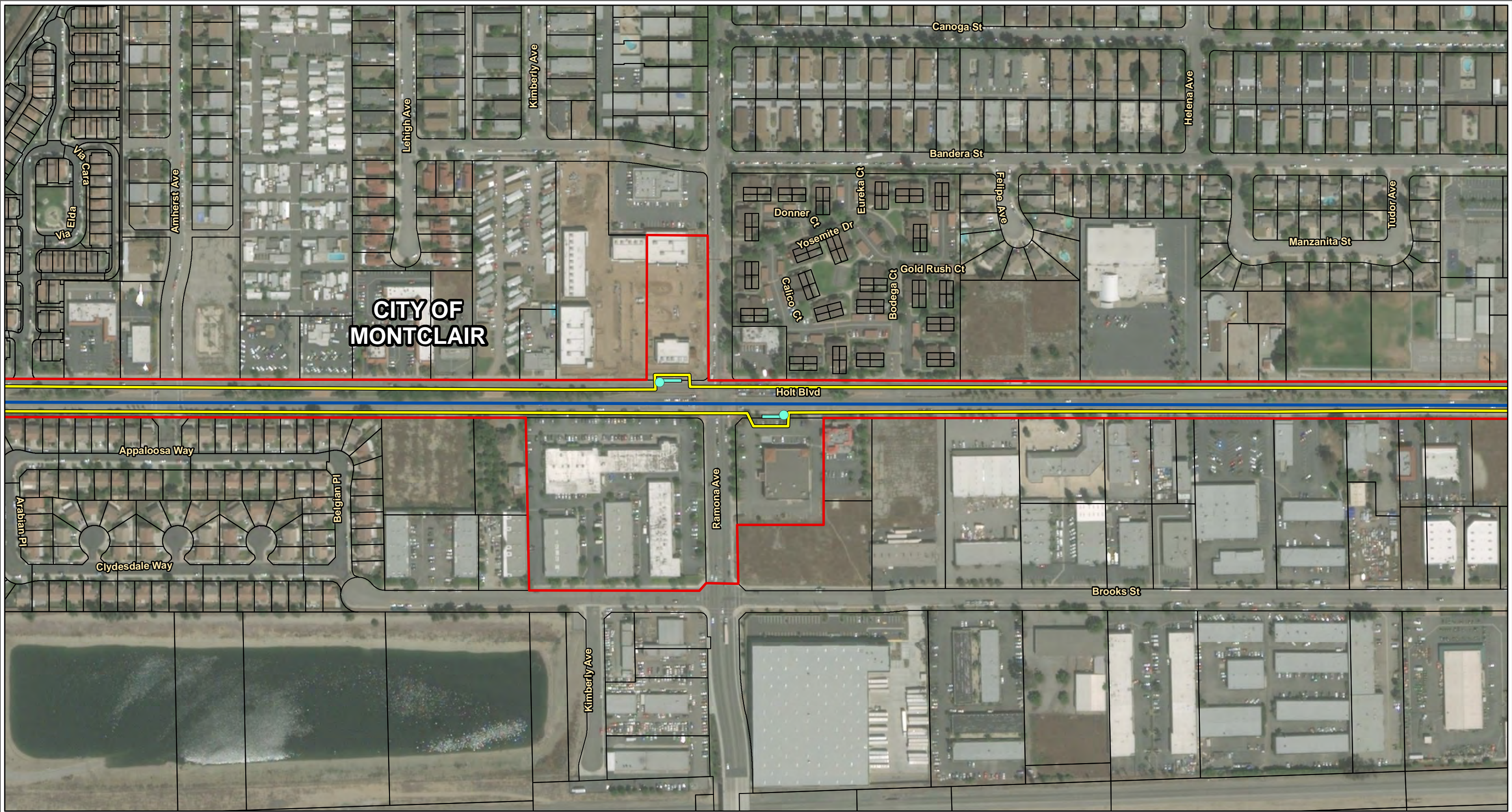
Area of Potential Effects (APE) Map

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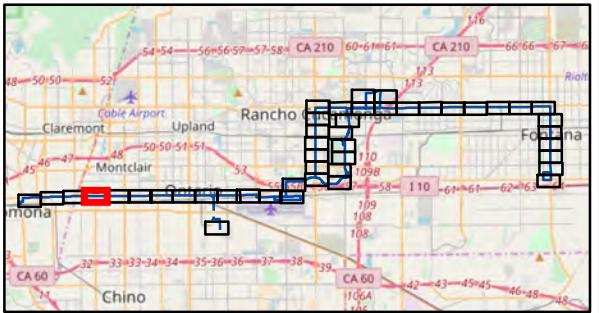
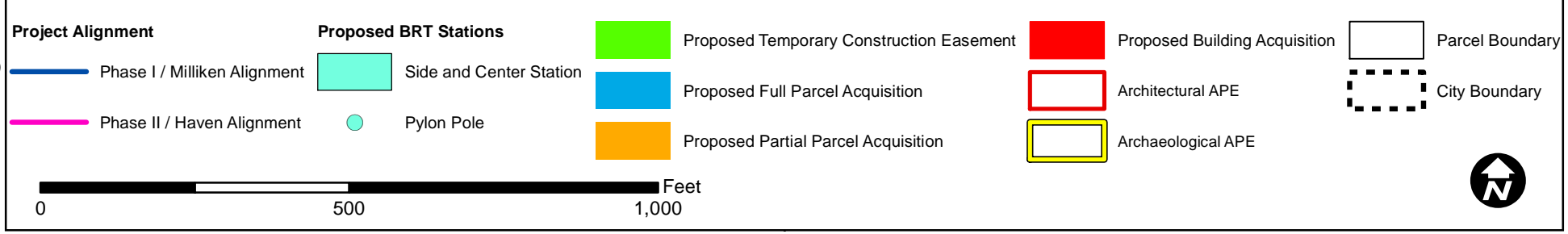
Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
Phase II / Haven Alignment	Pylon Pole	Proposed Partial Parcel Acquisition	Archaeological APE	

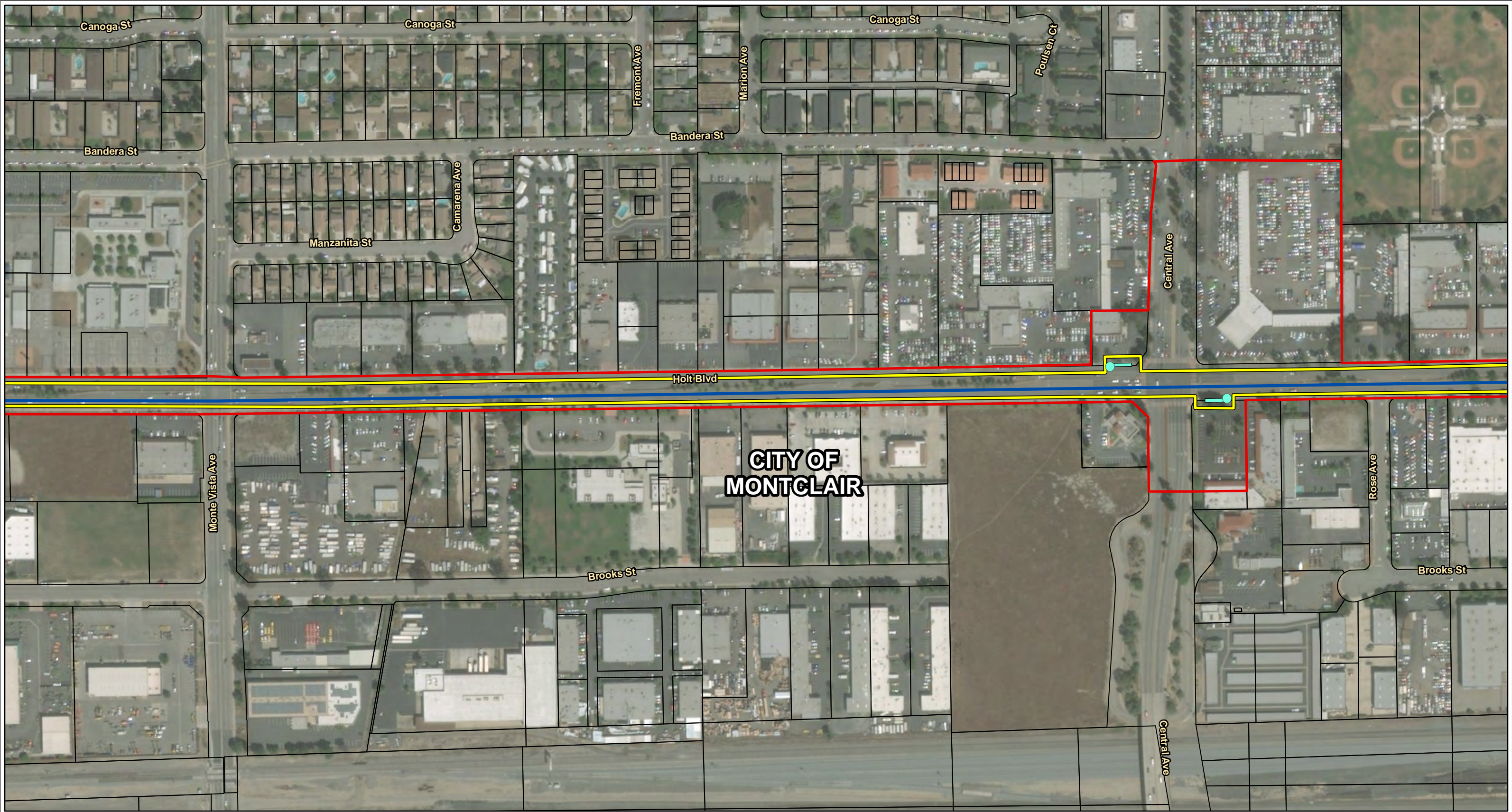
0 500 1,000 Feet





West Valley Connector Area of Potential Effects (APE) Map

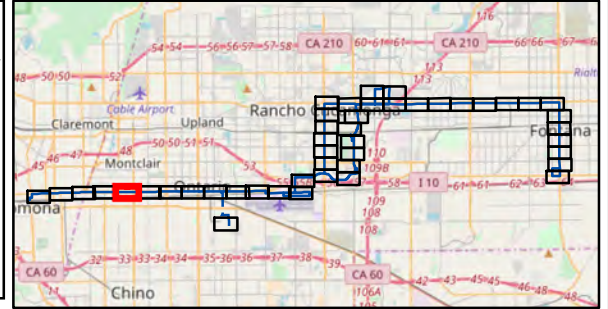


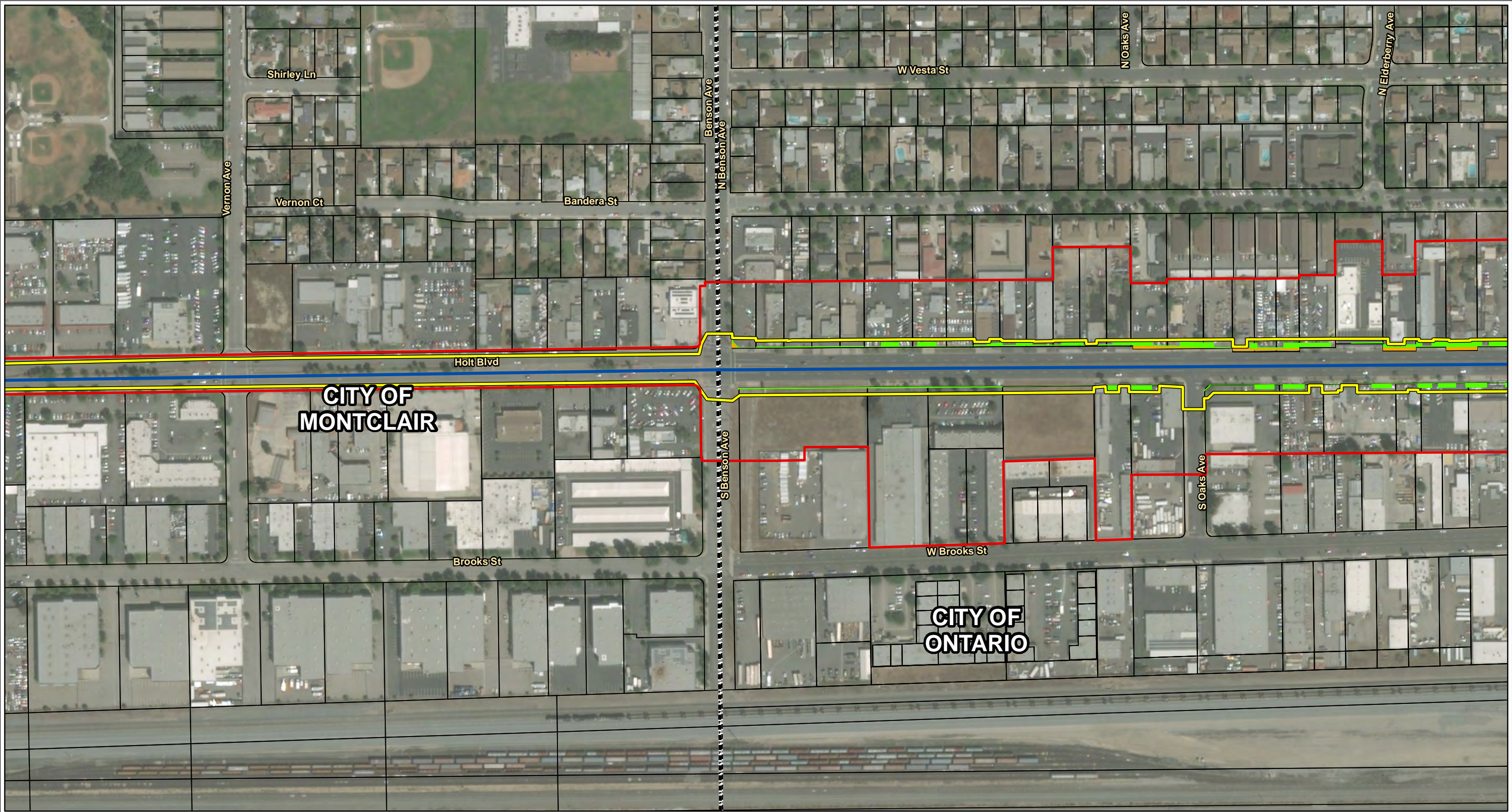


West Valley Connector Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
Phase II / Haven Alignment	Pylon Pole	Proposed Partial Parcel Acquisition	Archaeological APE	



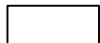










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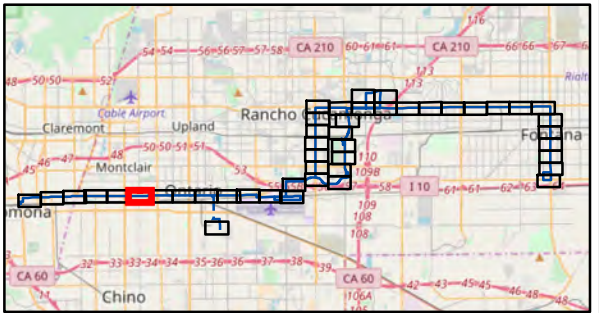


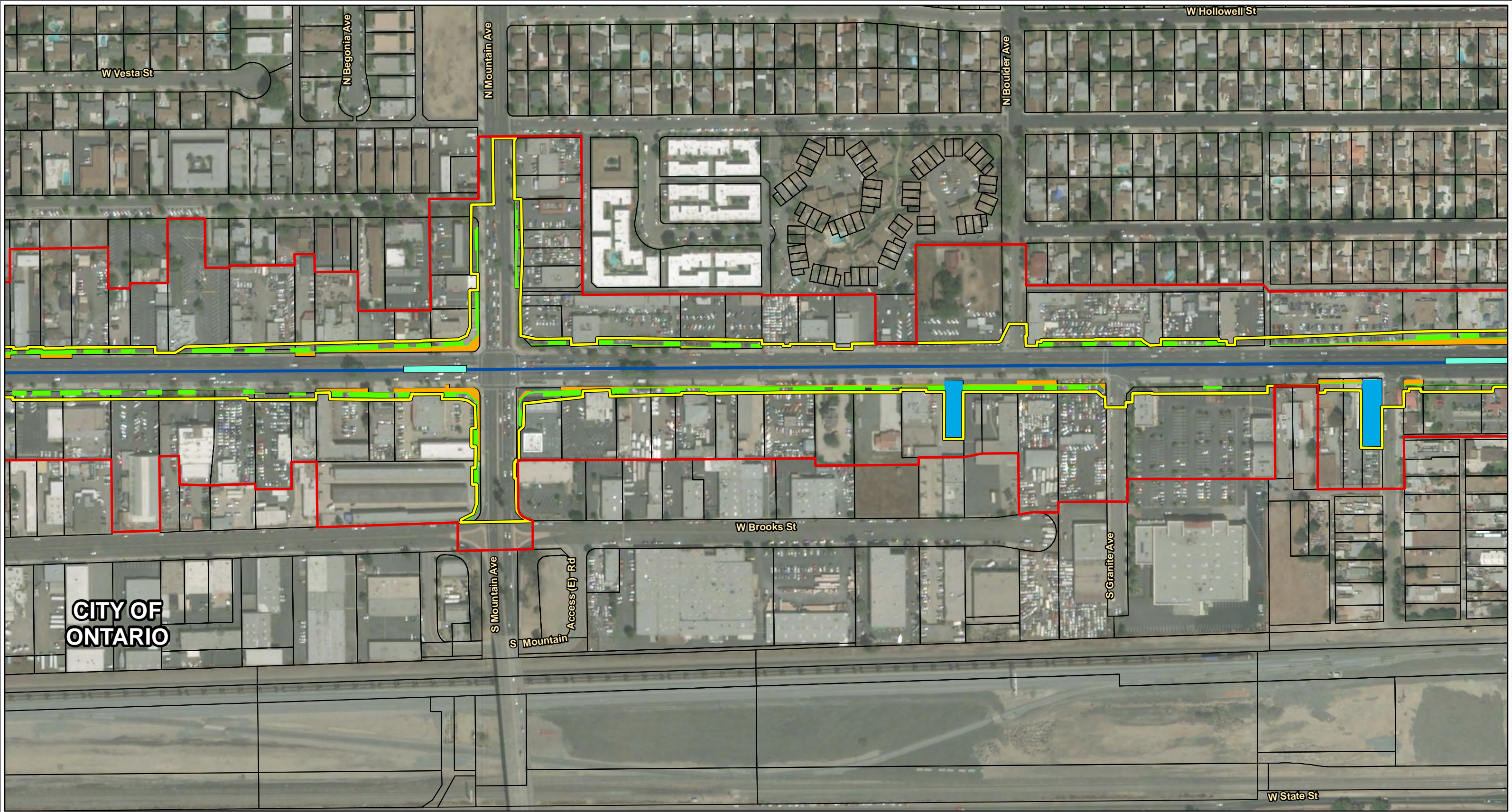


West Valley Connector

Area of Potential Effects (APE) Map

Project Alignment		Proposed BRT Stations			Proposed Temporary Construction Easement		Proposed Building Acquisition		Parcel Boundary
	Phase I / Milliken Alignment		Side and Center Station		Proposed Full Parcel Acquisition		Architectural APE		City Boundary
	Phase II / Haven Alignment		Pylon Pole		Proposed Partial Parcel Acquisition		Archaeological APE		



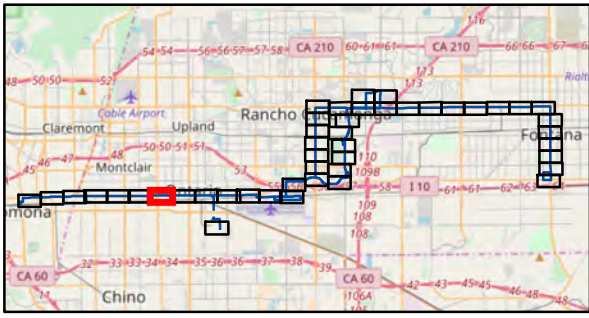


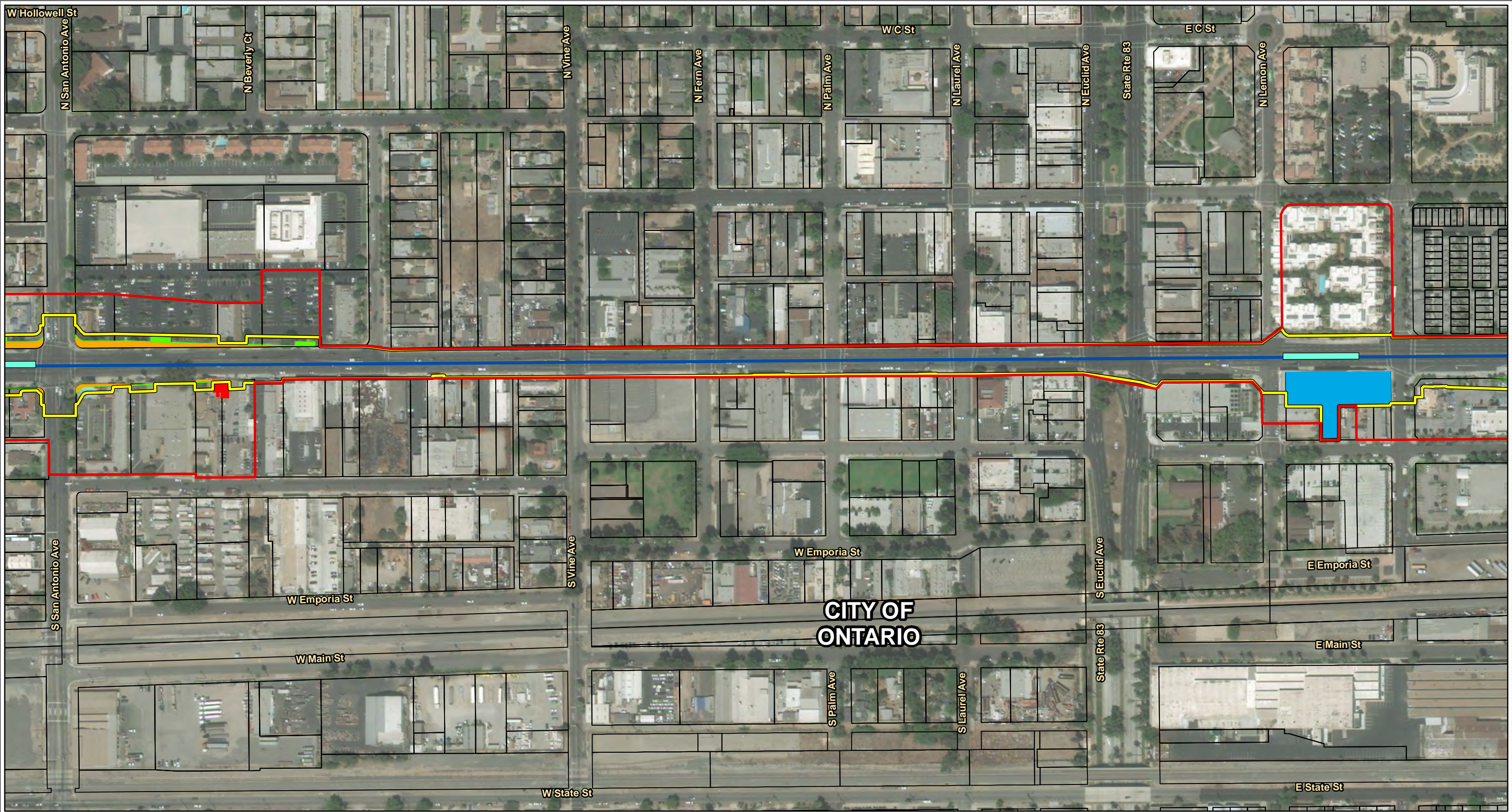
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West Valley Connector Area of Potential Effects (APE) Map

Project Alignment		Proposed BRT Stations		Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	Proposed Partial Parcel Acquisition	Archaeological APE	City Boundary
Phase II / Haven Alignment	Pylon Pole					



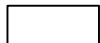









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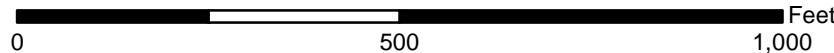




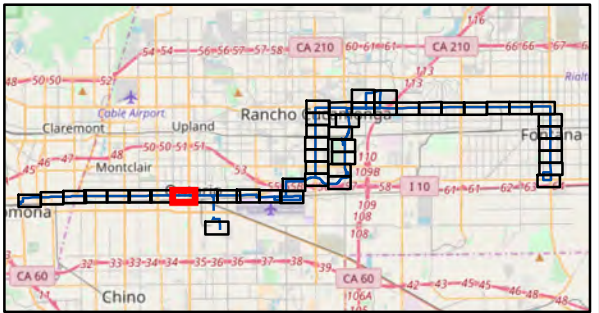
West Valley Connector

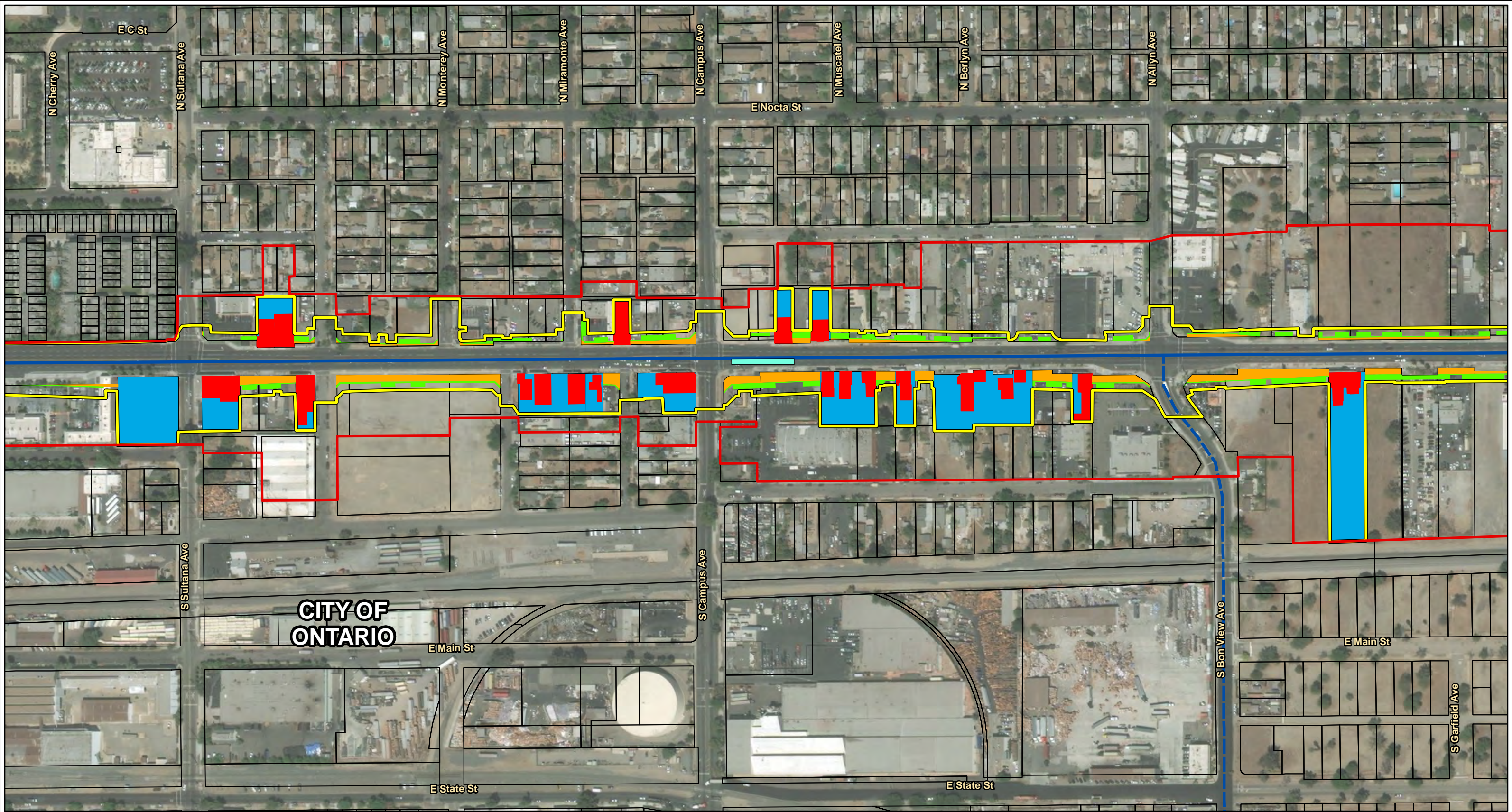
Area of Potential Effects (APE) Map

Project Alignment		Proposed BRT Stations			Proposed Temporary Construction Easement		Proposed Building Acquisition		Parcel Boundary
	Phase I / Milliken Alignment		Side and Center Station		Proposed Full Parcel Acquisition		Architectural APE		City Boundary
	Phase II / Haven Alignment		Pylon Pole		Proposed Partial Parcel Acquisition		Archaeological APE		



0 500 1,000 Feet

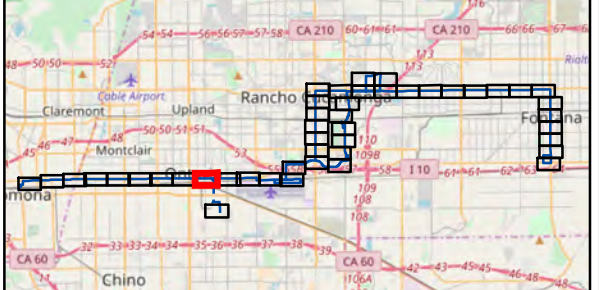


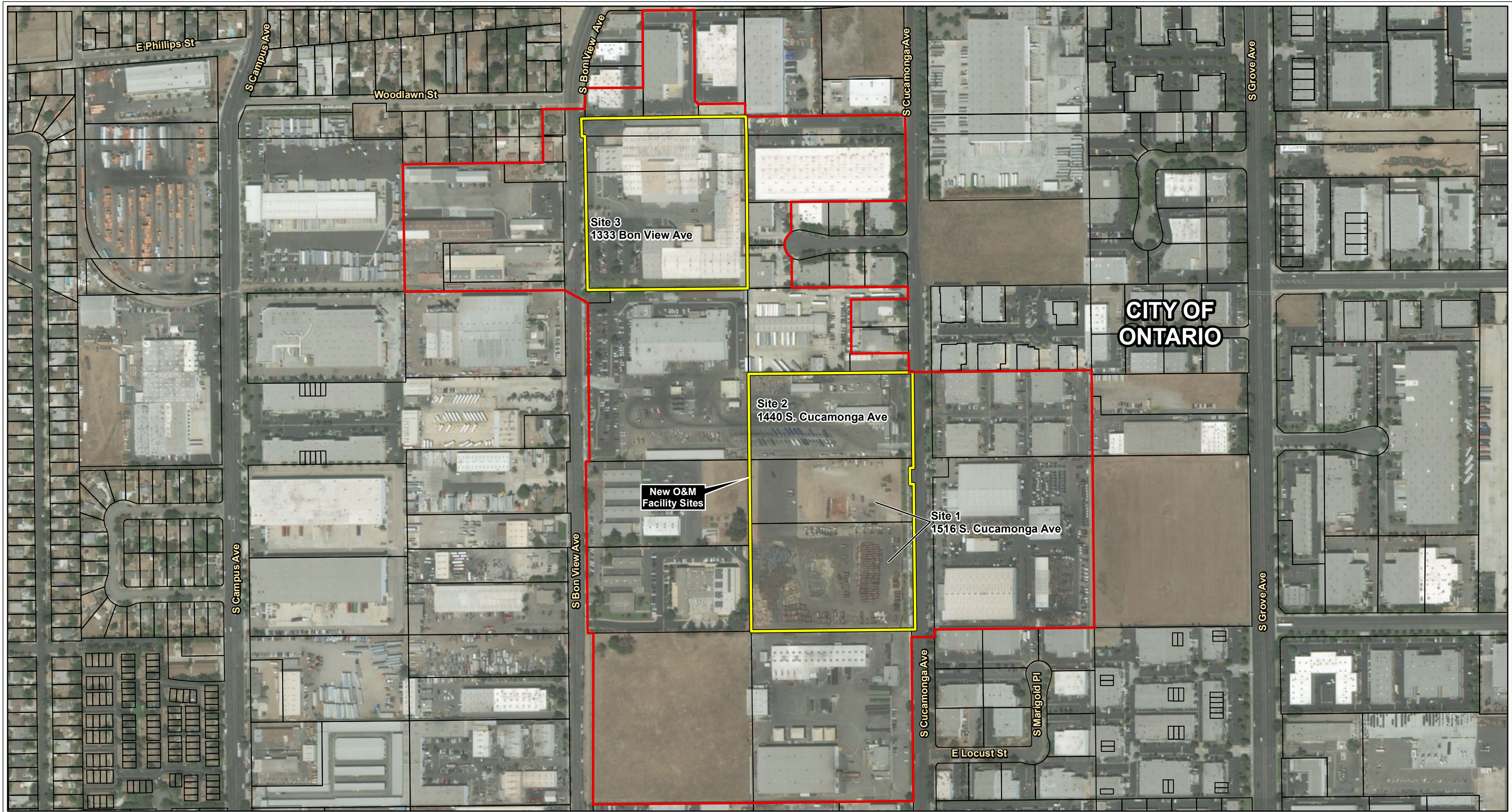


West Valley Connector Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
Phase II / Haven Alignment	Pylon Pole	Proposed Partial Parcel Acquisition	Archaeological APE	

0 500 1,000 Feet



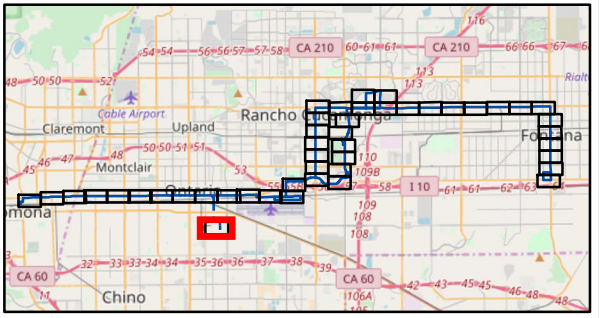


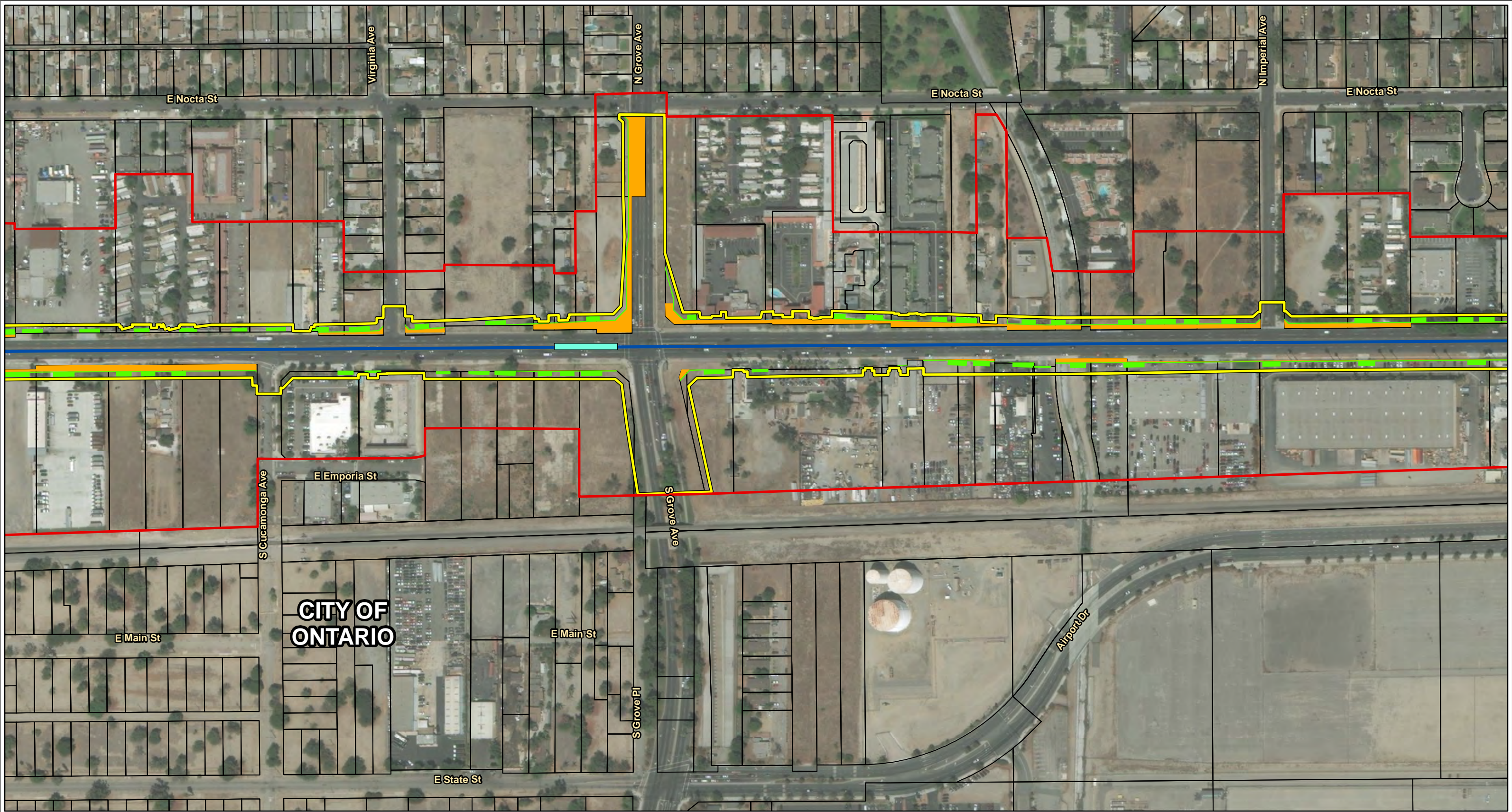
West Valley Connector
Area of Potential Effects (APE) Map

Source: Parsons
 Map Created On: 2/5/2018

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
Phase II / Haven Alignment	Pylon Pole	Proposed Partial Parcel Acquisition	Archaeological APE	

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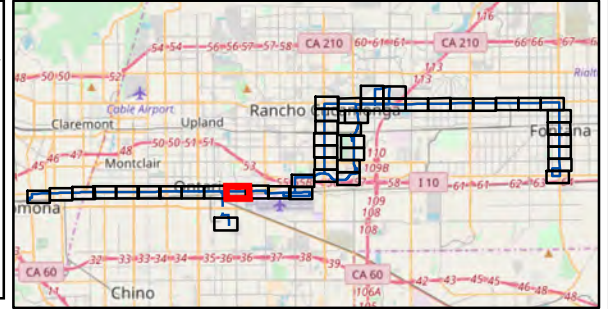


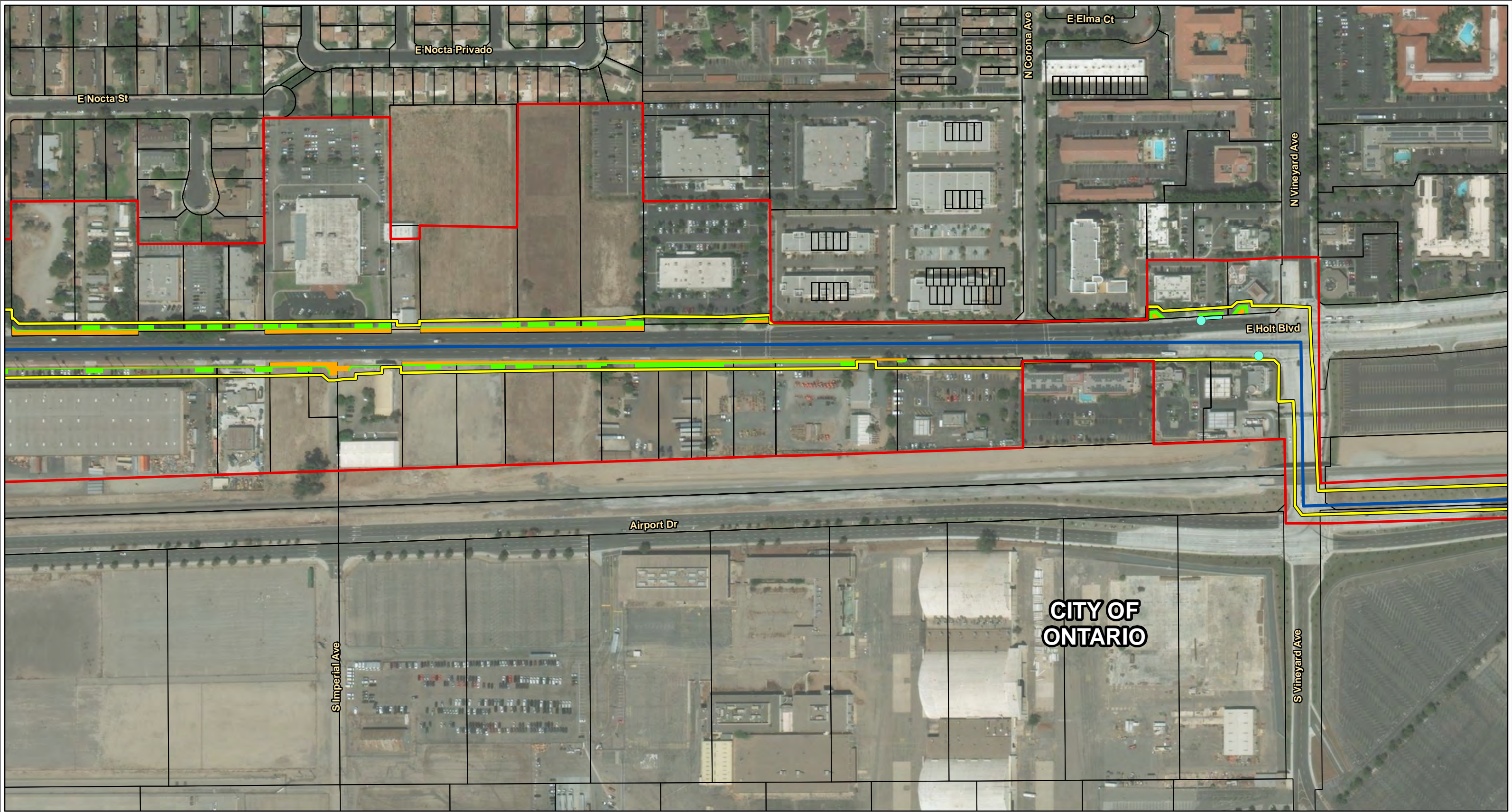


West Valley Connector Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
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0 500 1,000 Feet



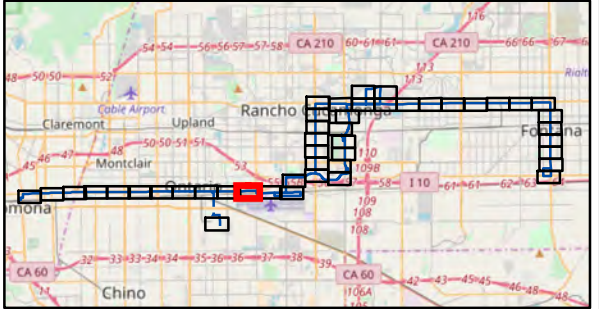


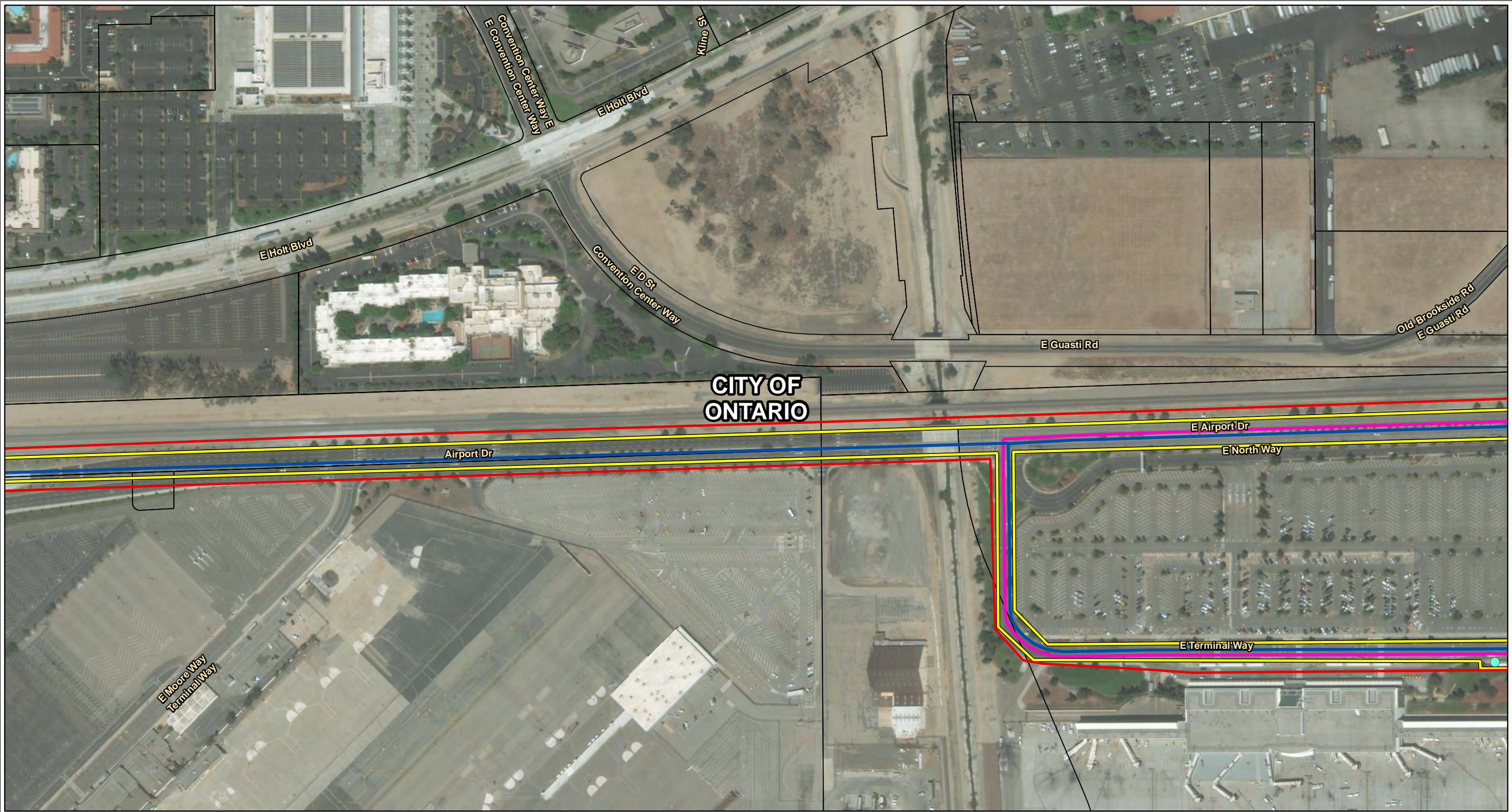
West Valley Connector

Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
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0 500 1,000 Feet

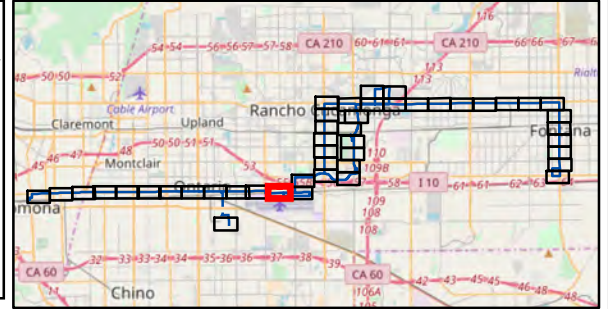


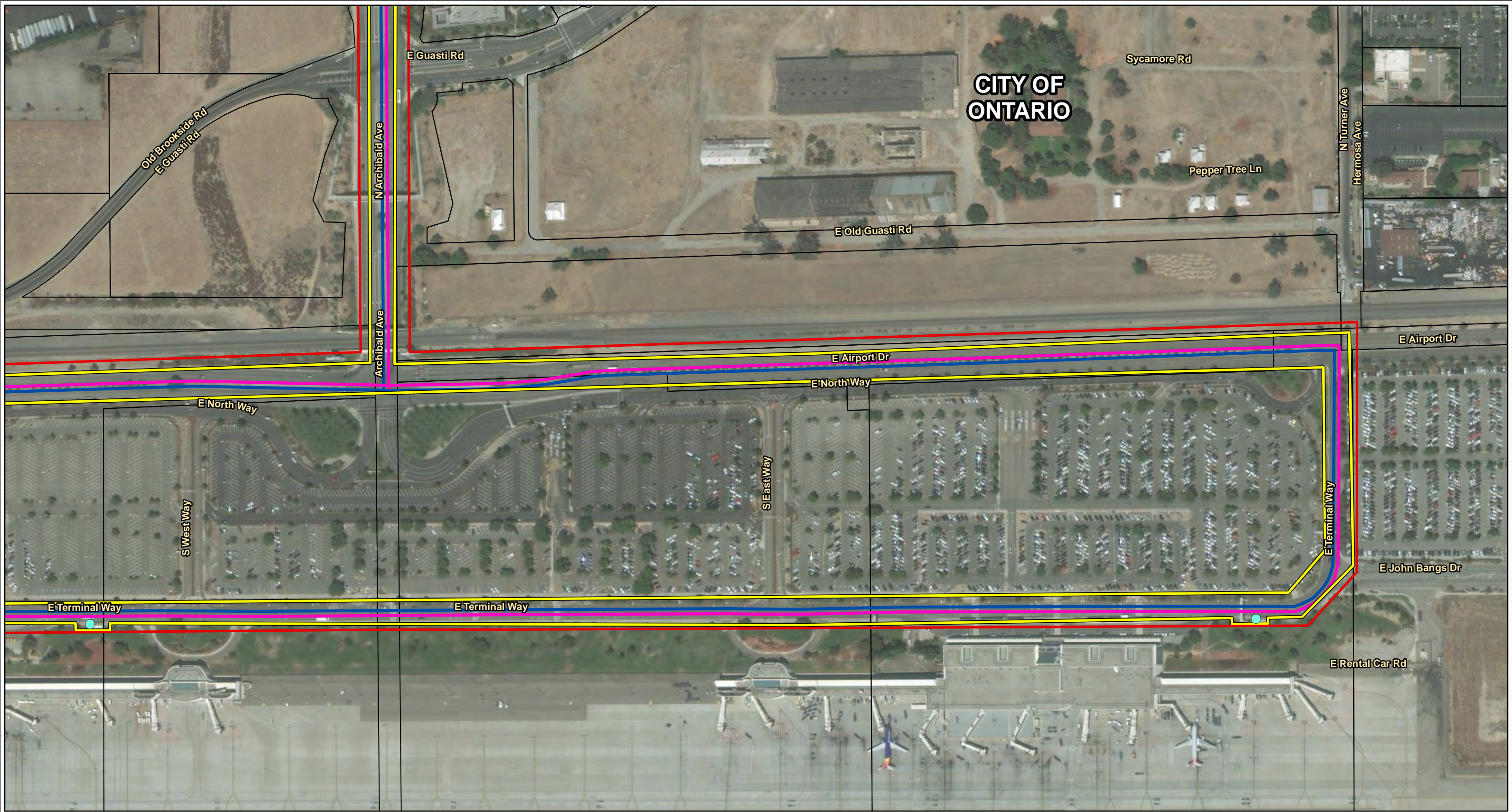


West Valley Connector Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
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0 500 1,000 Feet





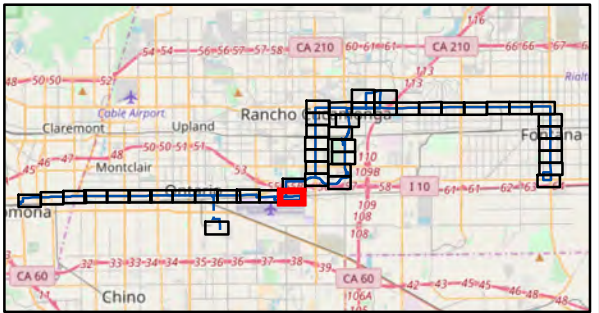
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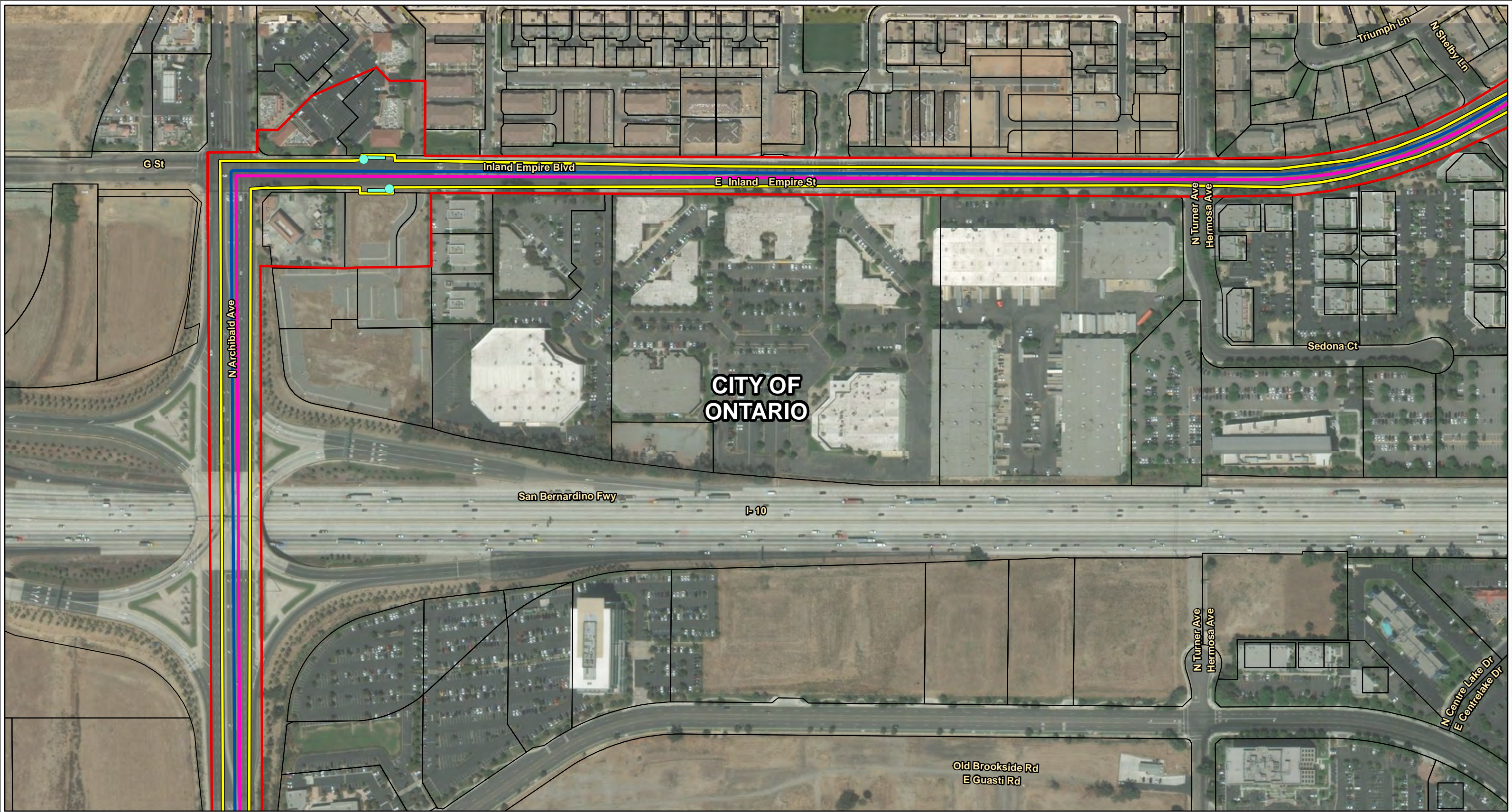
West Valley Connector

Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
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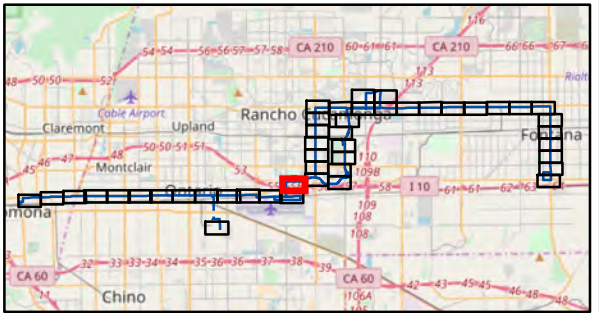
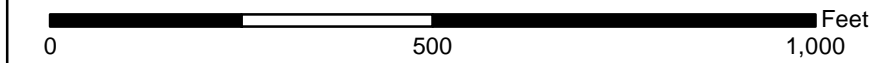
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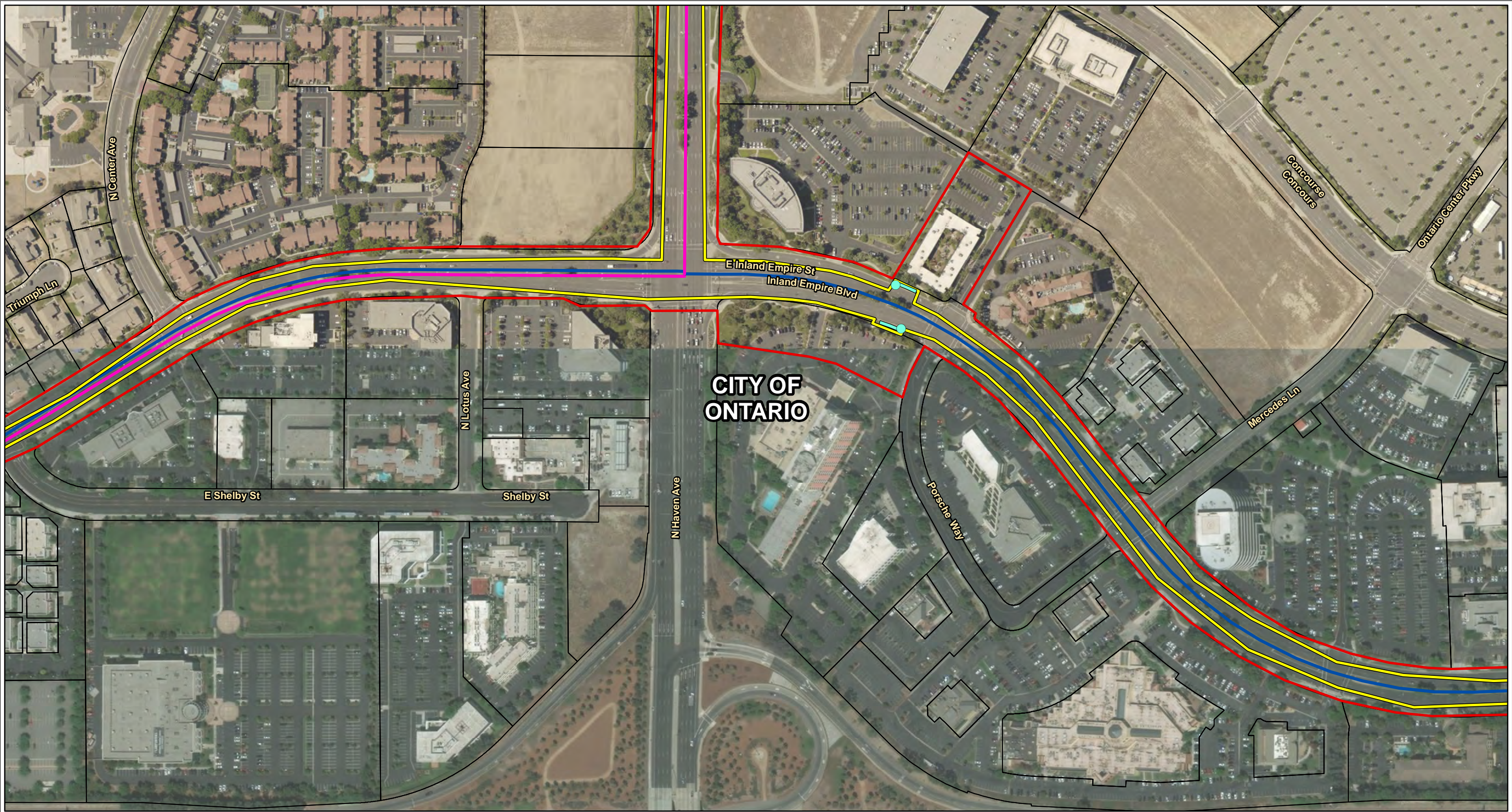




West Valley Connector Area of Potential Effects (APE) Map

Project Alignment		Proposed BRT Stations		Proposed Temporary Construction Easement		Proposed Building Acquisition		Parcel Boundary	
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	Phase II / Haven Alignment		Pylon Pole		Proposed Partial Parcel Acquisition		Architectural APE		City Boundary
							Archaeological APE		

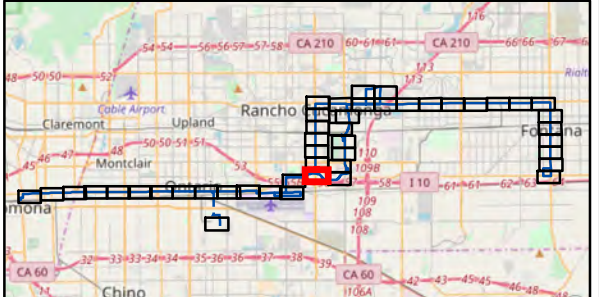


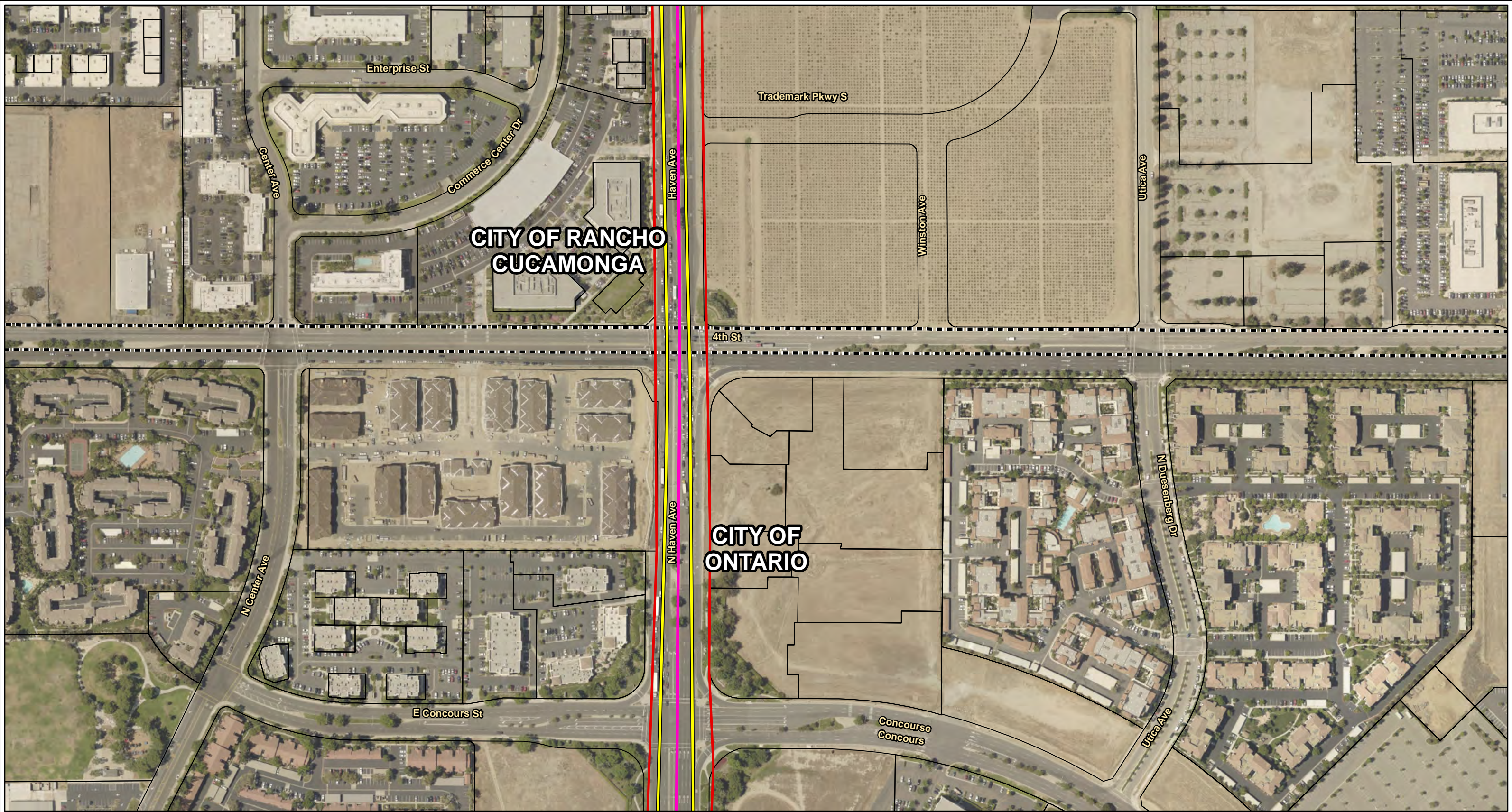


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Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
Phase I / Milliken Alignment	Side and Center Station	Proposed Full Parcel Acquisition	Architectural APE	City Boundary
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0 500 1,000 Feet

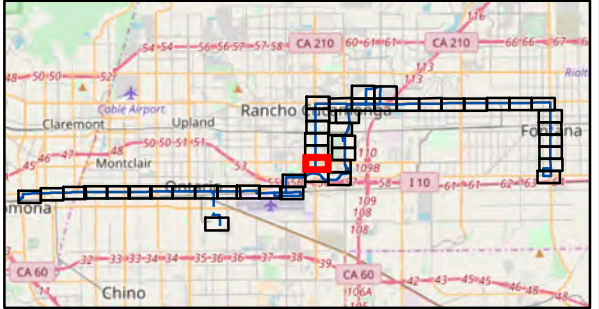


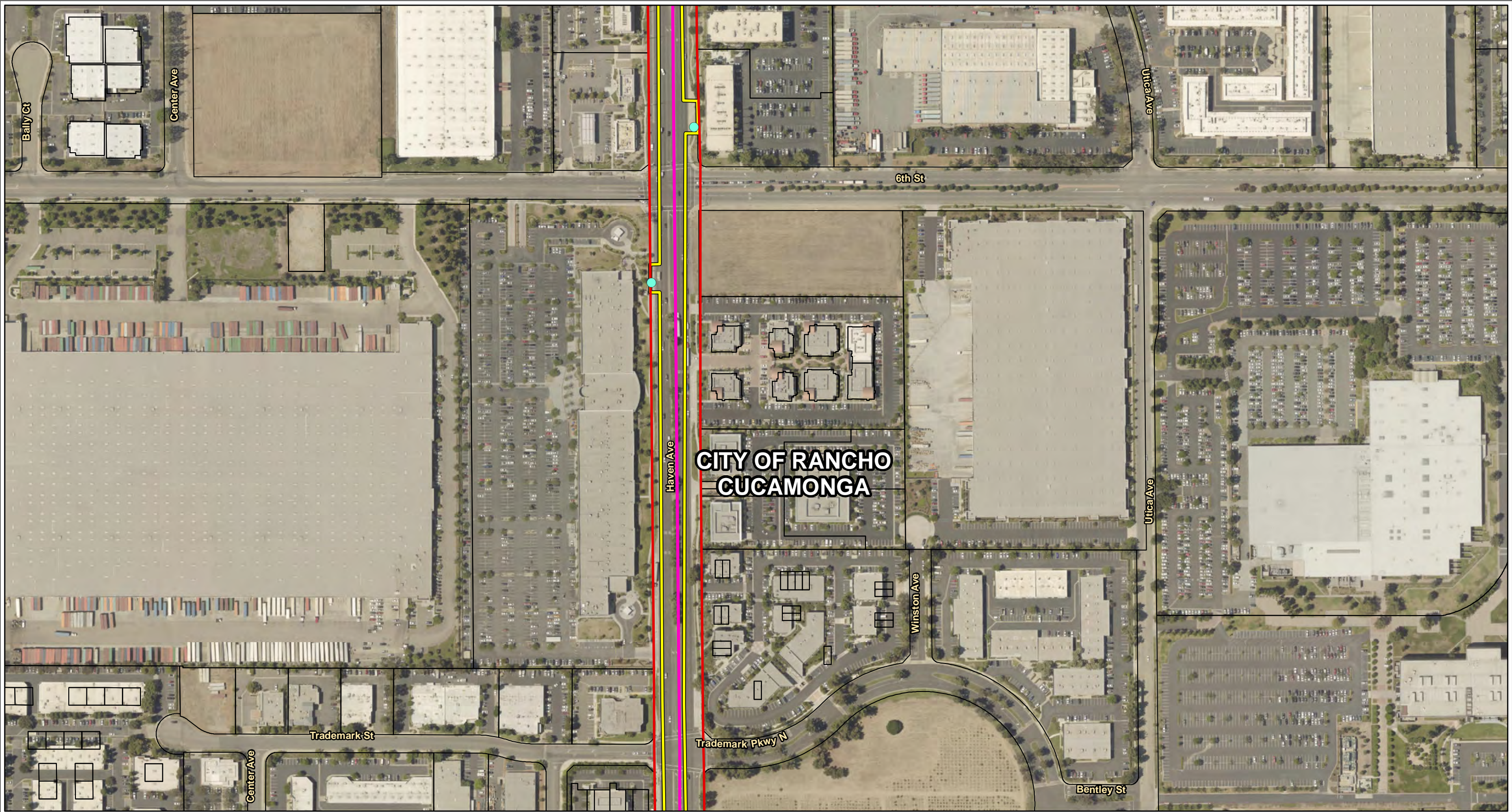


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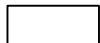









0 500 1,000 Feet

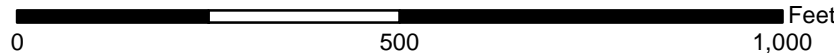


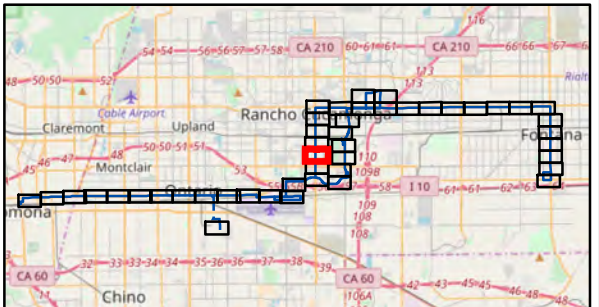


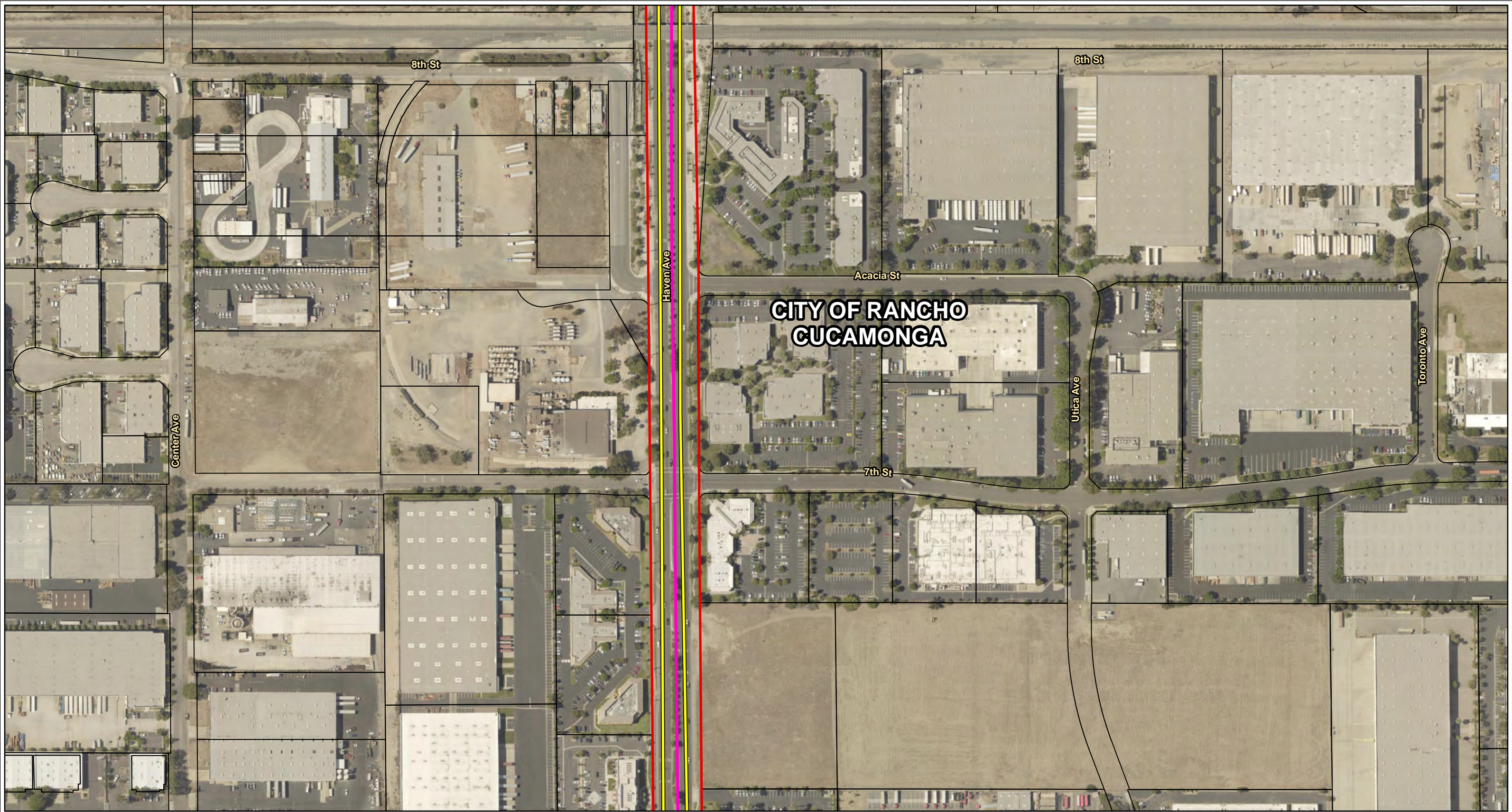
West Valley Connector

Area of Potential Effects (APE) Map



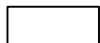









Project Alignment	Proposed BRT Stations	 Proposed Temporary Construction Easement	 Proposed Building Acquisition	 Parcel Boundary
 Phase I / Milliken Alignment	 Side and Center Station	 Proposed Full Parcel Acquisition	 Architectural APE	 City Boundary
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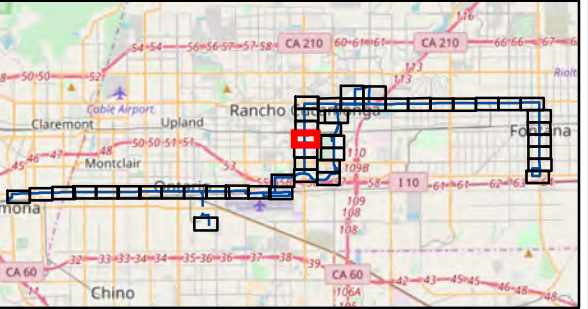
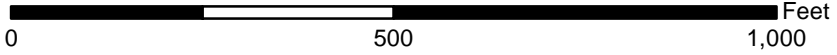


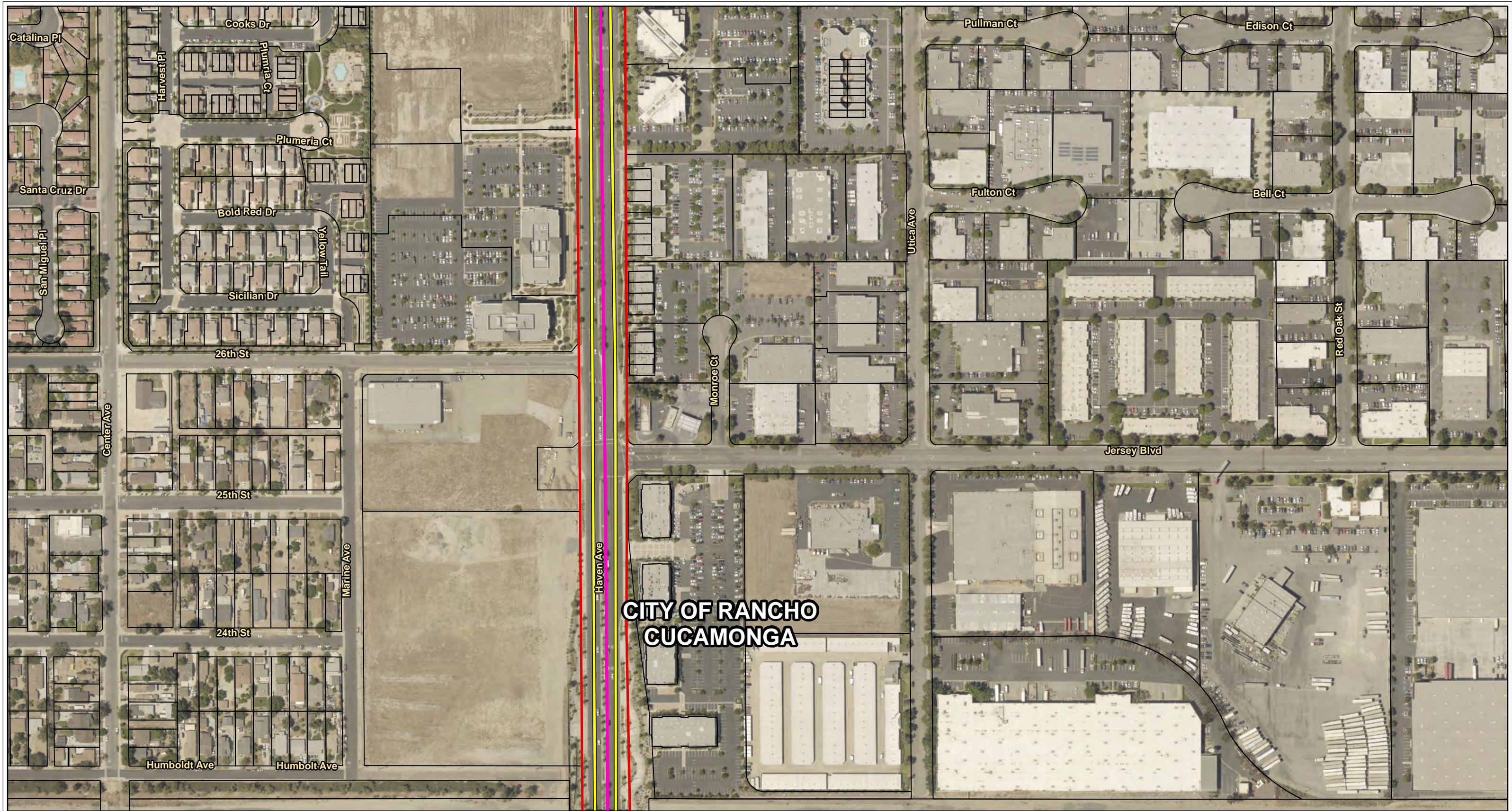




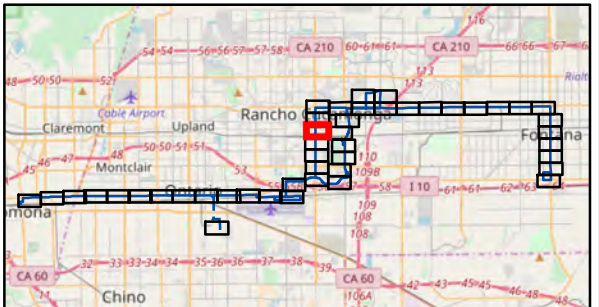
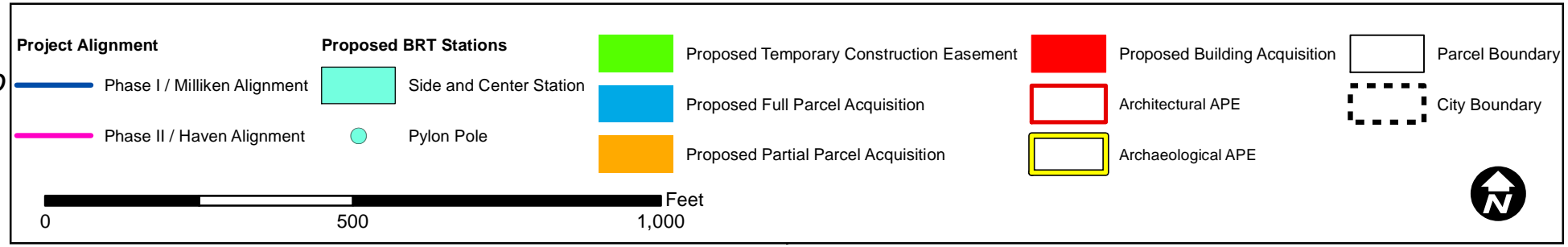
West Valley Connector Area of Potential Effects (APE) Map

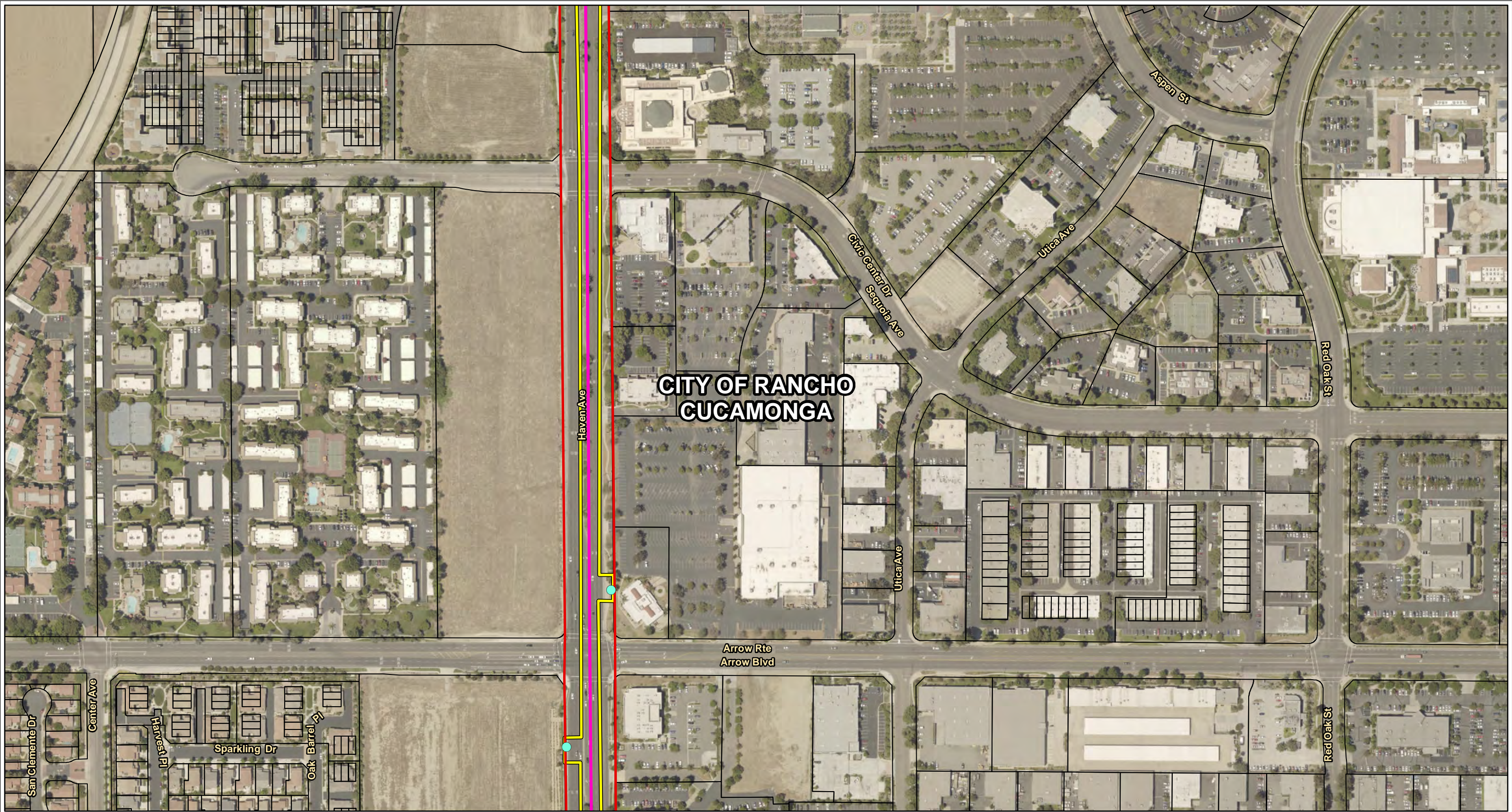
Project Alignment		Proposed BRT Stations		 Proposed Temporary Construction Easement	 Proposed Building Acquisition	 Parcel Boundary
 Phase I / Milliken Alignment	 Side and Center Station	 Proposed Full Parcel Acquisition	 Pylon Pole	 Architectural APE	 City Boundary	
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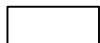












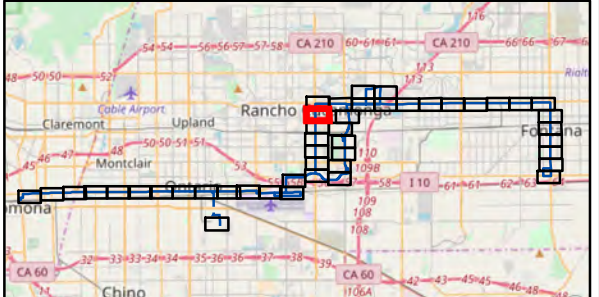
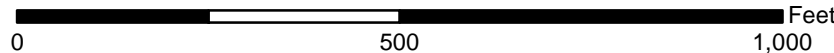
West Valley Connector Area of Potential Effects (APE) Map

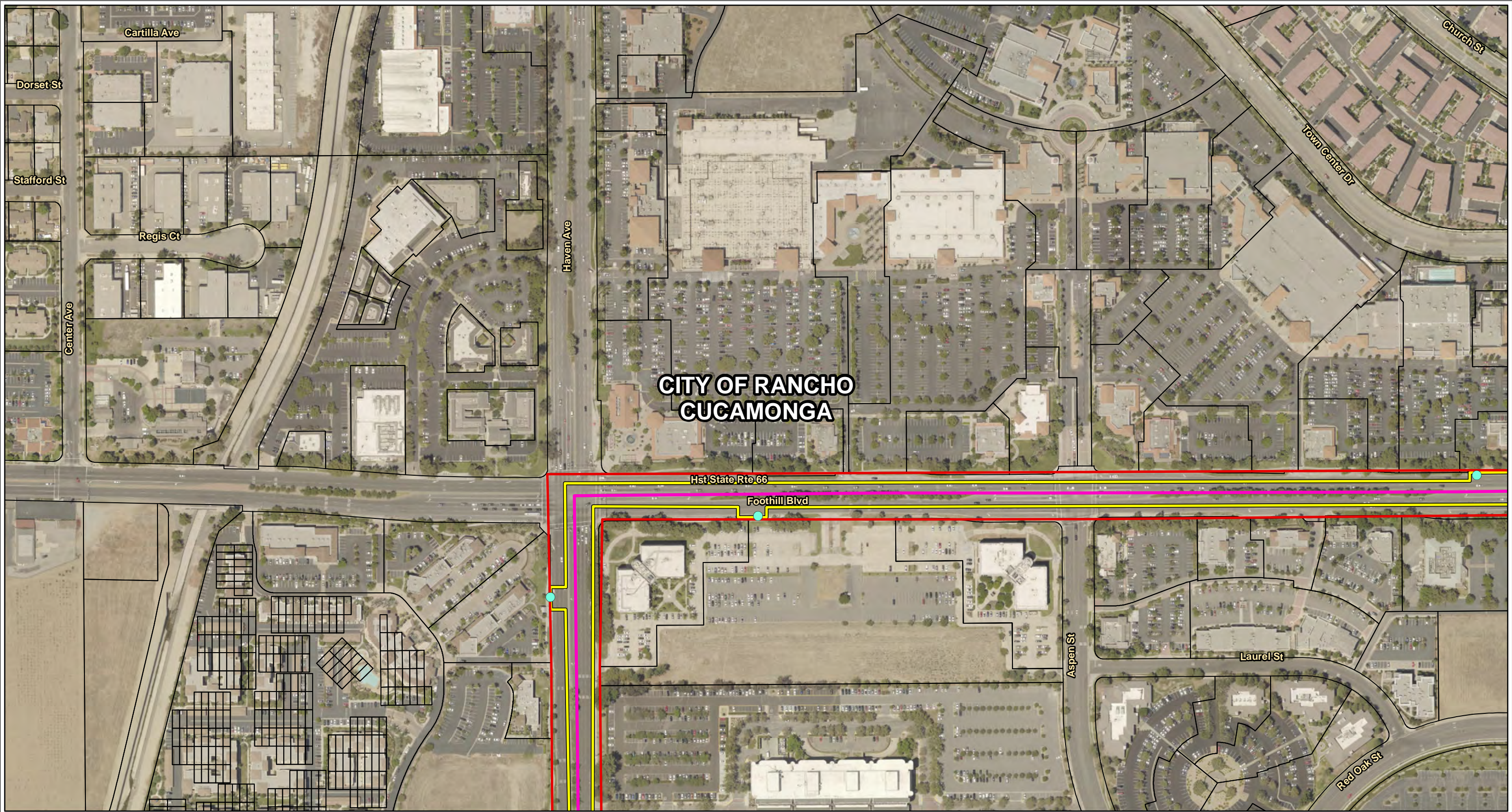




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Project Alignment		Proposed BRT Stations			Proposed Temporary Construction Easement		Proposed Building Acquisition		Parcel Boundary
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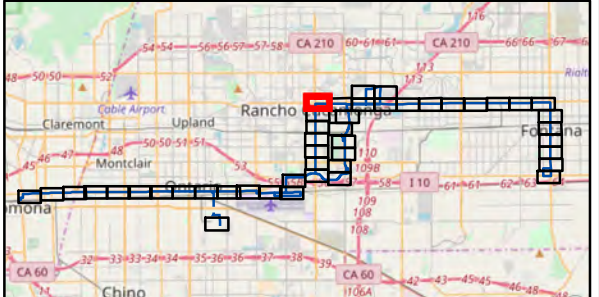


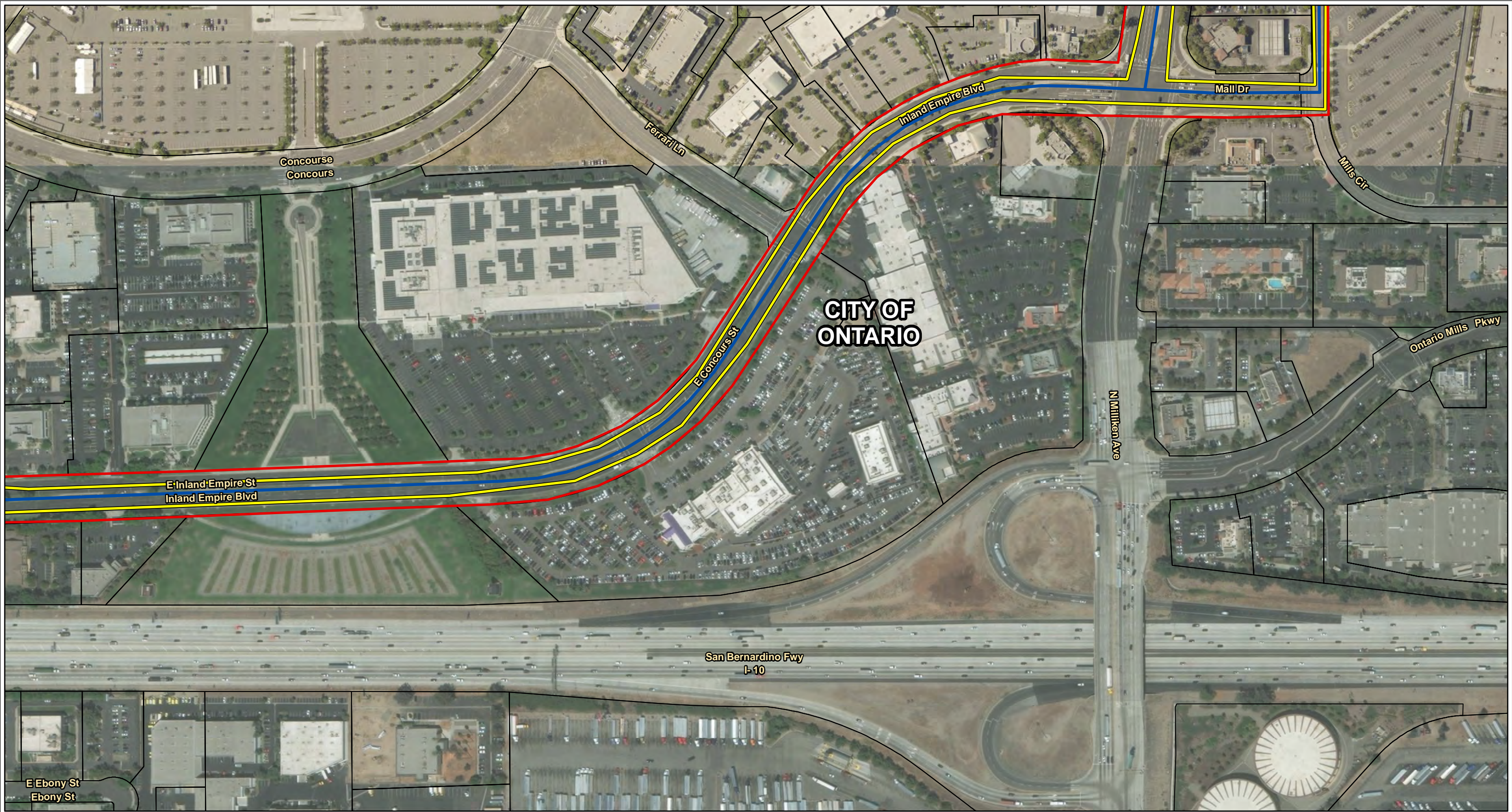


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Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
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0 500 1,000 Feet



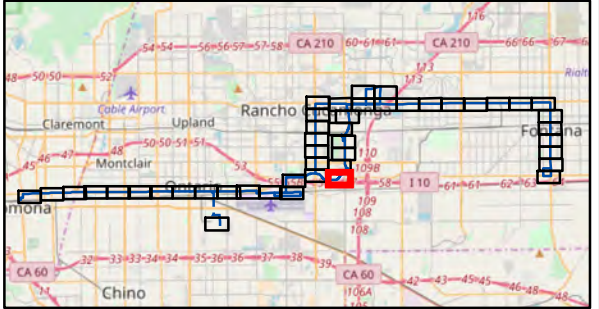


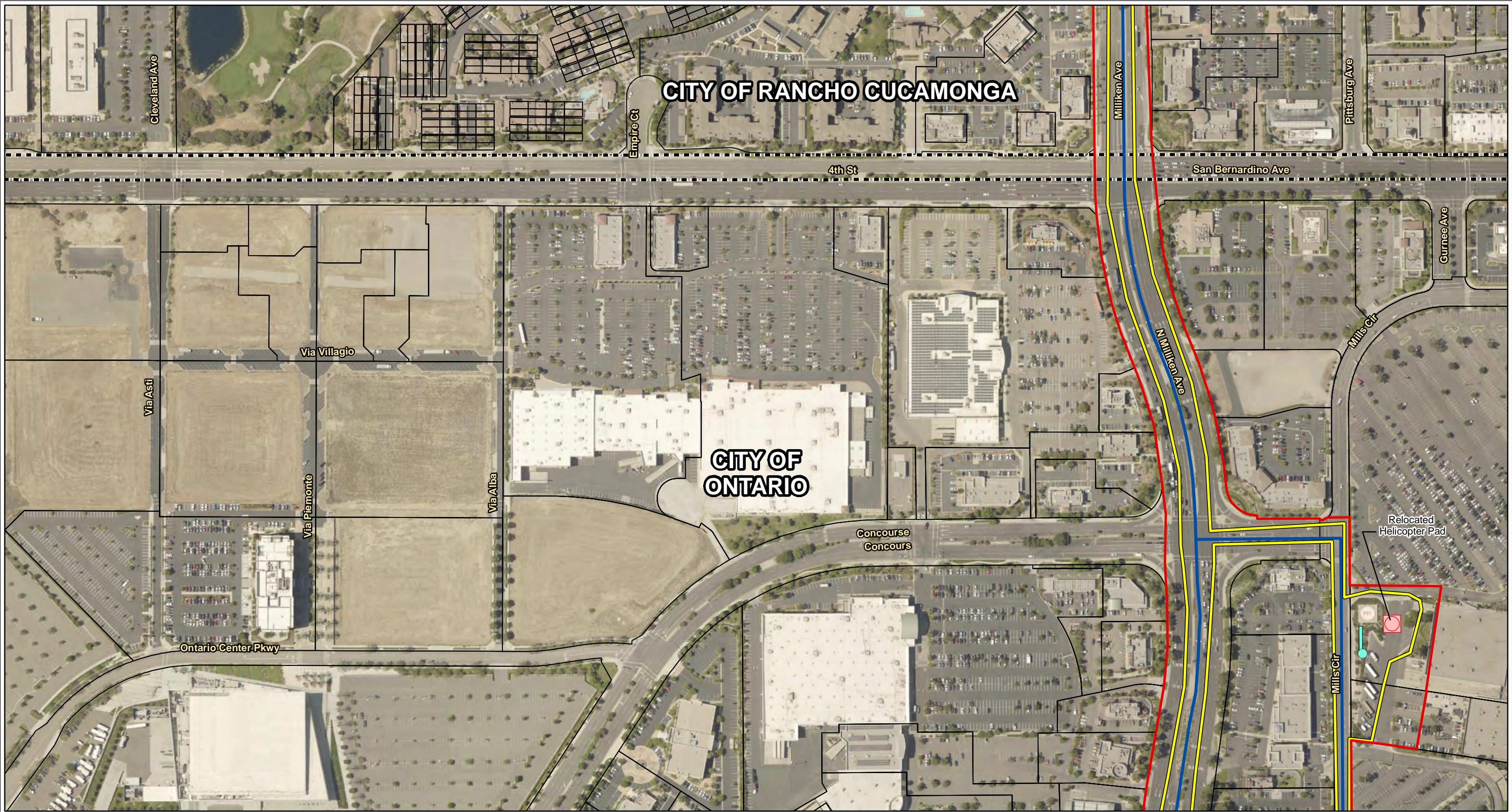
West Valley Connector

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0 520 1,040 Feet



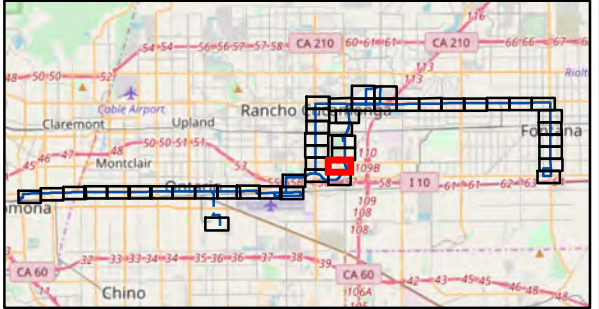


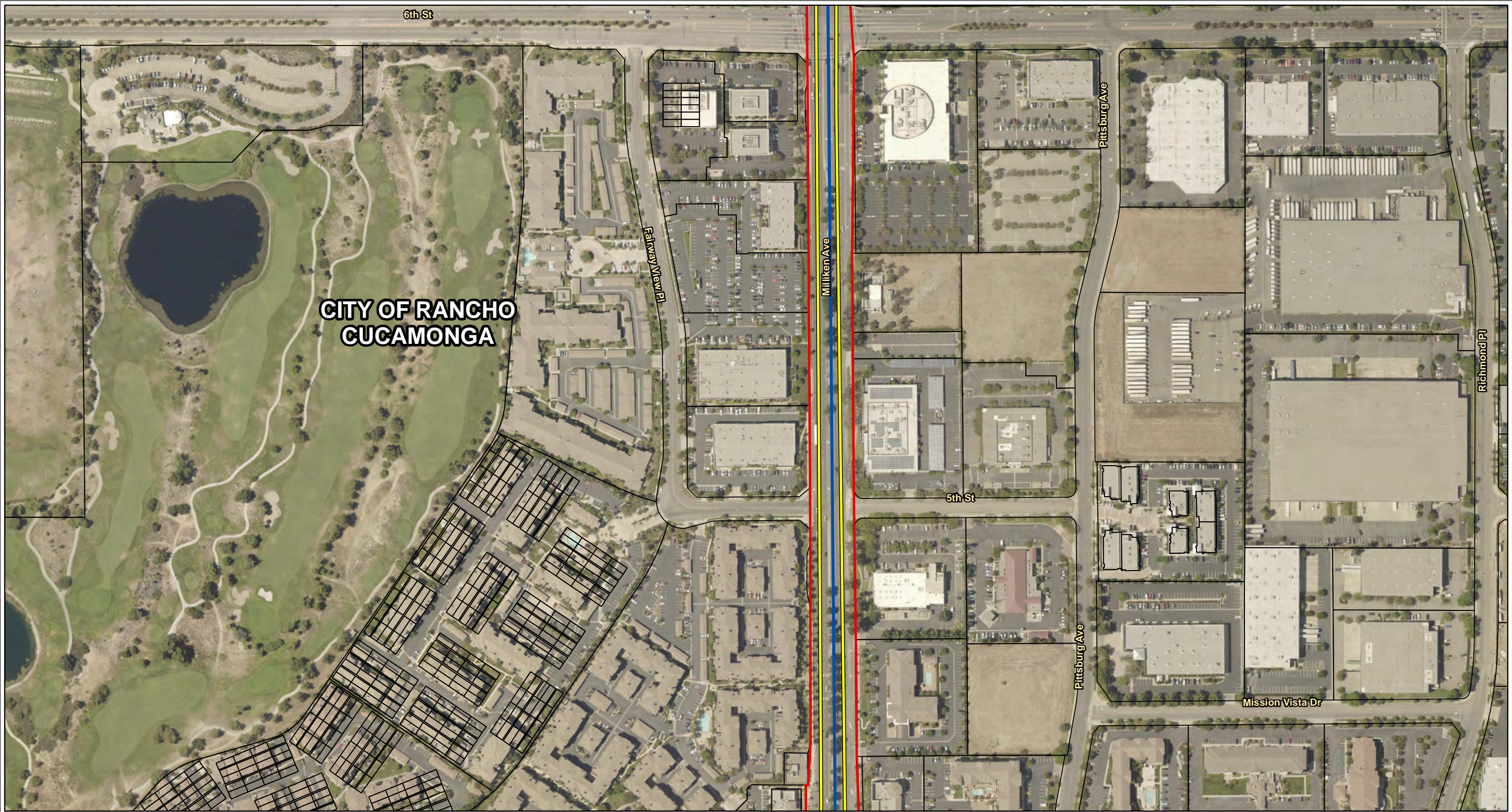
West Valley Connector

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0 500 1,000 Feet



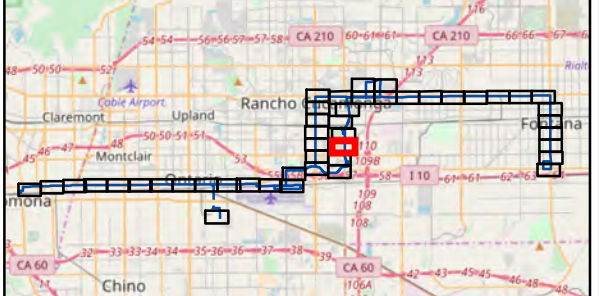


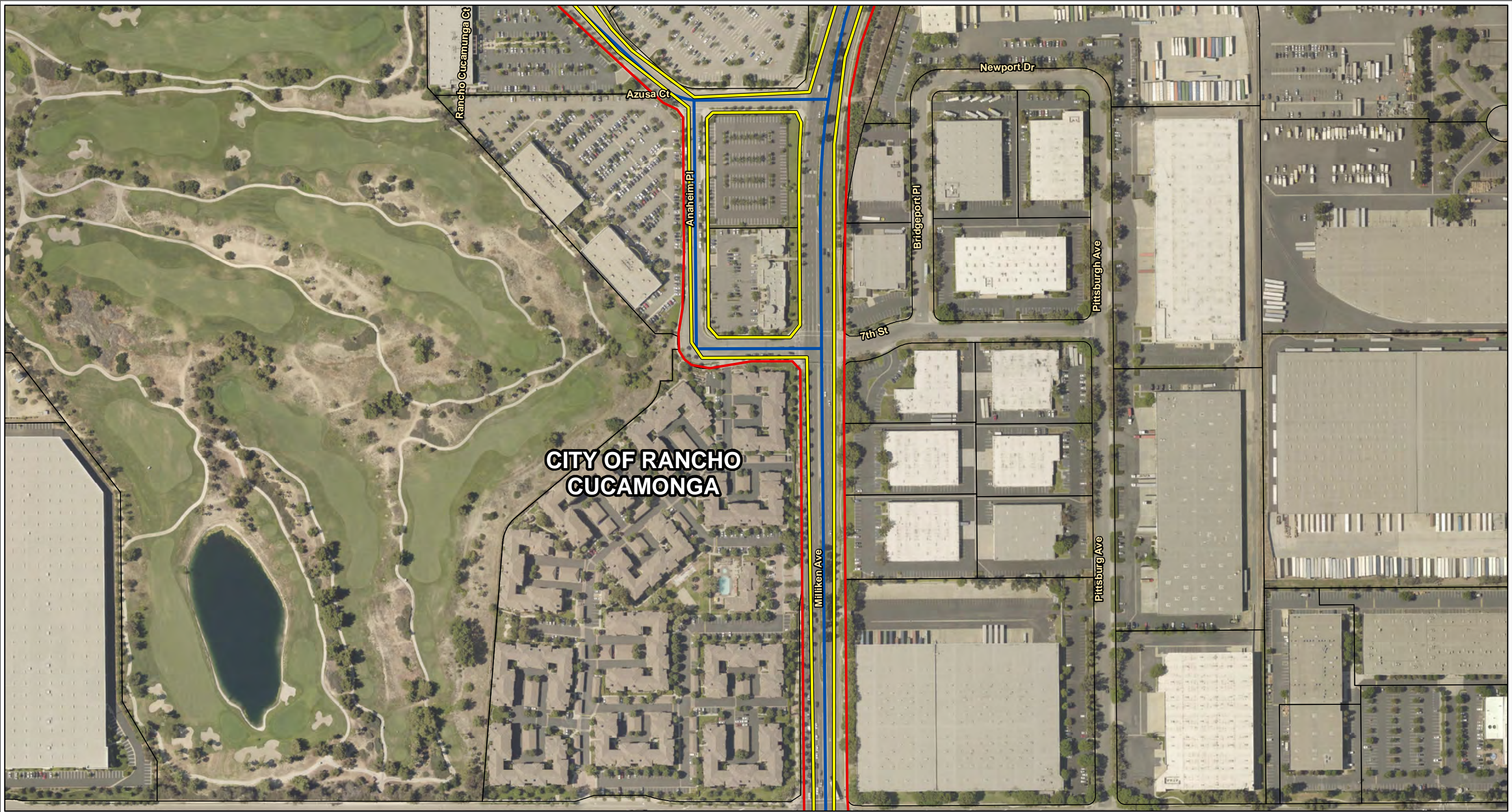
West Valley Connector

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0 500 1,000 Feet

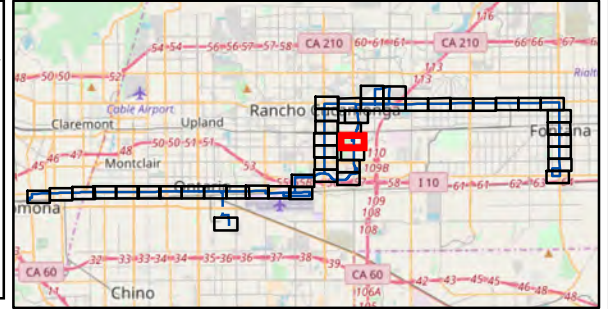


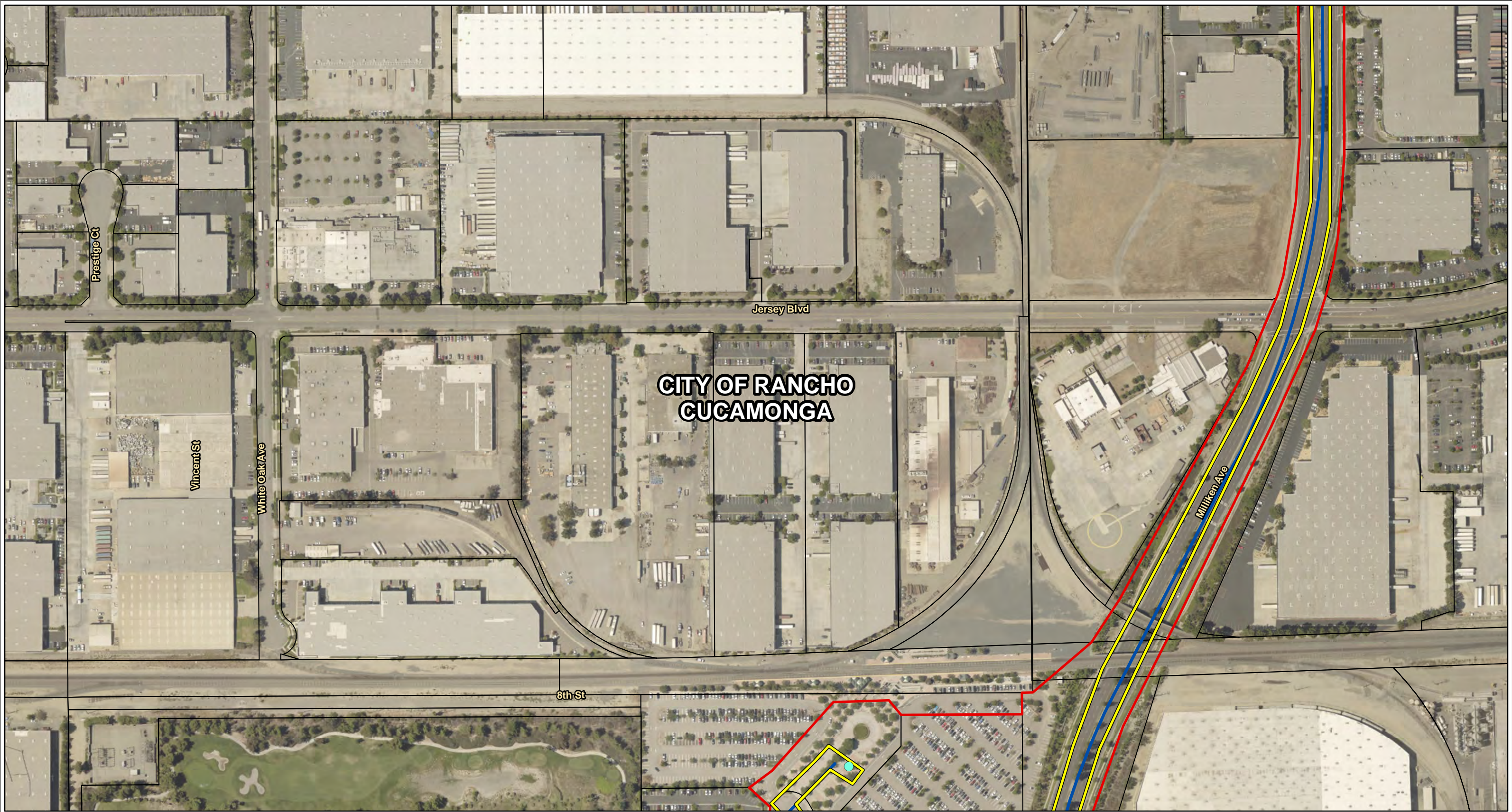


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0 500 1,000 Feet



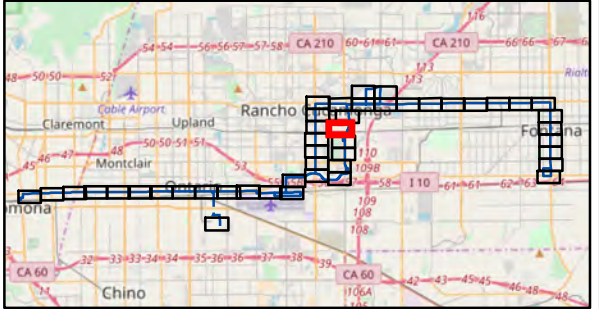


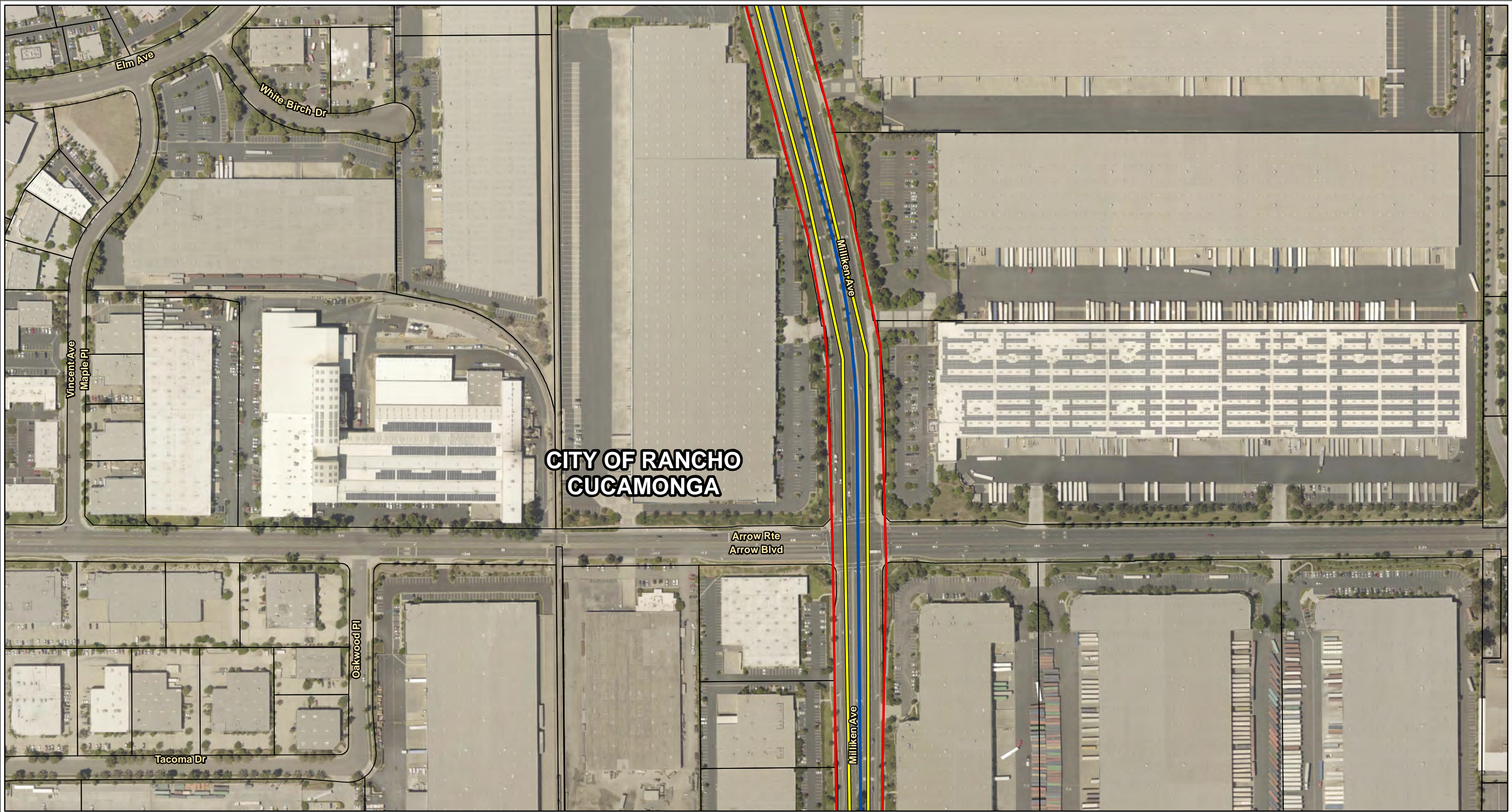
West Valley Connector

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0 500 1,000 Feet



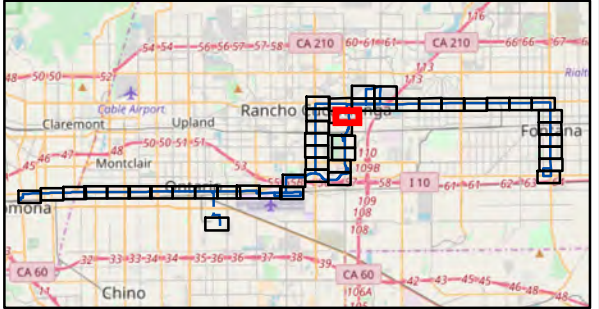


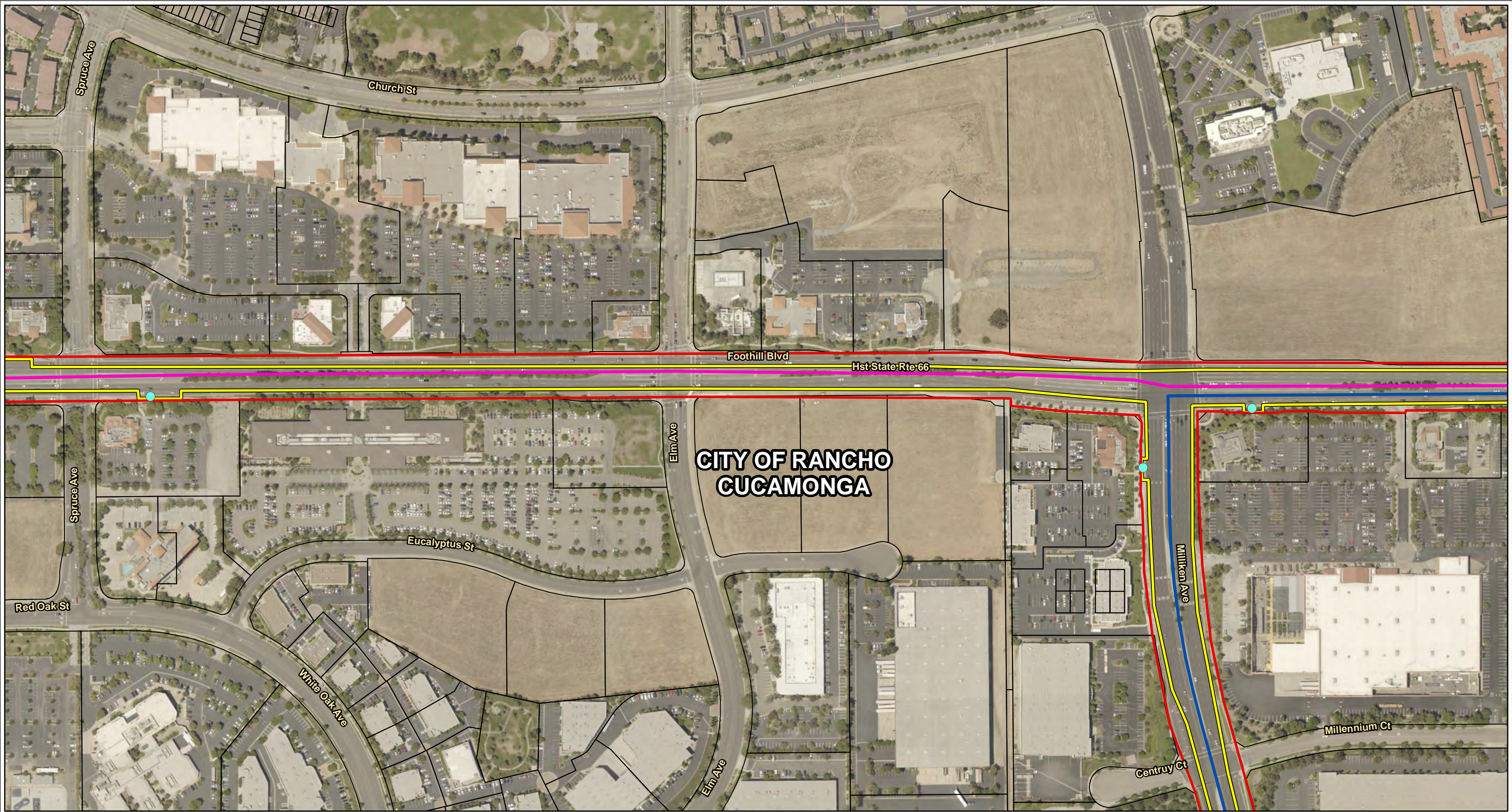
West Valley Connector

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0 500 1,000 Feet



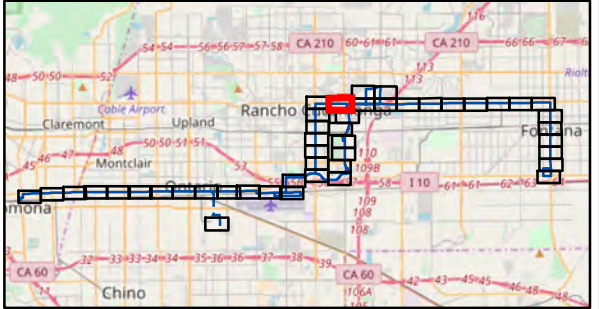


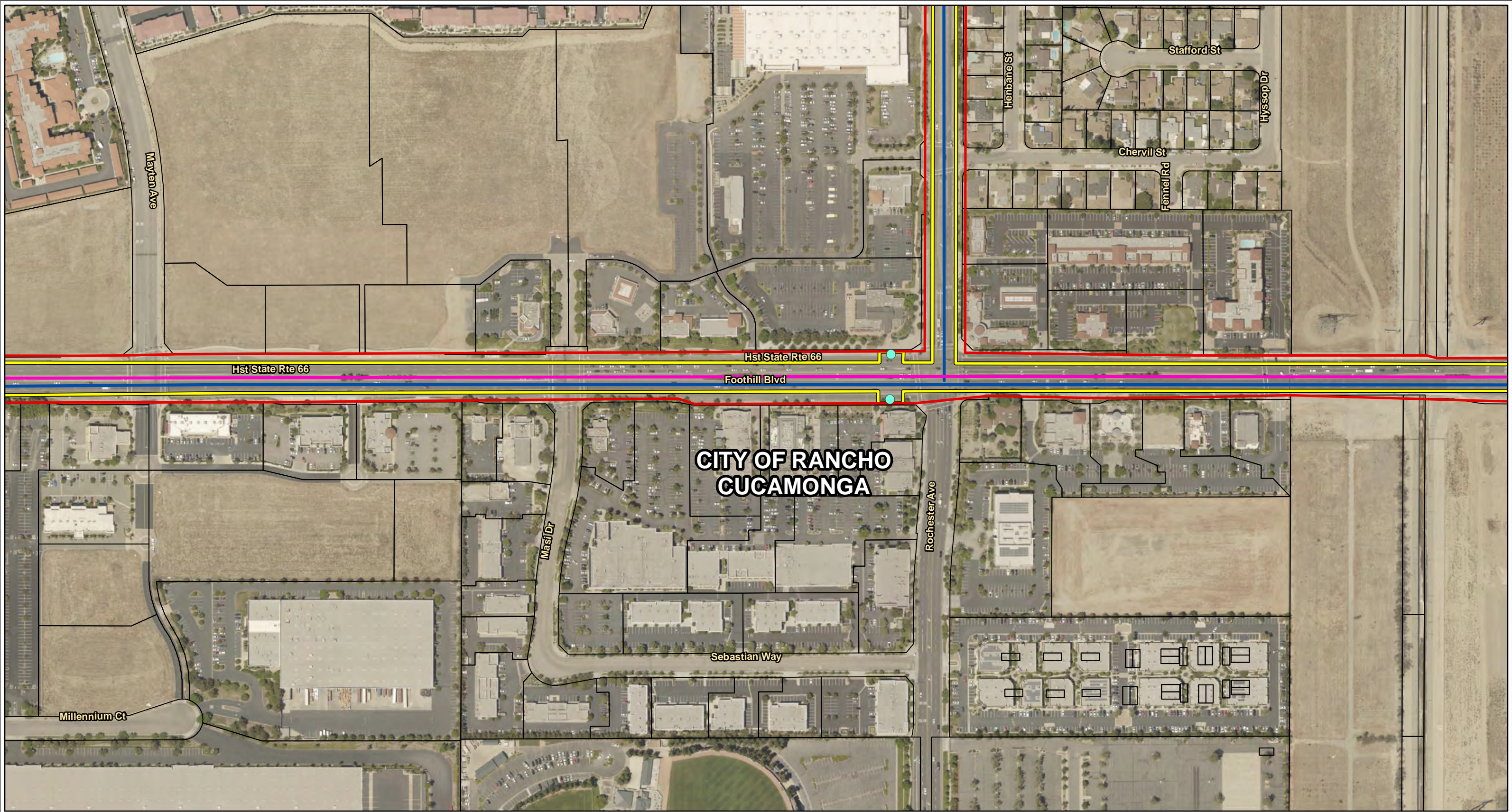
West Valley Connector

Area of Potential Effects (APE) Map

Project Alignment	Proposed BRT Stations	Proposed Temporary Construction Easement	Proposed Building Acquisition	Parcel Boundary
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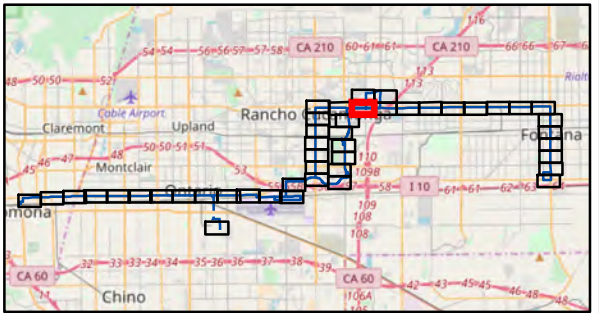


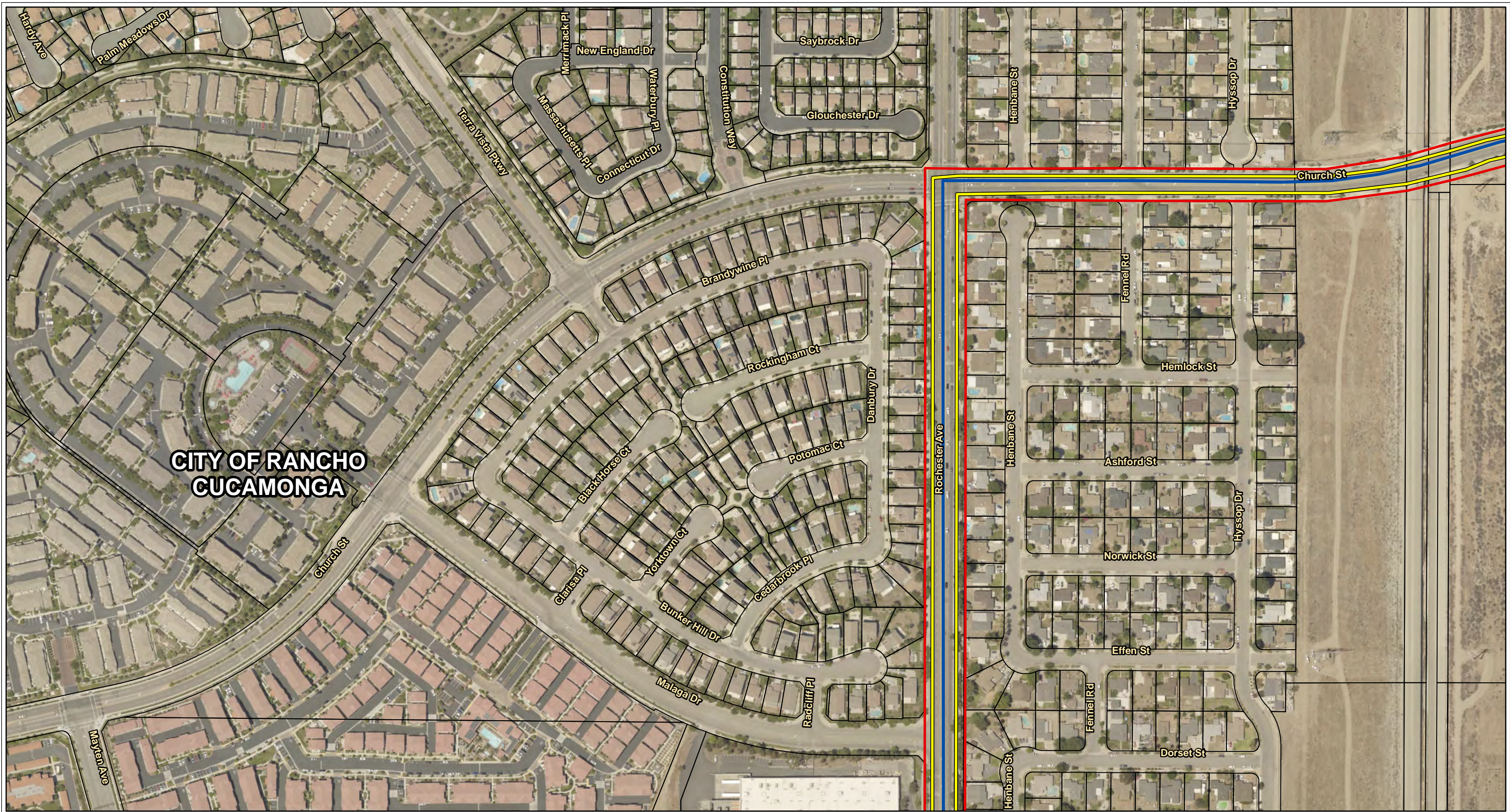
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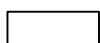

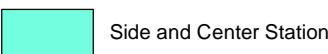









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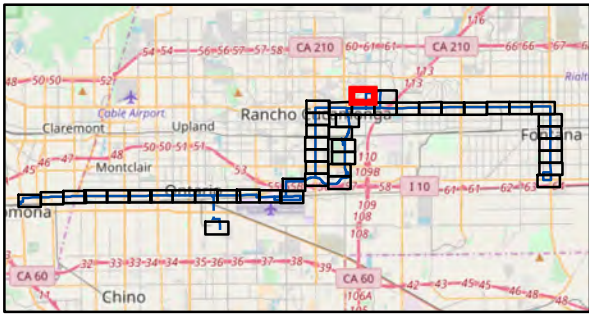
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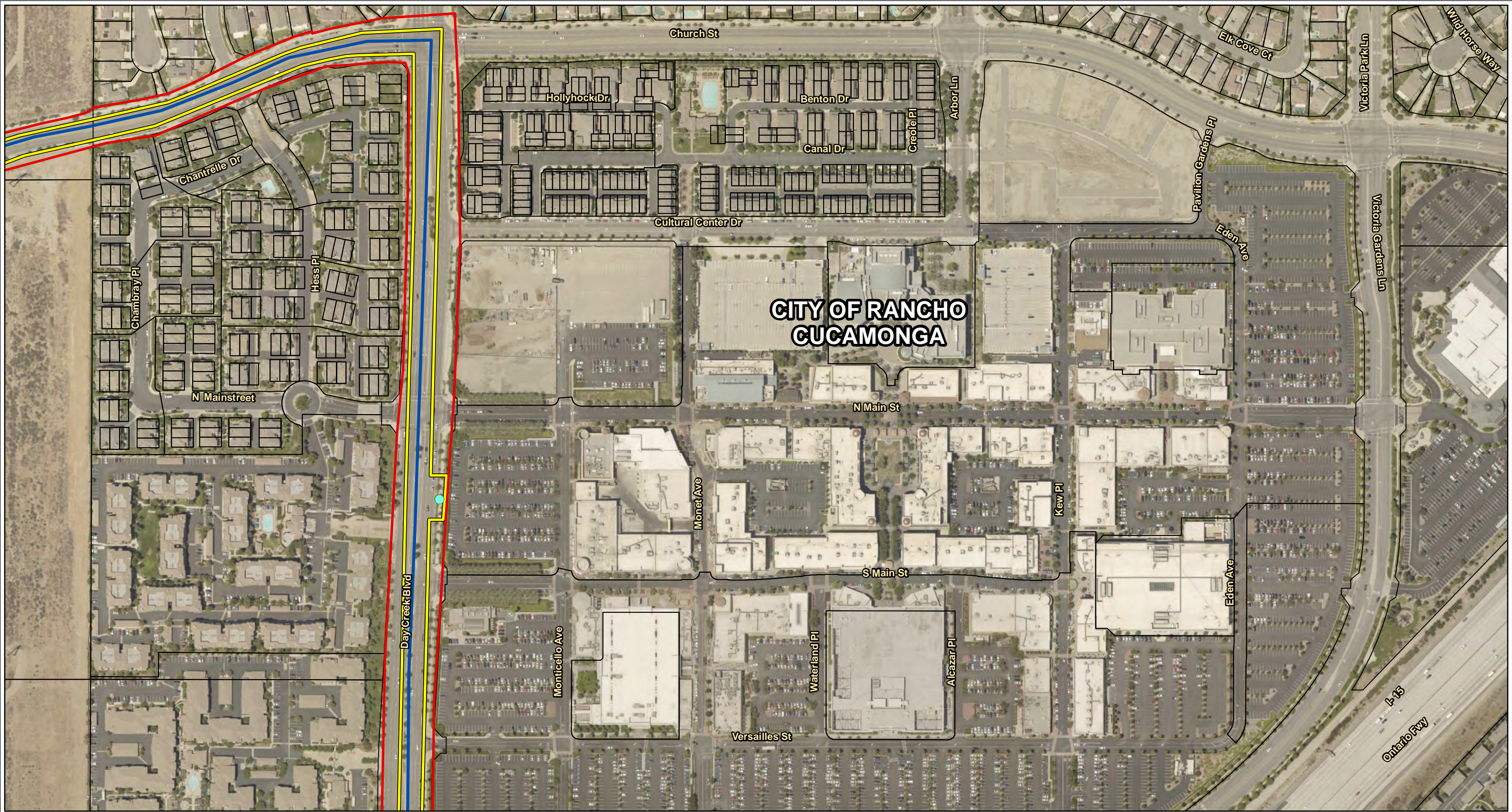
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Source: Parsons
Map Created On: 2/5/2018

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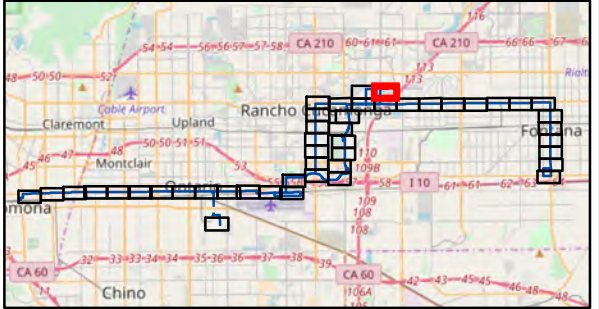



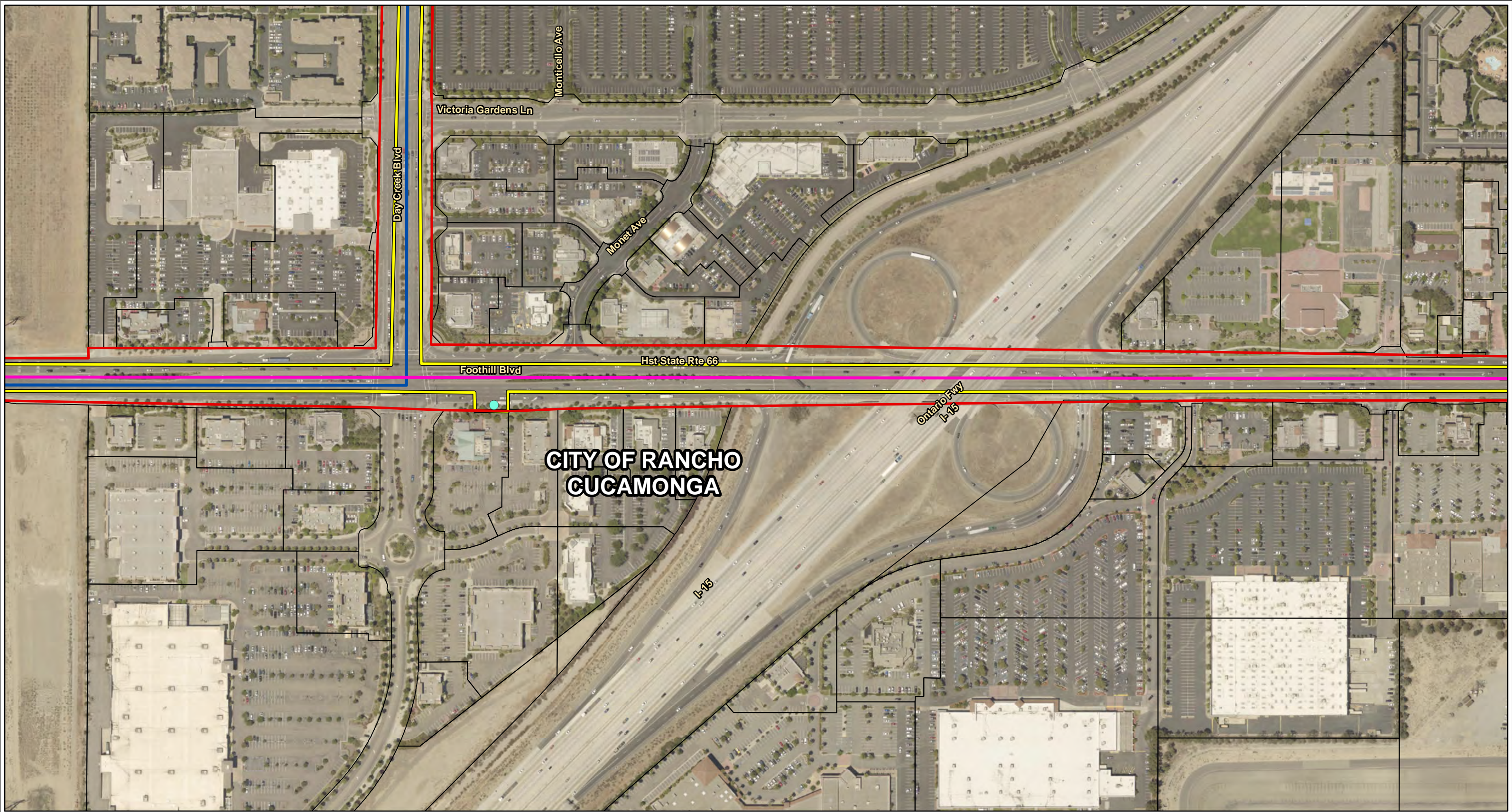


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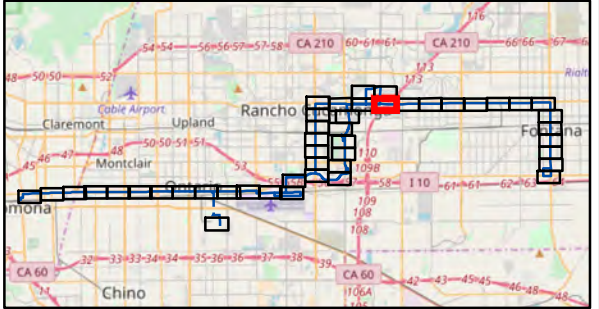


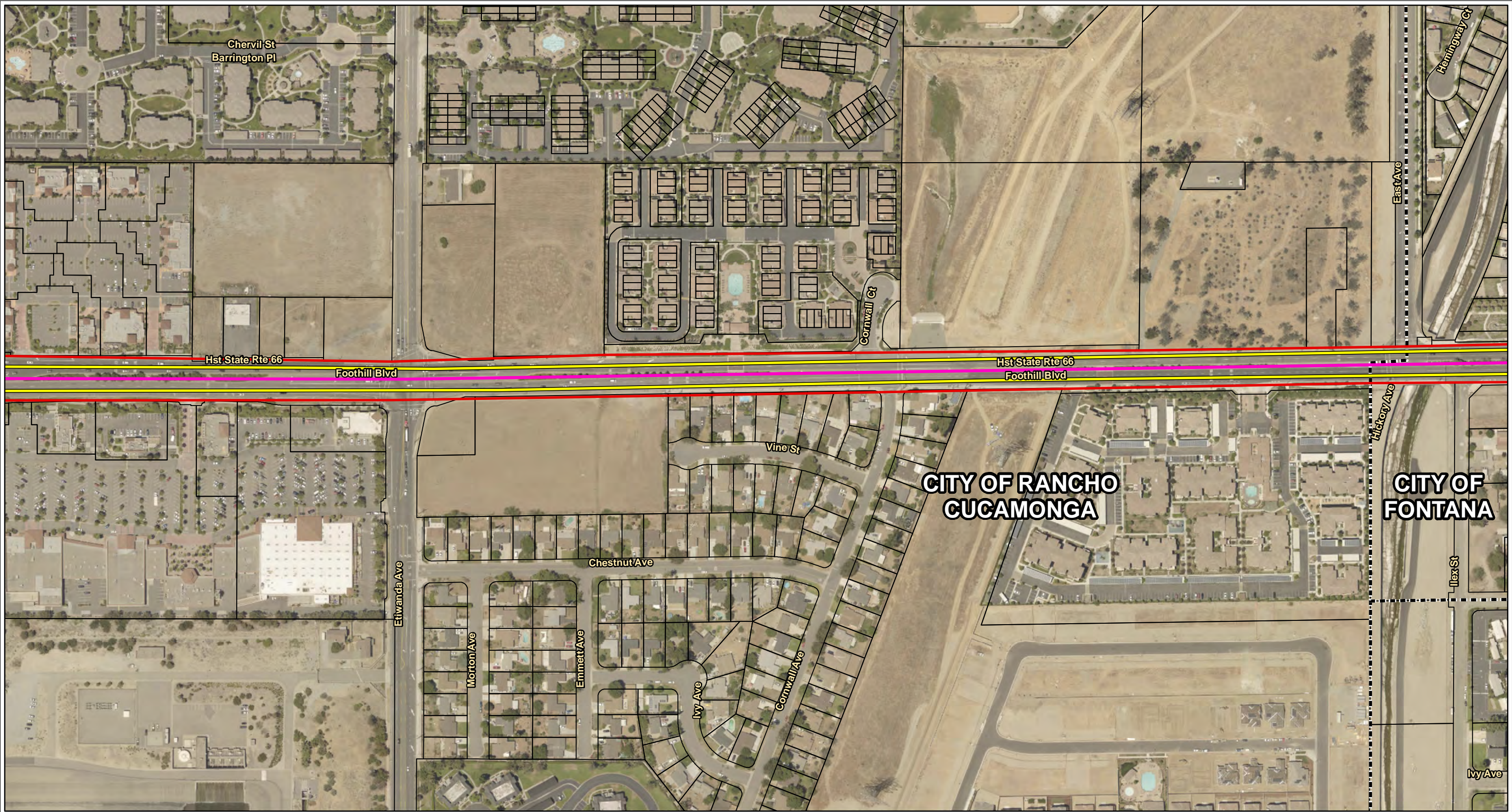


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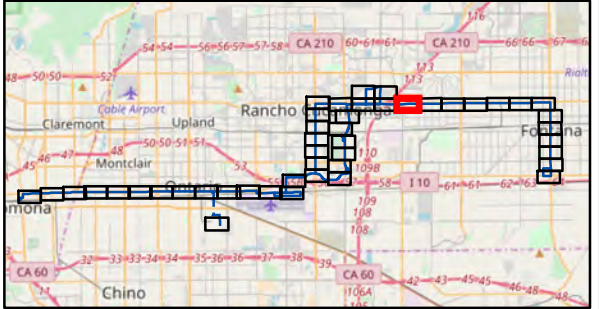


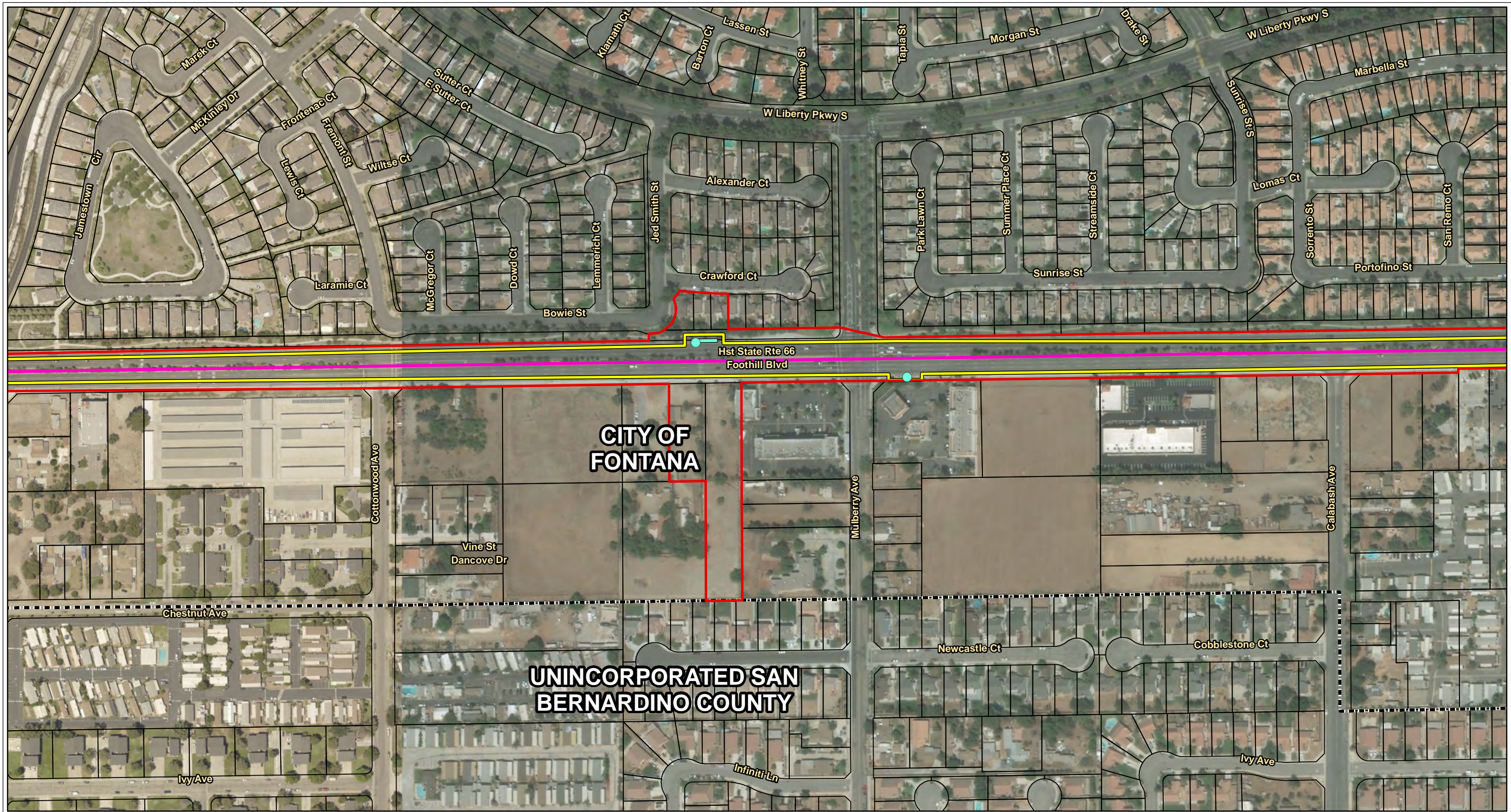


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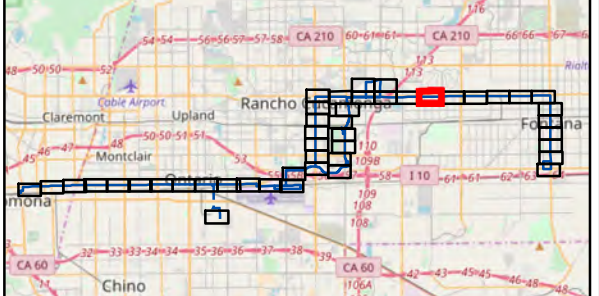


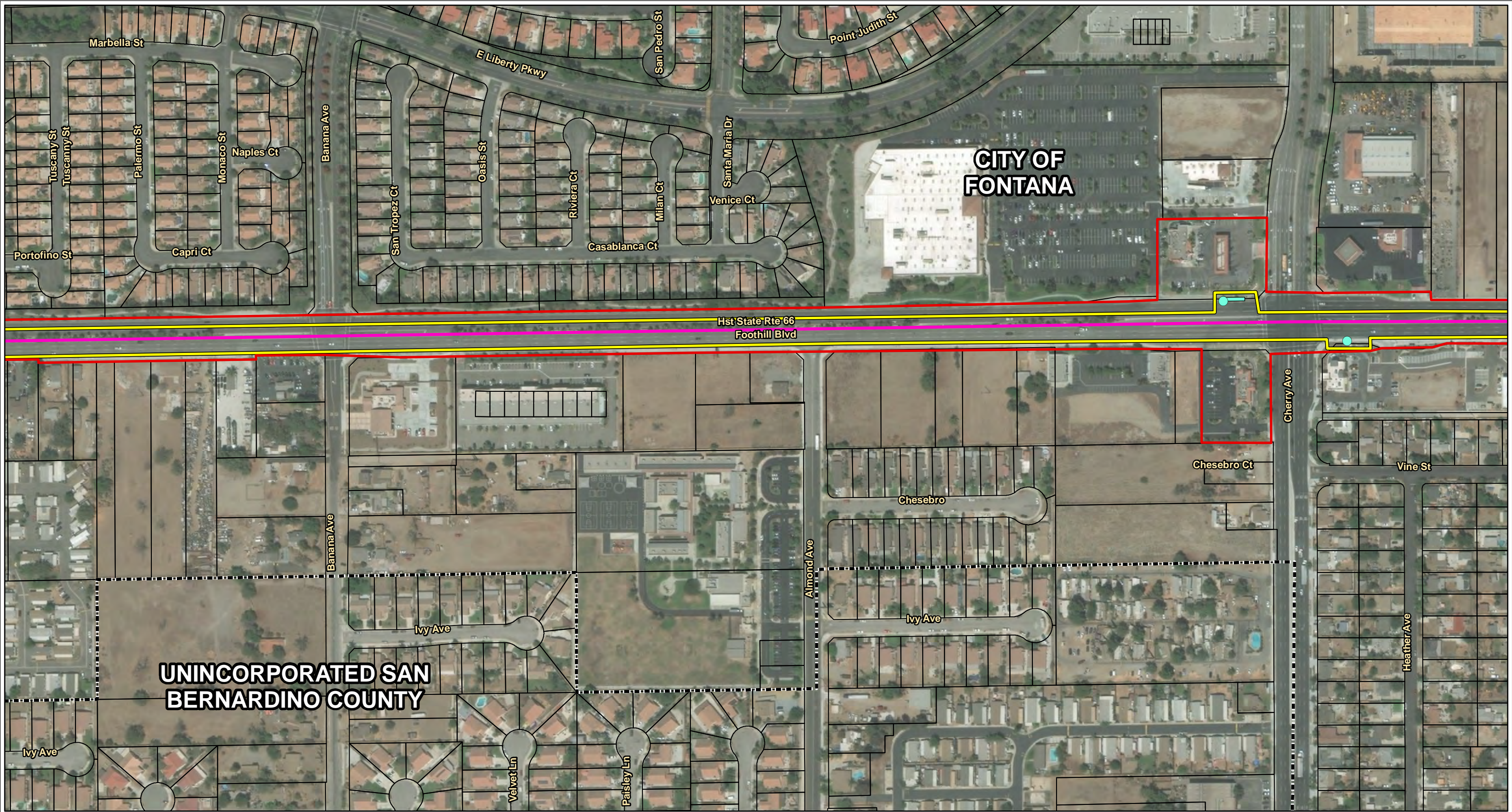
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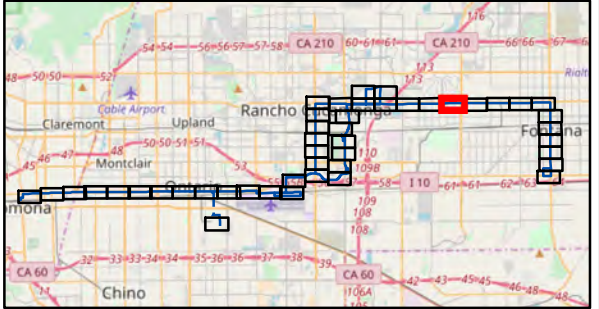
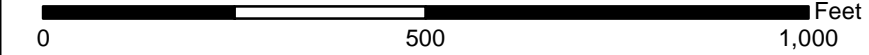
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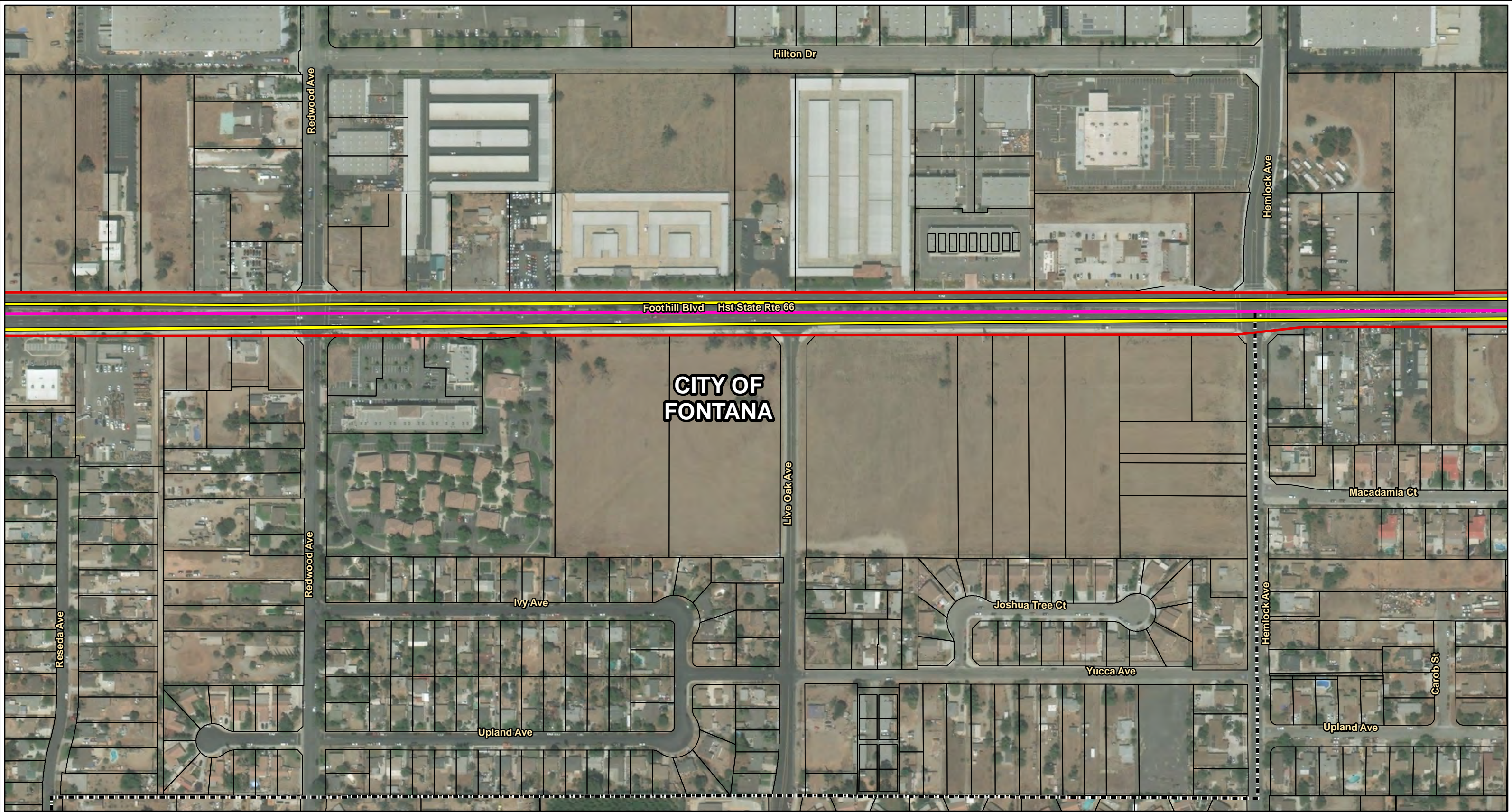




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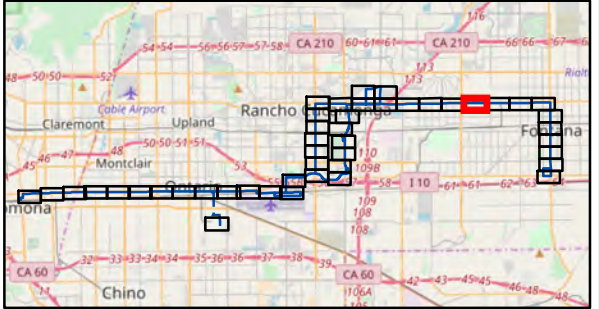


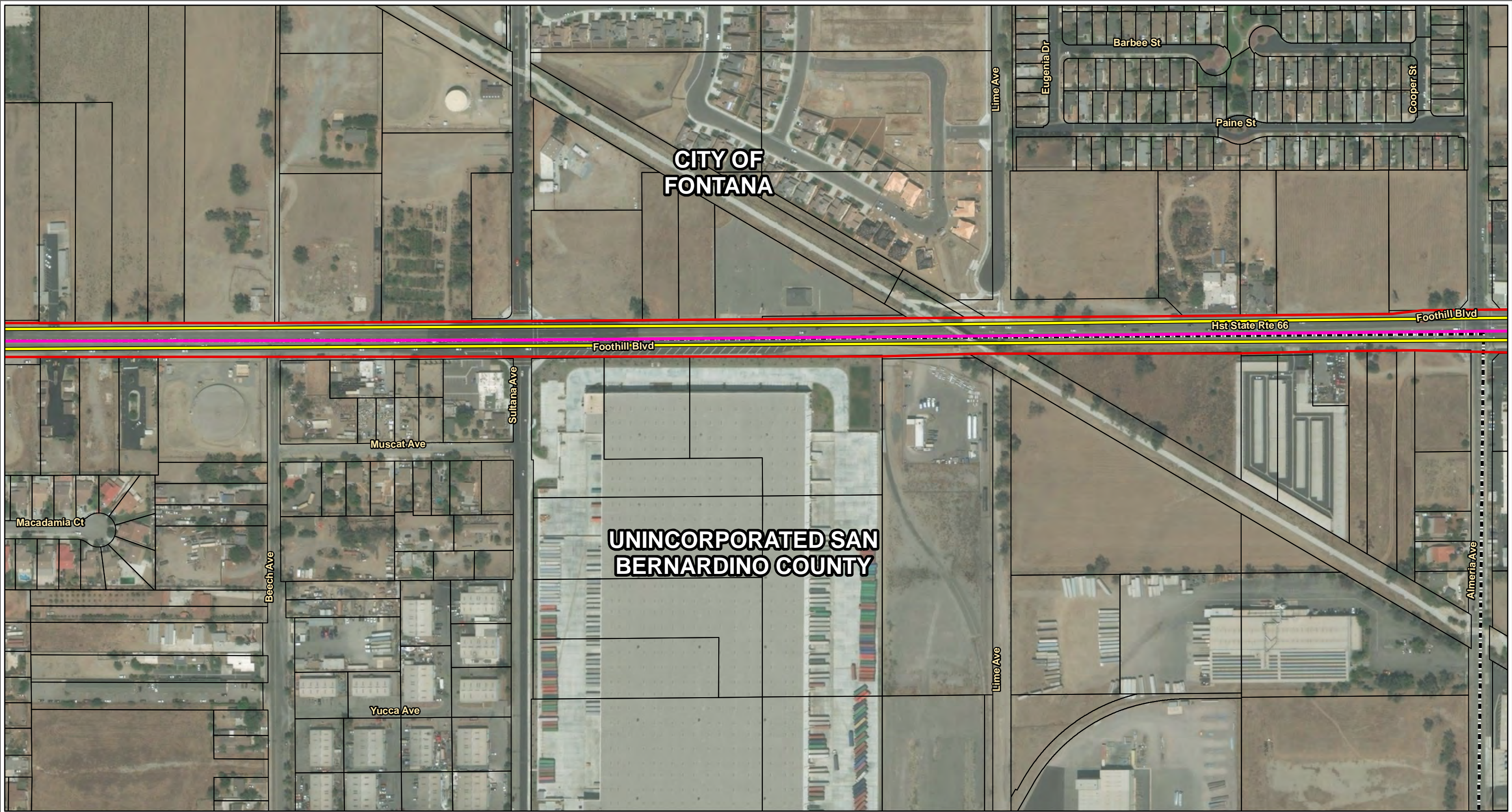
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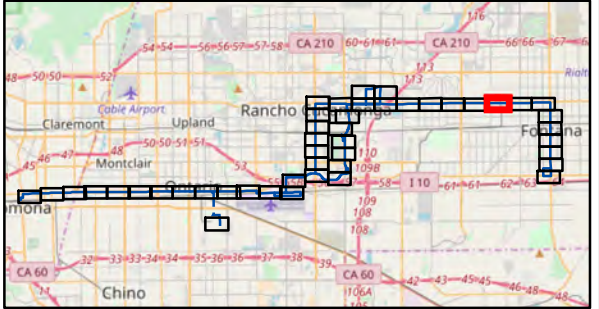


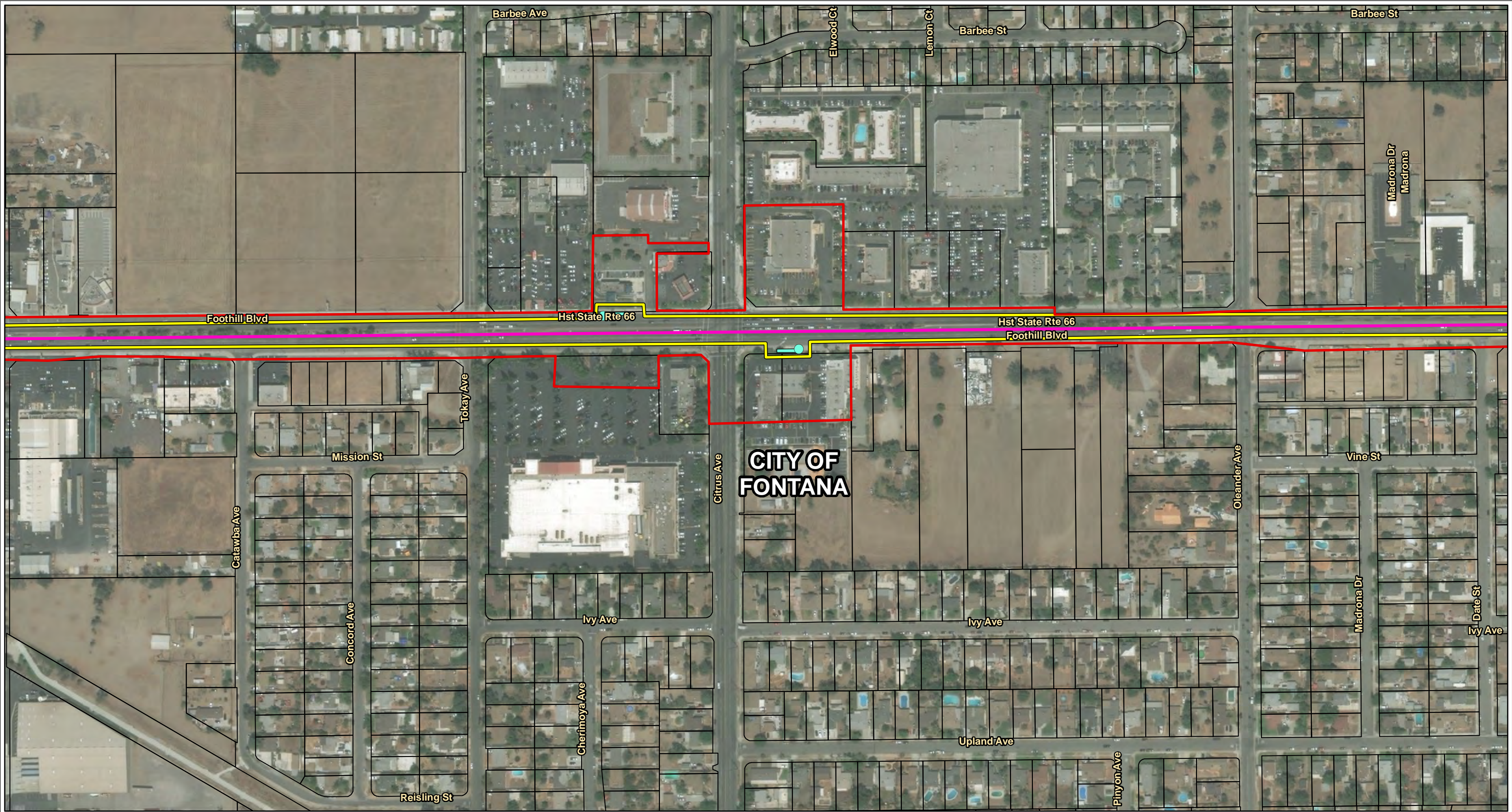
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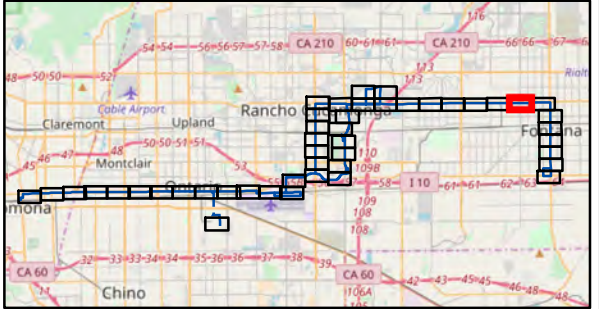


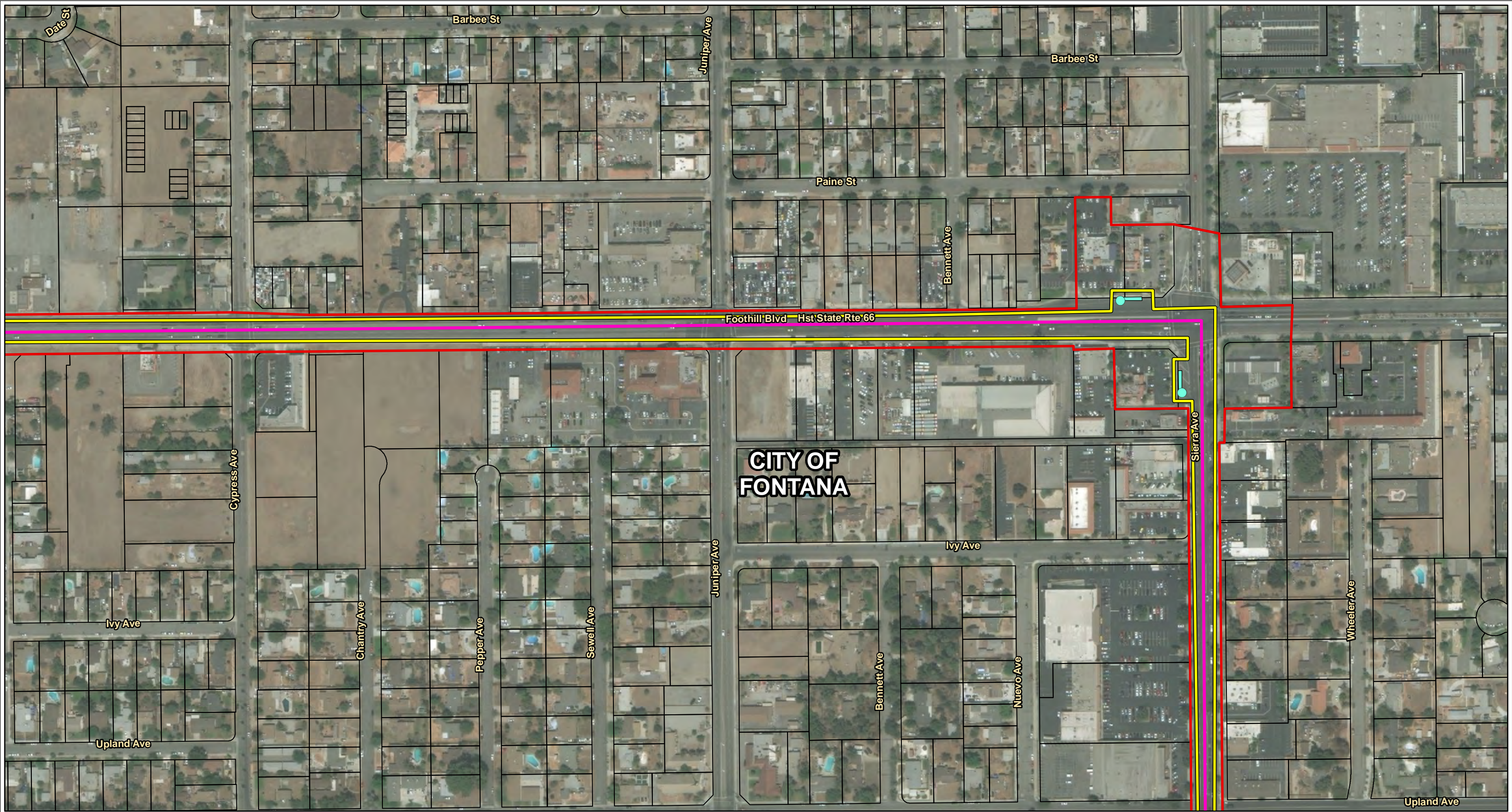
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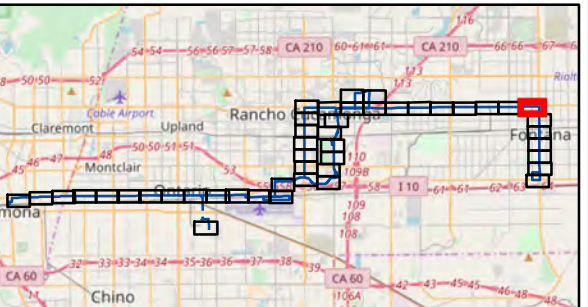


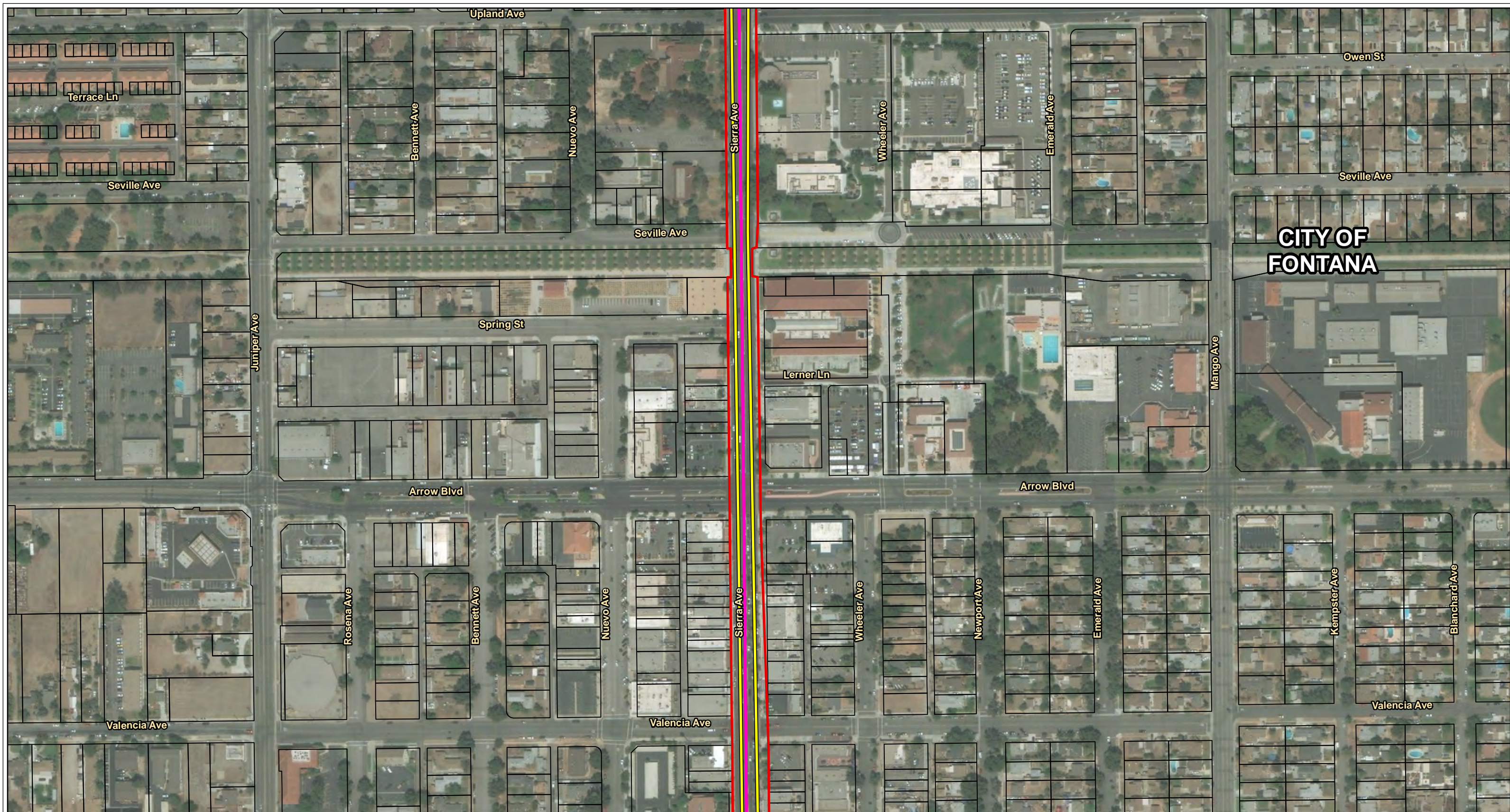
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0 500 1,000 Feet





CITY OF FONTANA

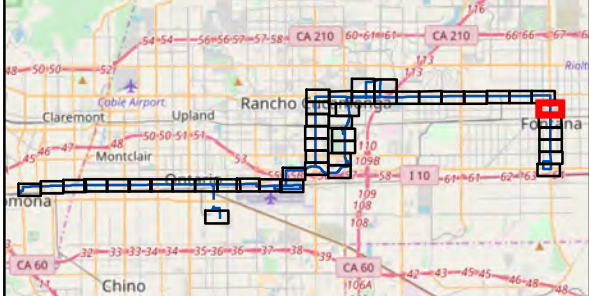
West Valley Connector

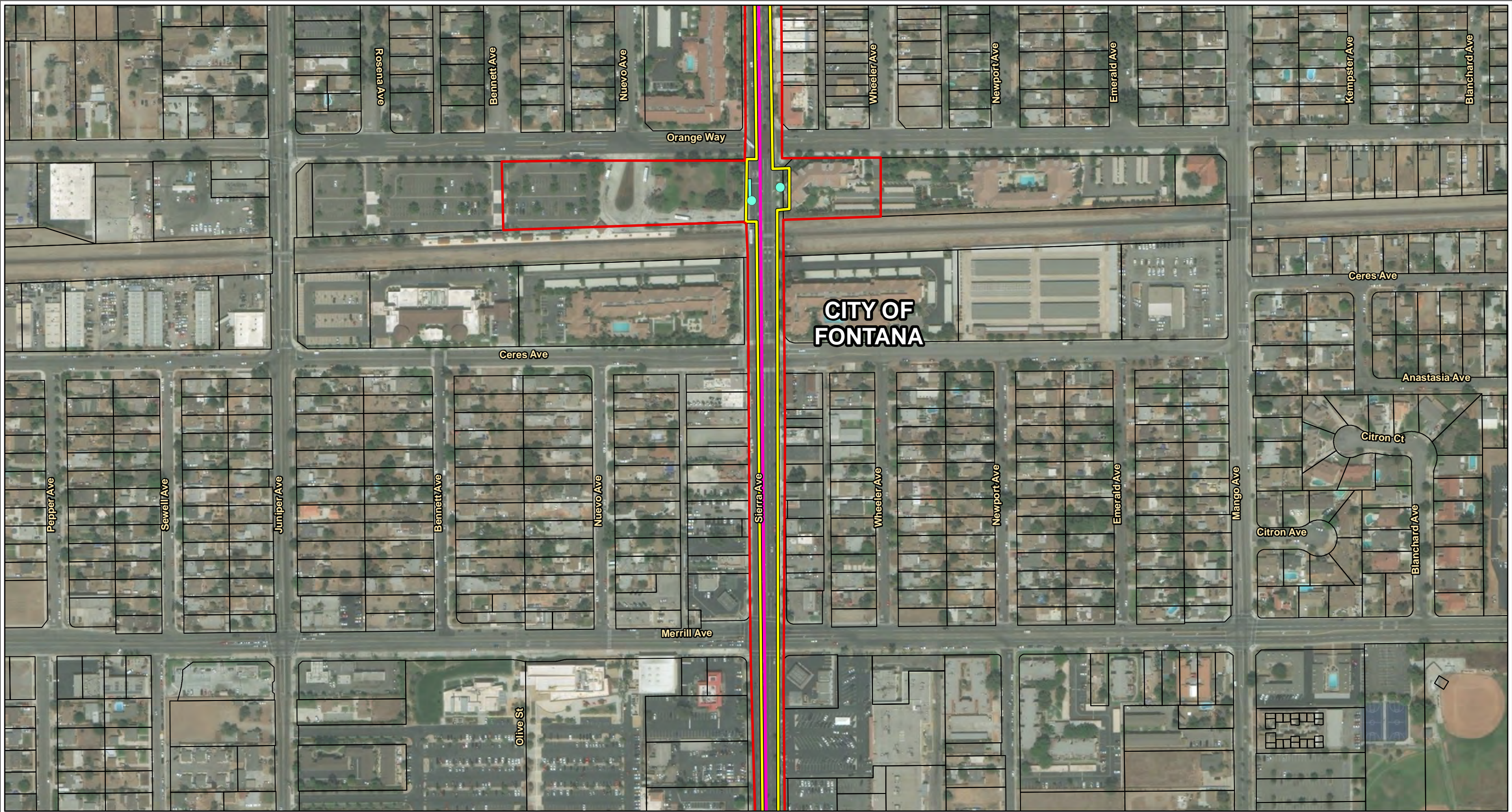
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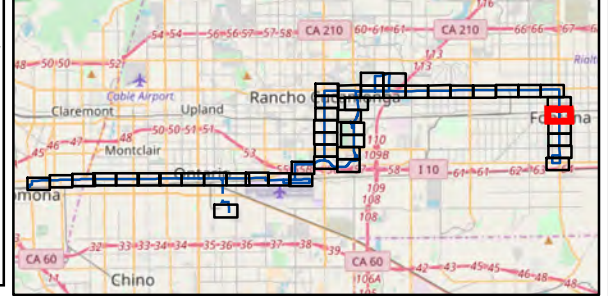


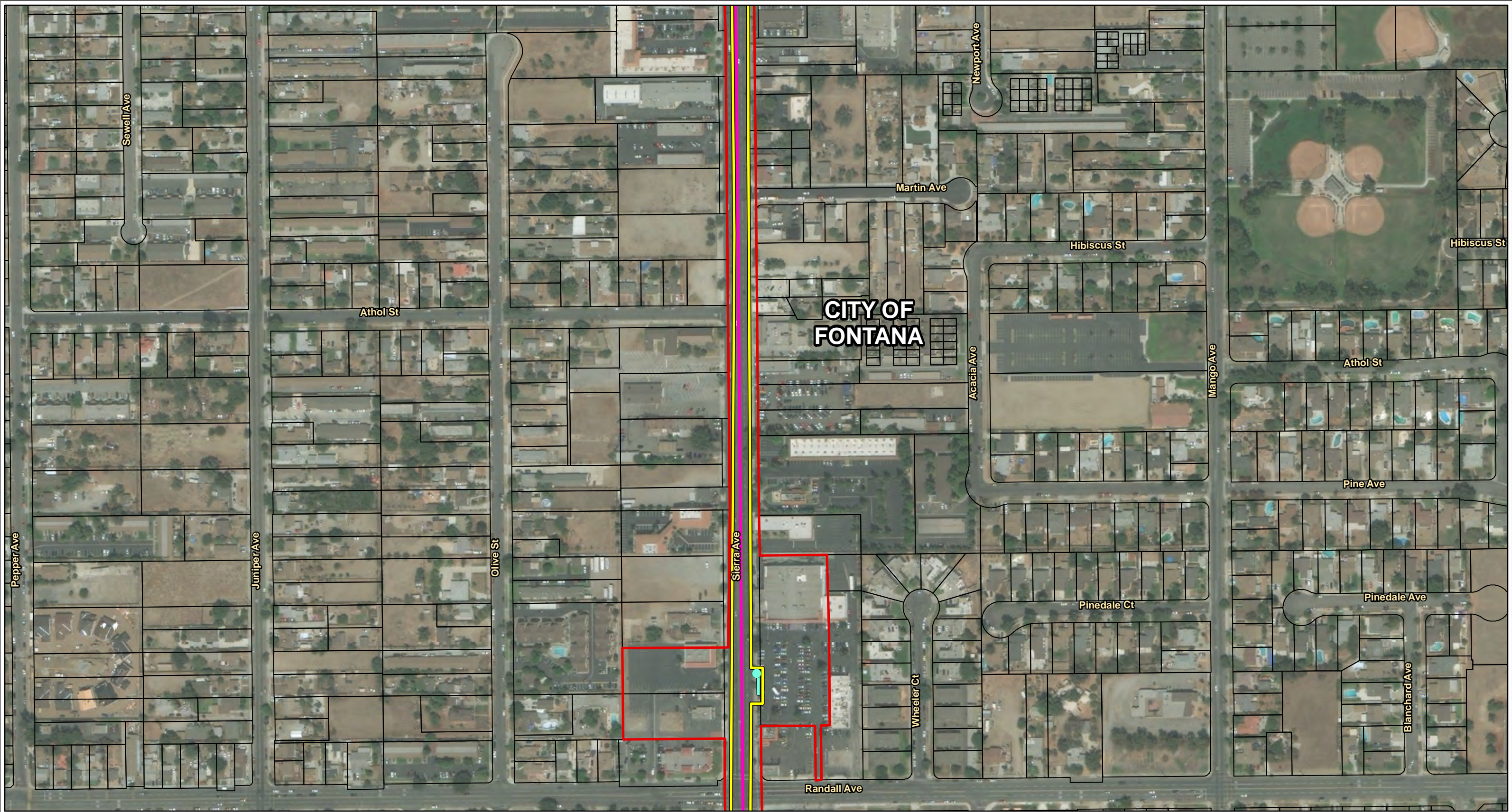


West Valley Connector Area of Potential Effects (APE) Map



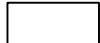









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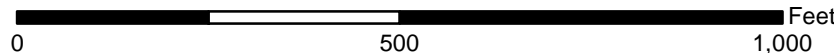
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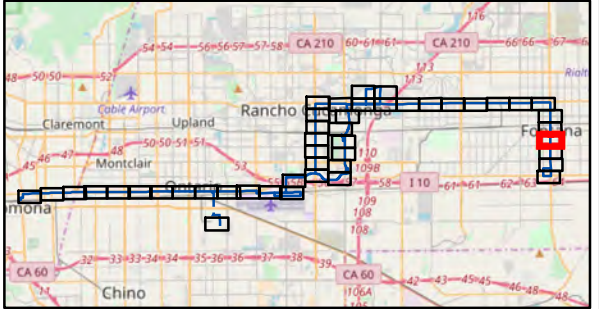


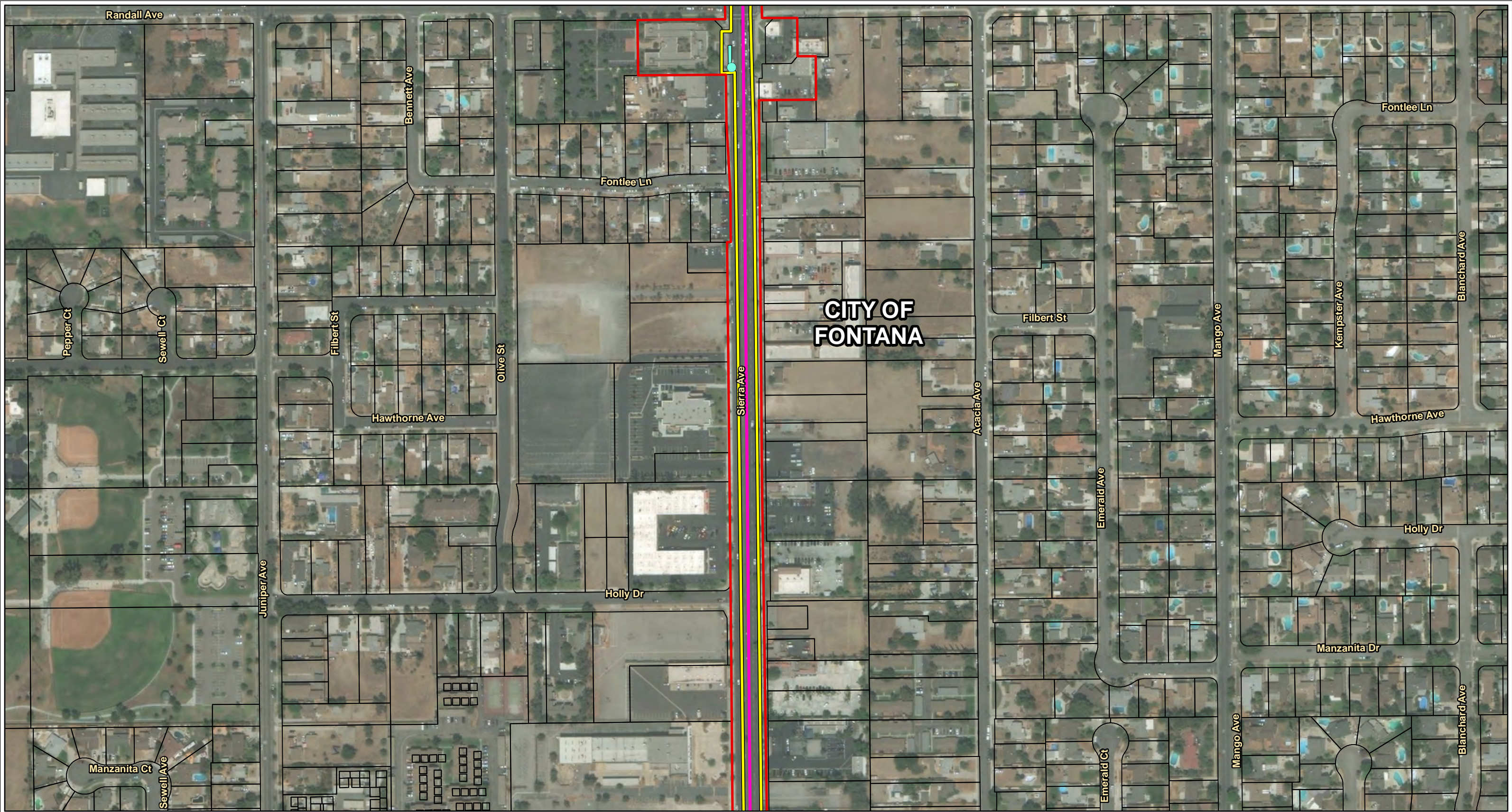
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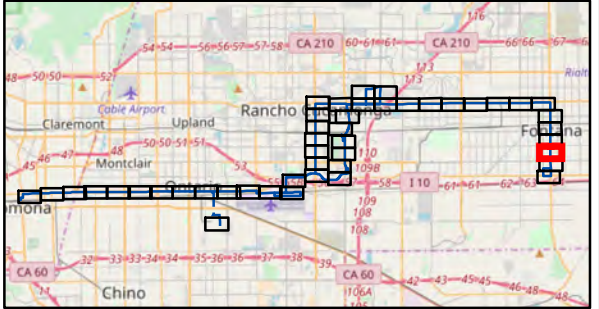


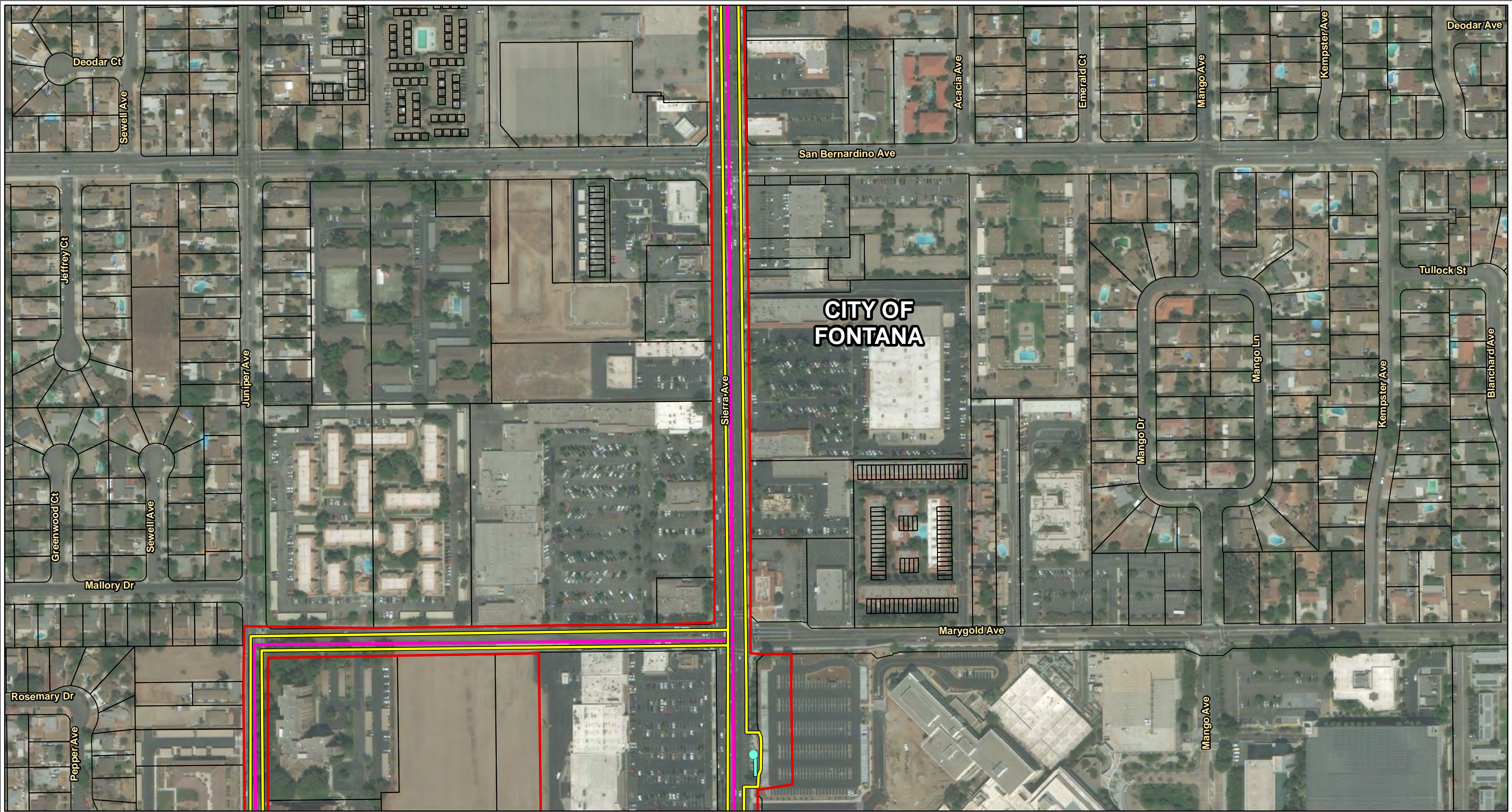


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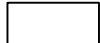

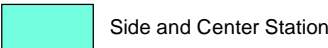








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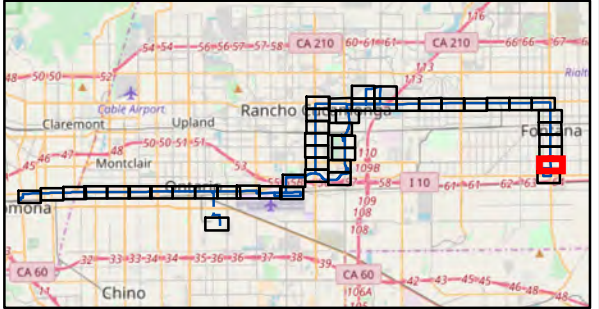
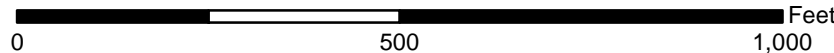
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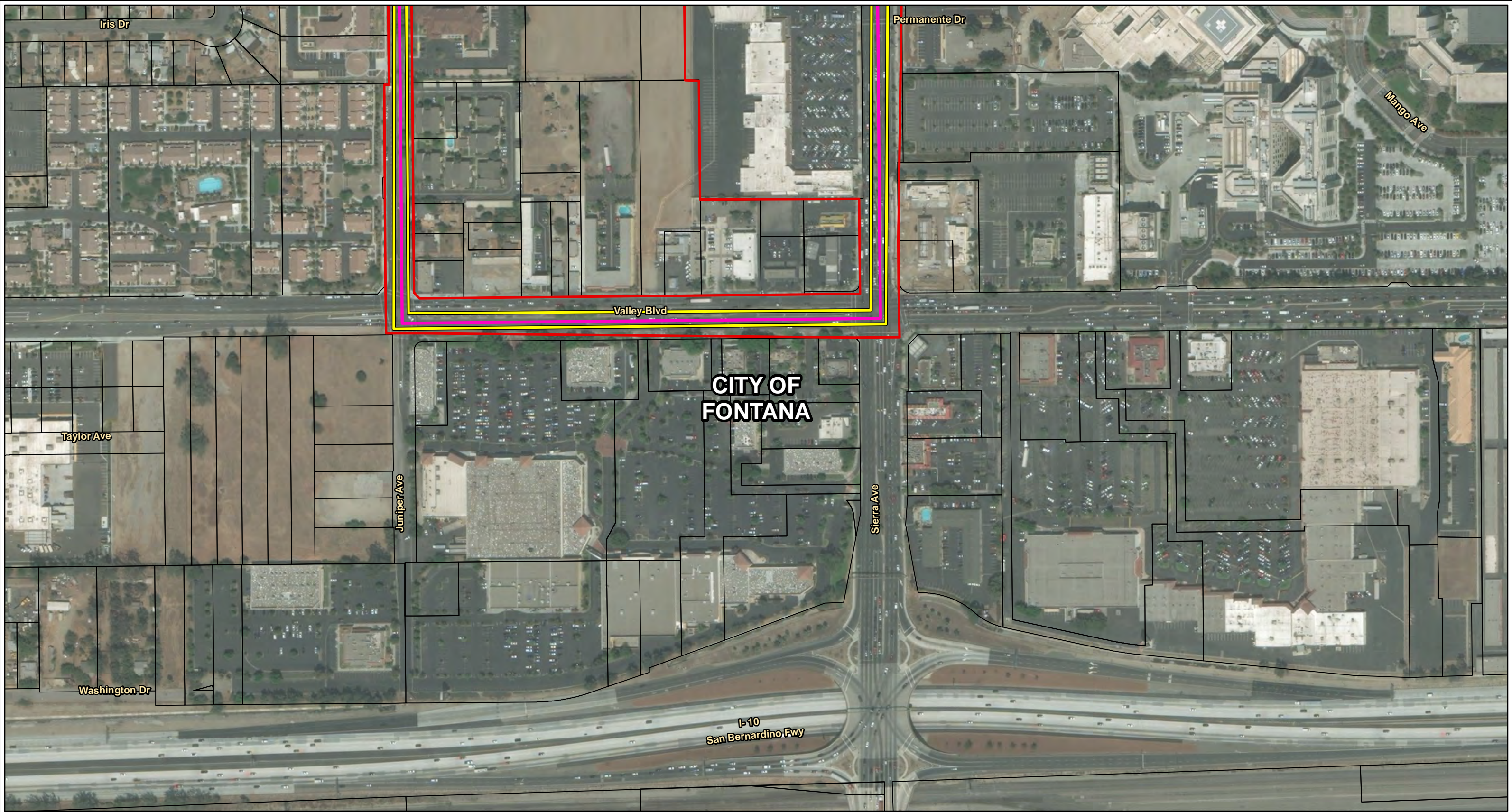




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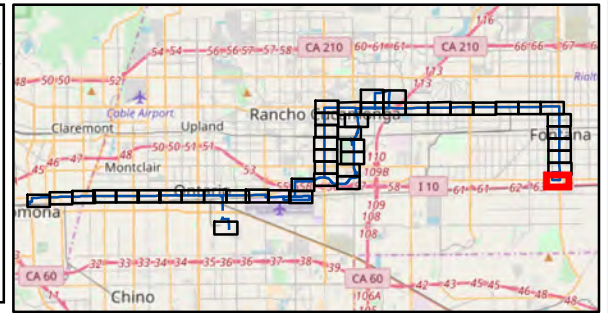




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0 500 1,000 Feet



APPENDIX B – ARCHAEOLOGICAL SURVEY REPORT (ASR)

APPENDIX C – HISTORIC RESOURCES EVALUATION REPORT (HRER)

APPENDIX D – CORRESPONDENCE

SECTION A: NATIVE AMERICAN OUTREACH ACTIVITIES

SECTION B: HISTORICAL SOCIETY OUTREACH ACTIVITIES

SECTION C: CORRESPONDENCE WITH SHPO

SECTION A
NATIVE AMERICAN OUTREACH ACTIVITIES

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95501
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: _____

County: _____

USGS Quadrangle

Name: _____

Township: _____ Range: _____ Section(s): _____

Company/Firm/Agency:

Contact Person: _____

Street Address: _____

City: _____ Zip: _____

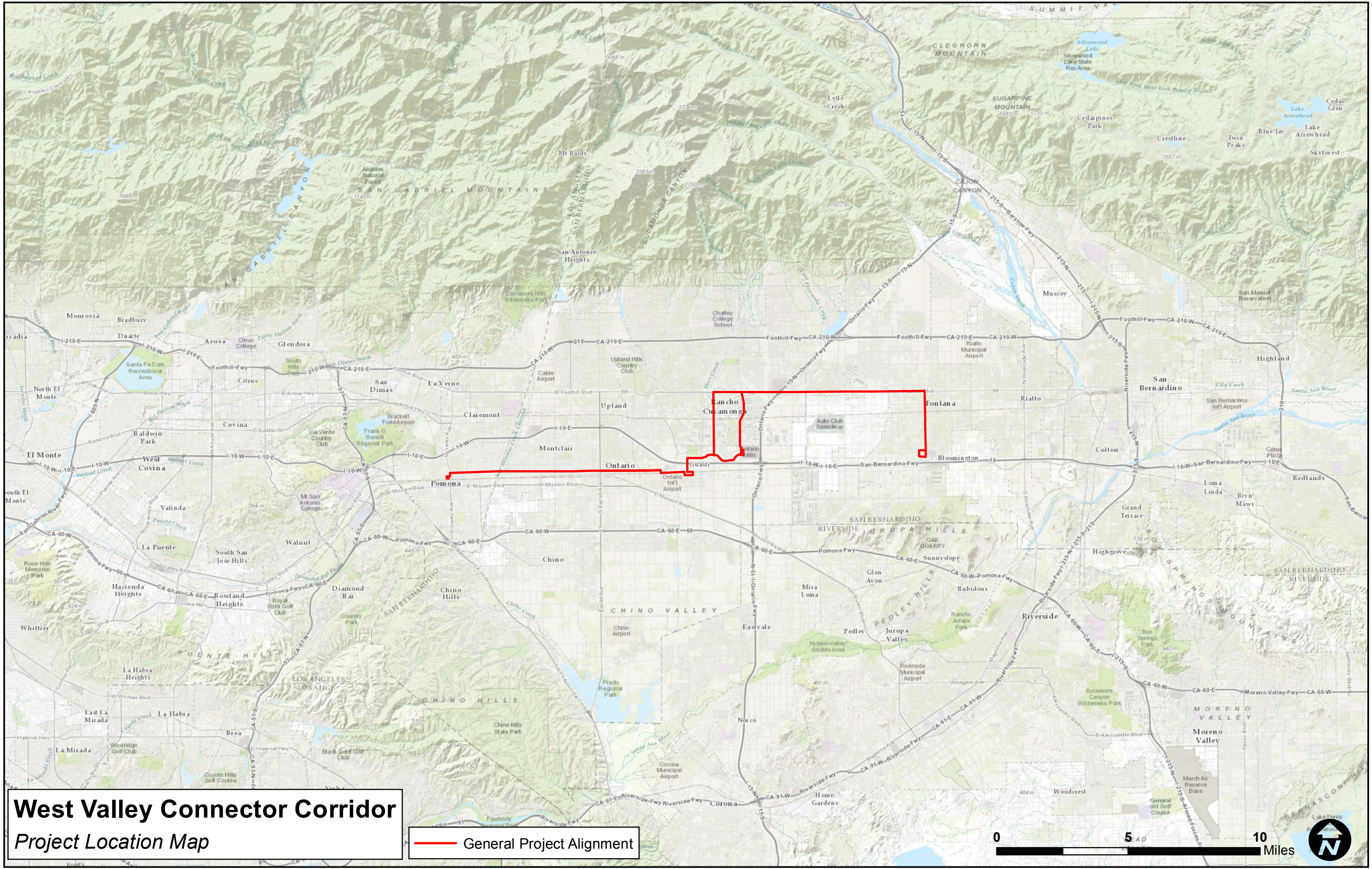
Phone: _____ Extension: _____

Fax: _____

Email: _____


Project Description:

____ Project Location Map is attached

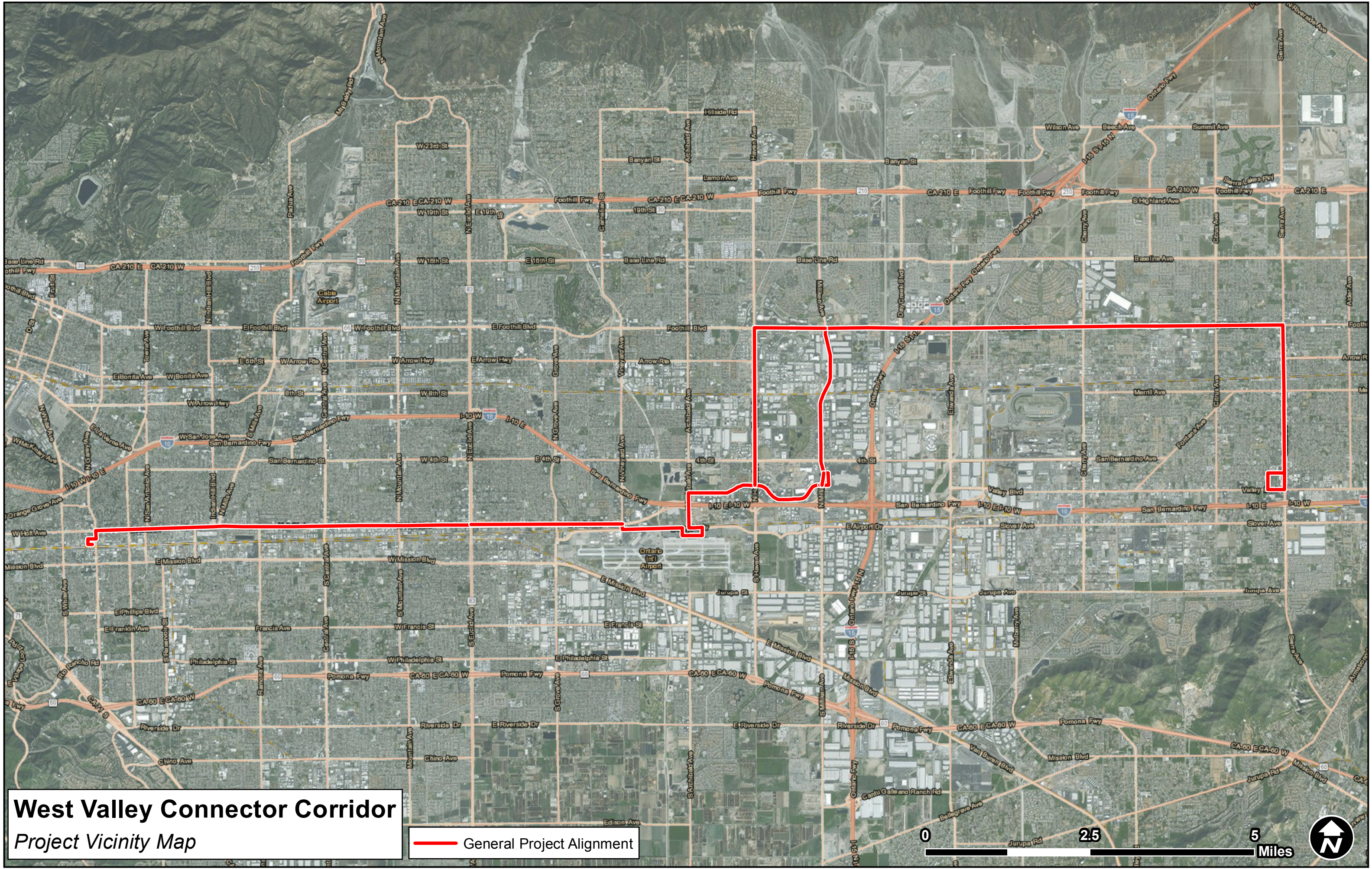


West Valley Connector Corridor

Project Location Map

 General Project Alignment





West Valley Connector Corridor

Project Vicinity Map

 General Project Alignment



NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX



March 2, 2016

Monica Corpuz
Parsons Transportation Group

Sent via e-mail: monica.corpuz@parsons.com
Number of pages: 4

RE: Proposed West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, Ontario, Guasti, and Fontana USGS Quadrangles, San Bernardino County, California

Dear Ms. Corpuz:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the USGS quadrangle information provided with negative results.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton
Associate Government Planning Analyst

**Native American Heritage Commission
Tribal Consultation List
San Bernardino County
March 2, 2016**

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105

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

San Manuel Band of Mission Indians
Lynn Valbuena, Chairwoman
26569 Community Center Serrano
Highland , CA 92346
(909) 864-8933

Agua Caliente Band of Cahuilla Indians
Jeff Grubbe, Chairperson
5401 Dinah Shore Drive Cahuilla
Palm Springs , CA 92264
(760) 699-6800

Soboba Band of Luiseno Indians
Rosemary Morillo, Chairperson; Attn: Carrie Garcia
P.O. Box 487 Luiseno
San Jacinto , CA 92581 Cahuilla
carrieg@soboba-nsn.gov
(951) 654-2765

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 849-8807
(951) 755-5200
(951) 922-8146 Fax

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 Fernandeno
Newhall , CA 91322 Tataviam
tsen2u@hotmail.com Serrano
Vanyume
Kitanemuk
(760) 885-0955 Cell

Serrano Nation of Mission Indians
Goldie Walker, Chairperson
P.O. Box 343 Serrano
Patton , CA 92369
(909) 528-9027
(909) 528-9032

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell

Agua Caliente Band of Cahuilla Indians THPO
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive Cahuilla
Palm Springs , CA 92264
ACBCI-THPO@aguacaliente.net
(760) 699-6907
(760) 567-3761 Cell
(760) 699-6924 Fax

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 Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, San Bernardino County, California.

**Native American Heritage Commission
Tribal Consultation List
San Bernardino County
March 2, 2016**

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina , CA 91723
gabrielenoindians@yahoo.com Gabrielino
(626) 926-4131

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 Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga, San Bernardino County, California.

Sample Native American Initiation Letter under AB 52 Sent by Parsons on
Behalf of Omnitrans

May 13, 2016

To: XX

Re: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Dear XX

Omnitrans is proposing the West Valley Connector Corridor Project, which is a proposed 25-mile-long Bus Rapid Transit (BRT) project that will provide speed and quality improvements to the public transit system within the corridor, located primarily along Holt Boulevard/Avenue and Foothill Boulevard that would connect the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga. Parsons has been retained to coordinate the environmental studies, including cultural resources. Please find attached for your reference a Project Location Map and the Project Vicinity Map.

The Native American Heritage Commission (NAHC) was contacted on February 24, 2016 to perform a search of their Sacred Lands file. The NAHC had no record of Native American sacred sites or heritage resources in the immediate vicinity of the project area. The NAHC also provided a list of Native American individuals/organizations that may have knowledge of cultural resources within the project area and recommended that we contact you, among others.

A record search of the project Area of Potential Effects (APE) and a quarter-mile buffer beyond the APE was conducted at the South Coastal Information Center on April 16, 17, and May 7, 2016. Additional research was conducted at local libraries and through online resources. The results indicated the historic De Anza Trail once passed through the project area in the cities of Ontario and Montclair, which itself, of course, was composed of Indian trails. No prehistoric sites have been recorded as a result of previous surveys.

We would appreciate you providing any comments, information, or concerns relating to cultural resources within the project area. All sensitive information provided regarding cultural resources or other areas of concern will be considered confidential. Please contact me by phone (909-218-3567 or 626-440-2461) email (Monica.corpuz@parsons.com), or fax (909-218-3605). Your response within 30 days of receipt of this letter will be appreciated. Thank you for your assistance.

Sincerely,
Monica Corpuz
Archaeologist, MA, RPA
3200 E. Guasti Road, Suite 200
Ontario, California 91761

Attachments: Project Location Map, Project Vicinity Map



Figure 1: Project Location Map

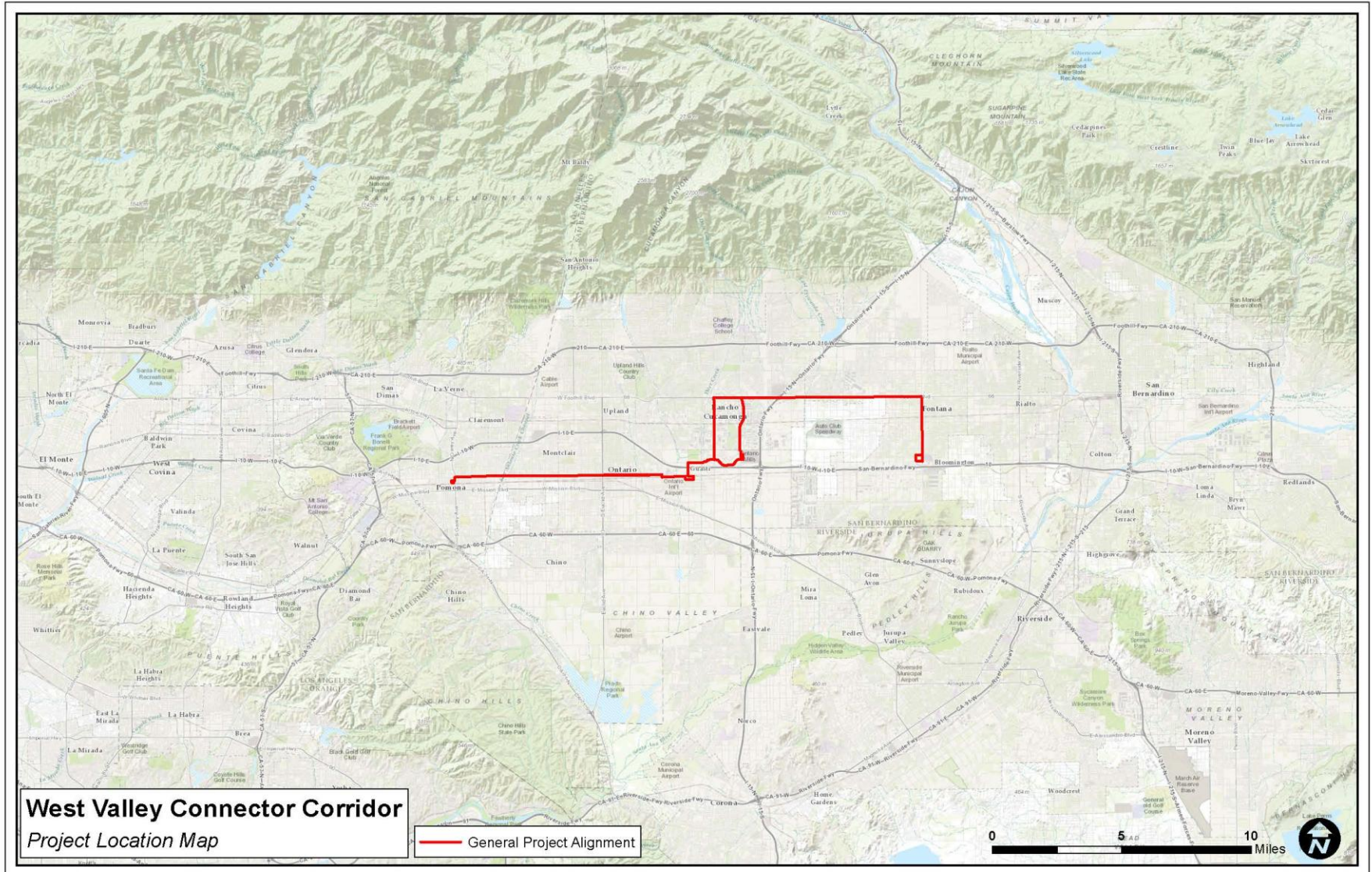
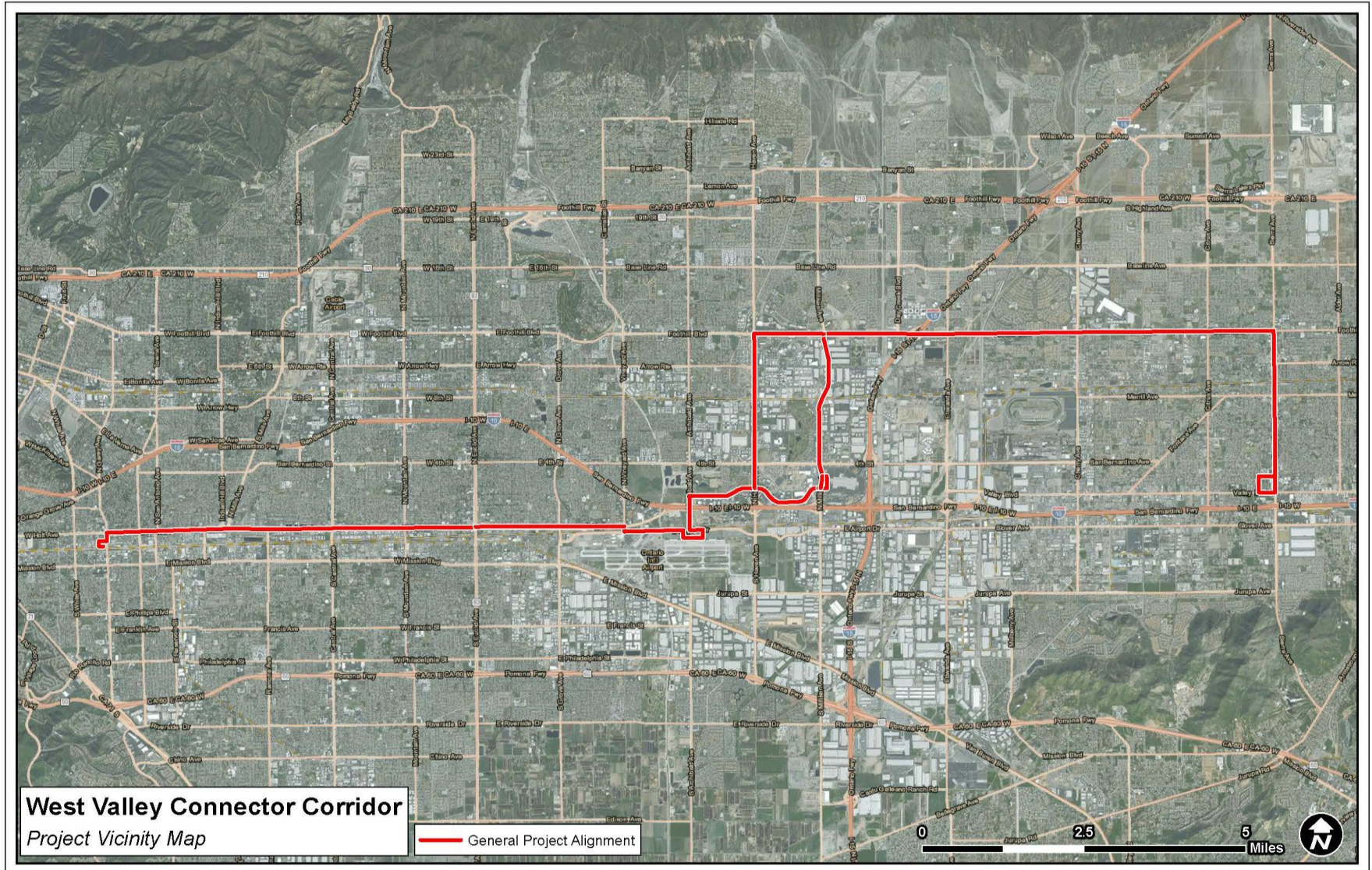


Figure 2: Vicinity Map



Native American Outreach Activities, May-August 2016

Native American Group/Individual	Date(s) and Method of First Contact Attempt	Date(s) and Method of Second Contact Attempt	Date (s) of Replies Rec'd Response?	Contact Initials	Comments
Ramona Band of Cahuilla Mission Indians Joseph Hamilton, Chairman P.O. Box 391670 Anza CA 92539 admin@ramonatribe.com (951) 763-4105	May 13, 2016, mail	August 2, 2016, email	N/A	MWC	
San Manuel Band of Mission Indians Lynn Valbuena, Chairwomen 26569 Community Center Highland, CA 92346 (909) 864-8933	May 13, 2016 mail	June 9, 2016	N/A	MWC	On June 9, 2016, a response was received from Daniel McCarthy representing the San Manuel Band of Mission Indians stating that a portion of the project is located within the Tribe's TUA and asked if there will be a survey conducted for the project. Ms. Corpuz responded on the same day thanking Mr. McCarthy for his response and responded that a survey will be conducted for the project, most likely in the month of June 2016.
Soboba Band of Luiseno Indians Rosemary Morillo Chairperson; Attn: Carrie Garcia P.O. Box 487	May 13, 2016 mail	June 13, 2016	N/A	MWC	On June 13, 2016, a response was received via mail from Joseph Ontiveros, the Cultural Resource Director of the

San Jacinto, CA 92581					Soboba Band of Luiseno Indians. In his response, Mr. Ontiveros stated that the Soboba Band does not have any specific concerns regarding known cultural resources in the project area, but that they do request that the appropriate consultation continue to take place between concerned tribes, project proponents and local agencies. Lastly, Mr. Ontiveros stated that the Soboba Band requests that approved Native American monitors be present during any ground disturbing activities associated with the Project and that the San Manuel Band of Mission Indians as well as the Gabrieleno be contacted.
San Fernando Band of Mission Indians John Valenzuela, Chairperson P.O. Box 221838 Newhall, CA 91322 tsen2u@hotmail.com (760) 885-0955	May 13, 2016 mail	August 2, 2016, email	N/A	MWC	
Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson P.O. Box 693 San Gabriel CA 91778 Gttribalcouncil@aol.com (626) 483-3564	May 13, 2016 mail	August 2, 2016, email	N/A	MWC	

<p>Gabrieleno Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723 gabrielenoindians@yahoo.com (626) 926-4131</p>	<p>May 13, 2016 mail</p>	<p>May 17, 2016</p>	<p>N/A</p>	<p>MWC</p>	<p>Andrew Salas sent a response stating that the project lies in his Tribe’s ancestral territories and that due to the project location and the high sensitivity of the area location, they would like to request that one of their certified Native American Monitors be on site during any and all ground disturbing activities to protect any cultural resources which may be effected during construction</p>
<p>Gabrielino/Tongva Nation Sandonne Goad, Chairperson 106 ½ Judge John Aiso St., #231 Los Angeles, CA 90012 sgoad@gabrielino-tongva.com (951) 807-0479</p>	<p>May 13, 2016 mail</p>	<p>August 2, 2016, email</p>	<p>N/A</p>	<p>MWC</p>	
<p>Agua Caliente Band of Cahuilla Indians Jeff Grubbe, Chairperson 5401 Dinah Shore Drive Palm Springs, CA 92264 (760) 699-6800</p>	<p>May 13, 2016 mail</p>	<p>May 23, 2016</p>	<p>N/A</p>	<p>MWC</p>	<p>A response was received from Victoria Harvey representing the Agua Caliente Band of Cahuilla Indians stating that they conducted a records check of the cultural registry that revealed that the project is not located within their Tribe’s Traditional Use Area (TUA) and that they deferred to the other tribes in the area.</p>
<p>Morongo Band of Mission Indians Robert Martin, Chairperson 12700 Pumarra Road, Banning CA 92220</p>	<p>May 13, 2016 mail</p>			<p>MWC</p>	

(951)849-8807 (951) 755-5200 (951)922-8146 Fox					
Serrano Nation of Mission Indians Goldie Walker, Chairperson P.O. Box 343 Patton, CA 92369 (909) 528-9027 (909) 528-9032	May 13, 2016 mail			MWC	
Agua Caliente Band of Cahuilla Indians THPO Patricia Garcia-Plotkin, Director 5401 Dinah Shore Drive. Palm Springs, CA 92264 ACBCI-THPO@aguacaliente.net (760) 699-6907 (760) 567-3761	May 13, 2016 mail	May 23, 2016	N/A	MWC	(Same tribe as above). A response was received from Victoria Harvey representing the Agua Caliente Band of Cahuilla Indians stating that they conducted a records check of the cultural registry that revealed that the project is not located within their Tribe's Traditional Use Area (TUA) and that they deferred to the other tribes in the area.



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Monica Corpuz
Archaeologist, MA.RPA
3200 E. Guasti Road, Suite 200
Ontario, CA 91761

RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Dear Monica Corpuz

May 17, 2016

Please find this letter in response to your request for consultation dated May 13, 2016. I have reviewed the project site and do have concerns for cultural resources. Your project lies in an area where the Ancestral territories of the Kizh (Kite) Gabrieleño's villages adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh Gabrieleño was probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of our neighbors the Serranos was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/ base sites are marked by midden deposits often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies of ten left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

Due to the project location and the high sensitivity of the area location, we would like to request one of our certified Native American Monitor to be on site during any and all ground disturbances (including but not limited to pavement removal, post holing, auguring, boring, grading, excavation and trenching) to protect any cultural resources which may be effected during construction or development. In all cases, when the Native American Heritage Commission states there are "no records of sacred sites in the project area" the NAHC will always refer lead agencies to the respective Native American Tribe because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & Tribal Historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. While the property may be located in an area that has been previously developed, numerous examples can be shared to show that there still is a possibility that unknown, yet significant, cultural resources will be encountered during ground disturbance activities. Please note, if they haven't been listed with the NAHC, it doesn't mean that they aren't there. Not everyone reports what they know.

The recent implementation of AB52 dictates that lead agencies consult with Native American Tribes who can prove and document traditional and cultural affiliation with the area of said project in order to protect cultural resources. However our tribe is connected Ancestrally to this project location area, what does Ancestrally or Ancestral mean? The people who were in your family in past times, Of, belonging to, inherited from, or denoting an ancestor or ancestors <http://www.thefreedictionary.com/ancestral>. Our priorities are to avoid and protect without delay or conflicts – to consult with you to avoid unnecessary destruction of cultural and biological resources, but also to protect what resources still exist at the project site for the benefit and education of future generations.

CC: NAHC

With respect,

Andrew Salas, Chairman
cell (626)926-4131

Andrew Salas, Chairman
Albert Perez, treasurer I

Nadine Salas, Vice-Chairman
Martha Gonzalez Lemos, treasurer II

Christina Swindall Martinez, secretary
Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrieleñoindians@yahoo.com

gabrieleñoindians@yahoo.com

From: [THPO Consulting](#)
To: [Corpuz, Monica](#)
Subject: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga
Date: Monday, May 23, 2016 4:44:14 PM

Greetings,

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

Thank you,

Victoria Harvey M.A., R.P.A.

Archaeological Monitoring Coordinator
Agua Caliente Band of Cahuilla Indians
760-699-6981 (Desk)
(760) 406-1909 (Cell)
vharvey@aguacaliente.net

The information contained in this message may be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer

From: Corpuz, Monica
To: ["THPO Consulting"](#)
Subject: RE: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga
Date: Monday, May 23, 2016 4:45:00 PM

Thank you for your response.

Sincerely,

Monica Corpuz, M.A. RPA
PARSONS
Ontario Phone: (909) 218-3567
Pasadena Phone: (626) 440-2461
Monica.Corpuz@parsons.com

From: THPO Consulting [mailto:ACBCI-THPO@aguacaliente.net]
Sent: Monday, May 23, 2016 4:44 PM
To: Corpuz, Monica
Subject: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga

Greetings,

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

Thank you,

Victoria Harvey M.A., R.P.A.
Archaeological Monitoring Coordinator
Agua Caliente Band of Cahuilla Indians
760-699-6981 (Desk)
(760) 406-1909 (Cell)
vharvey@aguacaliente.net

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From: [Daniel McCarthy](#)
To: [Corpuz, Monica](#)
Subject: scoping response for West Valley Connector Corridor Project
Date: Thursday, June 09, 2016 12:56:53 PM

Monica,

We received your scoping letter, dated May 13, 2016, regarding the proposed West Valley connector Corridor project. Thank you for the opportunity to review and provide comments. A portion of the project is located within the Tribe's ancestral territory. We do not have any specific information about tribal cultural resources along the project route. Will a survey be conducted for this project?

Thank you,
Leslie Mouriquand Ma
Consultant

Daniel McCarthy, MS, RPA
Director (Retired)
Cultural Resources Management Department
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346
Office: 909 864-8933 x 3248
Cell: 909 838-4175

To ensure a rapid reply concerning all AB 52 Consultation correspondence please use:

SMConsultation@sanmanuel-nsn.gov

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

From: Corpuz, Monica
To: ["Daniel McCarthy"](#)
Subject: RE: scoping response for West Valley Connector Corridor Project
Date: Thursday, June 09, 2016 12:59:00 PM

Hi Leslie,

Thank you for your response!

Yes, an archaeological survey will be conducted for the project (most likely this month or next).

Monica Corpuz, M.A. RPA
PARSONS
Ontario Phone: (909) 218-3567
Pasadena Phone: (626) 440-2461
Monica.Corpuz@parsons.com

From: Daniel McCarthy [mailto:DMcCarthy@sanmanuel-nsn.gov]
Sent: Thursday, June 09, 2016 12:56 PM
To: Corpuz, Monica
Subject: scoping response for West Valley Connector Corridor Project

Monica,

We received your scoping letter, dated May 13, 2016, regarding the proposed West Valley connector Corridor project. Thank you for the opportunity to review and provide comments. A portion of the project is located within the Tribe's ancestral territory. We do not have any specific information about tribal cultural resources along the project route. Will a survey be conducted for this project?

Thank you,
Leslie Mouriquand Ma
Consultant

Daniel McCarthy, MS, RPA
Director (Retired)
Cultural Resources Management Department
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346
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responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

From: [Gabrieleno Band of Mission Indians](#)
To: [Corpuz, Monica](#)
Subject: RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga
Date: Tuesday, May 17, 2016 9:45:26 PM
Attachments: [RE- AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga .docx](#)

Sincerely,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
cell: (626)926-4131
email: gabrielenoindians@yahoo.com
website: www.gabrielenoindians.org

June 13, 2016

Attn: Monica Corpuz, Archaeologist
Parsons
3200 East Guasti Road, Suite 200
Ontario, CA 91761



RE: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies.

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band recommends that you contact the San Manuel Band of Mission Indians, as well as Gabrieleño Tribal Consultants who are in closer proximity to the project. Please feel free to contact me with any additional questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "JOE", with a long horizontal line extending to the right.

Joseph Ontiveros
Cultural Resource Director
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and Omnitrans, as well as hired consultant (Parsons). No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

From: Corpuz, Monica
To: ["Gabrieleno Band of Mission Indians"](#)
Subject: RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga
Date: Wednesday, May 18, 2016 8:49:00 AM

Mr. Salas,

Thank you for your response and input.
I'll be sure to forward your concerns and requests to the lead agencies.

Thank you again, and please reach out if you have additional concerns or comments.

Best,

Monica Corpuz, M.A. RPA
PARSONS
Ontario Phone: (909) 218-3567
Pasadena Phone: (626) 440-2461
Monica.Corpuz@parsons.com

From: Gabrieleno Band of Mission Indians [mailto:gabrielenoindians@yahoo.com]
Sent: Tuesday, May 17, 2016 9:45 PM
To: Corpuz, Monica
Subject: RE: AB52 consultation response for West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Sincerely,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
cell: (626)926-4131
email: gabrielenoindians@yahoo.com
website: www.gabrielenoindians.org

Section 106 Native American Initiation Consultation Letters Sent by FTA



U.S. Department
of Transportation
**Federal Transit
Administration**

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

AUG 10 2016

Sandonne Goad, Chairperson
106 ½ Judge John Aiso Street, #231
Los Angeles, CA 90012

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Mr/Ms. Goad:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

Description of the Action

The project is a 25-mile-long Bus Rapid Transit (BRT) service located primarily along Holt Boulevard/Avenue and Foothill Boulevard that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana in Los Angeles and San Bernardino counties. The proposed transit route would begin at the Pomona Metrolink Station in the vicinity of Commercial Street and Main Street and terminate in the vicinity of the Kaiser Permanente Fontana Medical Center at Marygold Avenue and Sierra Avenue (see attachments for project location and vicinity maps). The project proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The project includes 46 stations at 27 locations/major intersections and associated improvements, premium transit with 10-15 minute service, Transit Signal Priority (TSP), dedicated lanes and integration with other bus routes.

Area of Potential Effect

The proposed APE for architectural resources, including built resources and historic and cultural landscapes, all areas that could be directly or indirectly affected by the proposed project. Direct effects include physical changes to architectural resources. Indirect effects include visual effects or effects caused by noise or vibration.

The proposed APE for archaeological resources is limited to areas that could be affected by the maximum extent of project-related ground disturbance, including the areas associated with excavation, backfill and grading, construction, temporary access ways and encroachments, construction staging areas, grading, and utility trenching. In most areas, the depth of ground disturbance is expected to be roughly 6 inches.

Project design is still being finalized for the proposed 3.5 miles dedicated lanes segment along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario. The dedicated lanes segment would require road widening to accommodate the five center-running stations and dedicated bus-only lanes, which would involve excavation and trenching. A conservative approach in the delineation of the APE was taken in which all current design options were included.

The Holt Boulevard widening is 3.5 mile in length and involves disturbances within the existing pavement, sidewalk, gutter, and developed parcels to accommodate the center running stations and BRT dedicated lane. As the topography is consistently flat throughout this segment of the project, excavation would be shallow (less than 6 inches) in most areas. The maximum excavation depth for this road widening segment along Holt Boulevard would be 2.5 feet and involve trenching in the areas near the 5 new center running stations for utility relocations and installing conduit for new electrical/communication services.

Previous Consultation

The Native American Heritage Commission (NAHC) was contacted on February 24, 2016 for a sacred lands file search request of the project vicinity and for Native American consultation contacts. A response was received on March 2, 2016 that stated that the sacred lands file search results were negative. The NAHC also provided 10 Native American contacts, who were contacted via letter on May 13, 2016. To date, only four responses have been received. FTA recognizes the government-to-government relationship status between the Federal government and Indian tribes and will continue its consultation efforts.

Eight letters were mailed to historical societies and museums on May 13, 2016. No response has been received other than the Ontario Heritage Society had requested that their address be updated. In addition, outreach and consultation efforts with Native American individuals/tribes have been initiated for the project.

Surveys and Evaluation

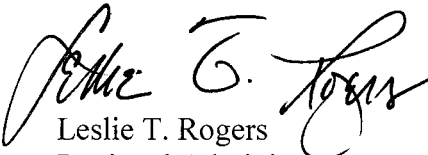
The Native American Heritage Commission (NAHC) was contacted on February 24, 2016 to perform a search of their Sacred Lands file. The record search did not identify any sacred sites or heritage resources in the immediate vicinity of the project area. The NAHC provided a list of Native American individuals/organizations to contact for additional information on cultural resources within the APE .

A record search of the project Area of Potential Effects (APE) and a quarter-mile buffer beyond the APE was conducted at the South Coastal Information Center on April 16 and 17, and May 7, 2016. Additional research was conducted at local libraries and through online resources. The results indicated the historic De Anza Trail, which was composed of Indian trails, passed through the cities of Ontario and Montclair in the project area. The record searches did not identify any prehistoric sites. The APE map is included as Attachment C.

FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions, please contact Hymie Luden, FTA Community Planner at (415) 734-9466, or hymie.luden@dot.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie T. Rogers". The signature is fluid and cursive, with the first name "Leslie" being the most prominent.

Leslie T. Rogers
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map
Attachment B: Project Location Map
Attachment C: APE map



U.S. Department
of Transportation
**Federal Transit
Administration**

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

AUG 10 2016

Jeff Grubbe, Chairperson
Agua Caliente Band of Cahuilla Indians
½ Judge John Aiso St.
5401 Dinah Shore Drive
Palm Springs, CA 92264

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Mr. Grubbe:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

Description of the Action

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Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map
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San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

AUG 10 2016

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

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Mr. Martin:

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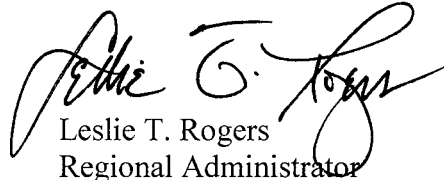
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Leslie T. Rogers
Regional Administrator

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AUG 10 2016

Goldie Walker, Chairperson
Serrano Nation of Mission Indians
P.O. Box 343
Patton, CA 92369

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Ms. Walker:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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Surveys and Evaluation

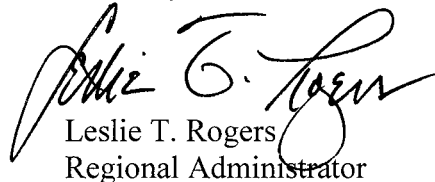
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Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map
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AUG 10 2016

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

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Ms. Garcia-Plotkin:

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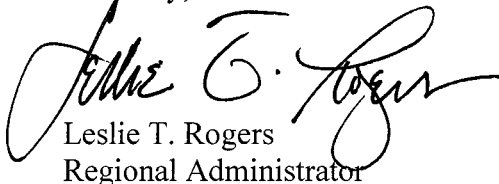
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Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map

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AUG 10 2016

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

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Mr. Salas:

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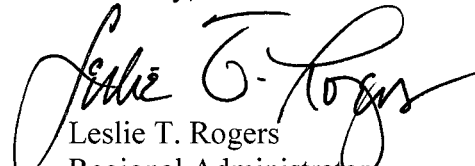
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Leslie T. Rogers
Regional Administrator

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AUG 10 2016

Joseph Hamilton, Chairman P.O
Ramona Band of Cahuilla Mission Indians
P.O. Box 391670
Anza, CA 92539

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Mr. Hamilton:

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Surveys and Evaluation

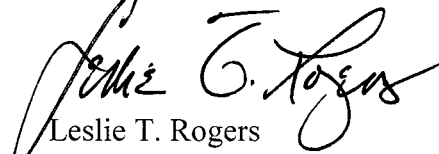
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Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map

Attachment B: Project Location Map

Attachment C: APE map



U.S. Department
of Transportation
**Federal Transit
Administration**

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

AUG 10 2016

Lynn Valbuena, Chairwoman
San Manuel Band of Mission Indians
26569 Community Center
Highland, CA 92346

Re: Section 106 Consultation for the West Valley
Connector Corridor Project

Dear Ms. Valbuena:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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Surveys and Evaluation

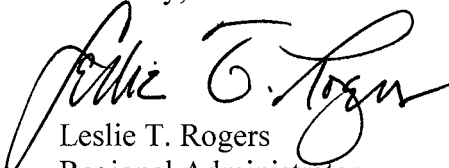
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Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map

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U.S. Department
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415-734-9490
415-734-9489 fax

AUG 10 2016

Rosemary Morillo, Chairperson
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

Dear Ms. Morillo:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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Area of Potential Effect

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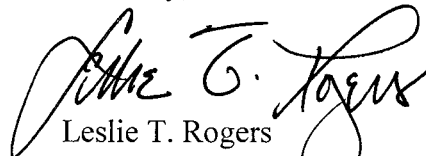
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Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosure:

Attachment A: Project Vicinity Map

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AUG 10 2016

John Valenzuela, Chairperson
San Fernando Band of Mission Indians
P.O. Box 221838
Newhall, CA 91322

Re: Section 106 Consultation for the West Valley
Connector Corridor Project

Dear Mr. Valenzuela:

The Federal Transit Administration (FTA), in coordination with Omnitrans, is conducting consultation under the Section 106 of the National Historic Preservation Act for the proposed the West Valley Connector Corridor Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the area of potential effect (APE).

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Leslie T. Rogers
Regional Administrator

Enclosure:

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AUG 10 2016

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

Re: Section 106 Consultation for the
West Valley Connector Corridor Project

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Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosure:

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Attachment B: Project Location Map
Attachment C: APE map

Hi Monica,

Thank you for forwarding this email. No, I never received any coordination. Hymie Luden was retiring at the point of his email and the project was transferred to Ted shortly.

Candice Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 440
Los Angeles, CA, 90017-5467
(213) 629-8613

From: Corpuz, Monica [<mailto:Monica.Corpuz@parsons.com>]
Sent: Wednesday, August 16, 2017 12:16 PM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: FW: West Valley Connector Corridor-Safe Routes Transit Project

Good afternoon Candice!

I also found this correspondence as well. Did he ever follow up with you for WVC?

Thank you!

Monica Corpuz, M.A. RPA
PARSONS
Ontario Phone: (909) 218-3567
Pasadena Phone: (626) 440-2461
Monica.Corpuz@parsons.com

From: Lee Clauss [<mailto:LClauss@sanmanuel-nsn.gov>]
Sent: Tuesday, February 14, 2017 9:06 AM
To: Corpuz, Monica <Monica.Corpuz@parsons.com>
Cc: Jones, Gary A@DOT <gary.jones@dot.ca.gov>; Anna Jaiswal <Anna.Jaiswal@omnitrans.org>; Blanco, Stephanie <Stephanie.Blanco@parsons.com>; Roberts, Mike <Mike.Roberts@parsons.com>; Lumabas, Gerard <Gerard.Lumabas@parsons.com>; cschindler@gosbcta.com
Subject: Re: West Valley Connector Corridor-Safe Routes Transit Project

I very much appreciate the updates, Monica. You have provided me with great insight and it's greatly appreciated.

Best,
Lee

Lee Clauss

San Manuel Band of Mission Indians
Cultural Resources Management Department
Cultural Resources Management Director
O: 909.864.8933 x3248
M: 909.633.5851
lclauss@sanmanuel-nsn.gov
26569 Community Center Drive
Highland CA 92346

On Feb 13, 2017, at 5:36 PM, Corpuz, Monica <Monica.Corpuz@parsons.com> wrote:

Hi Lee,

This project along Foothill Boulevard portion, which I contacted you for, has been cancelled. I apologize for the inconvenience.

The other project you are referring to is the Omnitrans West Valley Connector, which is actually separate from the project I had reached out to you for. The FTA is the NEPA lead for that one and Omnitrans was the CEQA lead, but now SANBAG (now renamed SBCTA) is the CEQA lead. That project is on hold at the moment while the project proponents discuss project options internally. Caltrans has no part in this project. However, I believe a contact at FTA for you would be Candice Hughes: candice.hughes@dot.gov have CC'd Omnitrans Project Manager, Anna Jaiswal and the Parsons Project Manager, Gerard Lumabas.

I hope this helps. Please let me know if I can help in any other way.

Monica Corpuz, M.A. RPA
<[image001.jpg](#)>
Ontario Phone: (909) 218-3567
Pasadena Phone: (626) 440-2461
Monica.Corpuz@parsons.com

From: Lee Clauss [<mailto:LClauss@sanmanuel-nsn.gov>]
Sent: Monday, February 13, 2017 5:19 PM
To: Corpuz, Monica <Monica.Corpuz@parsons.com>
Cc: Jones, Gary A@DOT <gary.jones@dot.ca.gov>
Subject: West Valley Connector Corridor-Safe Routes Transit Project

Good afternoon, Ms. Corpuz,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on December 20, 2016. By this e-mail, SMBMI requests to consult with Omnitrans pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1 and Caltrans-District 8 pursuant to Section 106 of NHPA.

The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, SMBMI does not have any

concerns with the project's implementation, as planned, at this time. However, SMBMI requests that the following language be made a part of the project permits and/or plans:

1. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.
3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
 - a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
 - b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

Note: San Manuel Band of Mission Indians realizes that there may be additional tribes claiming cultural affiliation to the area; however, SMBMI can only speak for itself. The Tribe has no objection if the agencies wish to consult with additional tribes.

I should also note here that the CRM Department received a separate communication from the Federal Transit Administration back in August 2016 on the subject of the WVCCP, but specifically about the BRT service being proposed and related improvements to stations and other amenities within this public transit system corridor. I e-mailed Mr. Hymie Luden at FTA regarding this project in October 2016, but did not ever receive a response. If either you (or Gary Jones, whom I've copied on this communication) has any information about a different contact at FTA, I would appreciate your insight and assistance.

Best regards,

Lee

Lee Clauss
San Manuel Band of Mission Indians
Cultural Resources Management Department
Cultural Resources Management Director
O: (909) 864-8933 x3248
M: (909) 633-5851
lclauss@sanmanuel-nsn.gov
26569 Community Center Drive
Highland, CA 92346

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

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Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: West Valley Connector Project

Counties: Los Angeles and San Bernardino

USGS Quadrangle Name: San Dimas, Ontario, Guasti, and Fontana

Township: Range: Section(s): Various

Company/Firm/Agency: Paleo Solutions, Inc.

Street Address: 911 S. Primrose Avenue, Unit N

City: Monrovia, CA **Zip:** 91016

Phone: (909) 226-3802

Fax: N/A

Email: evelyn@paleosolutions.com

Project Description:

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the West Valley Connector Project, a 35-mile-long bus rapid transit (BRT) project that will provide speed and quality improvements to the public transit system within the corridor and increase ridership. The proposed project alignment is generally running along Holt Boulevard/Avenue and Foothill Boulevard and includes BRT stations at 33 locations/major intersections and associated improvements, premium transit service, Transit Signal Priority (TSP) and queue jump lanes, dedicated lanes, and integration with other bus routes.

Project Location Maps attached

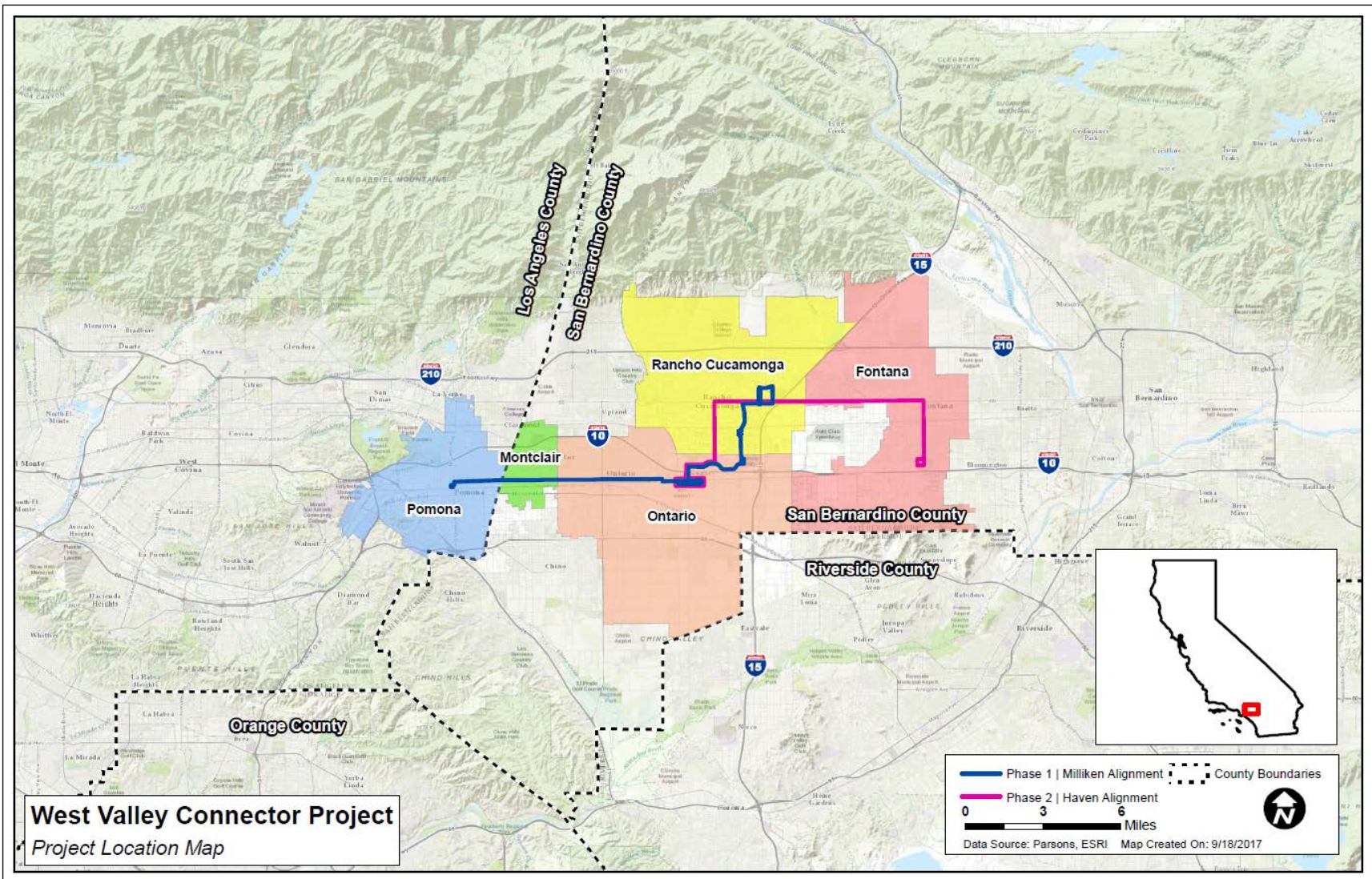


Figure 1-1: Project Location Map

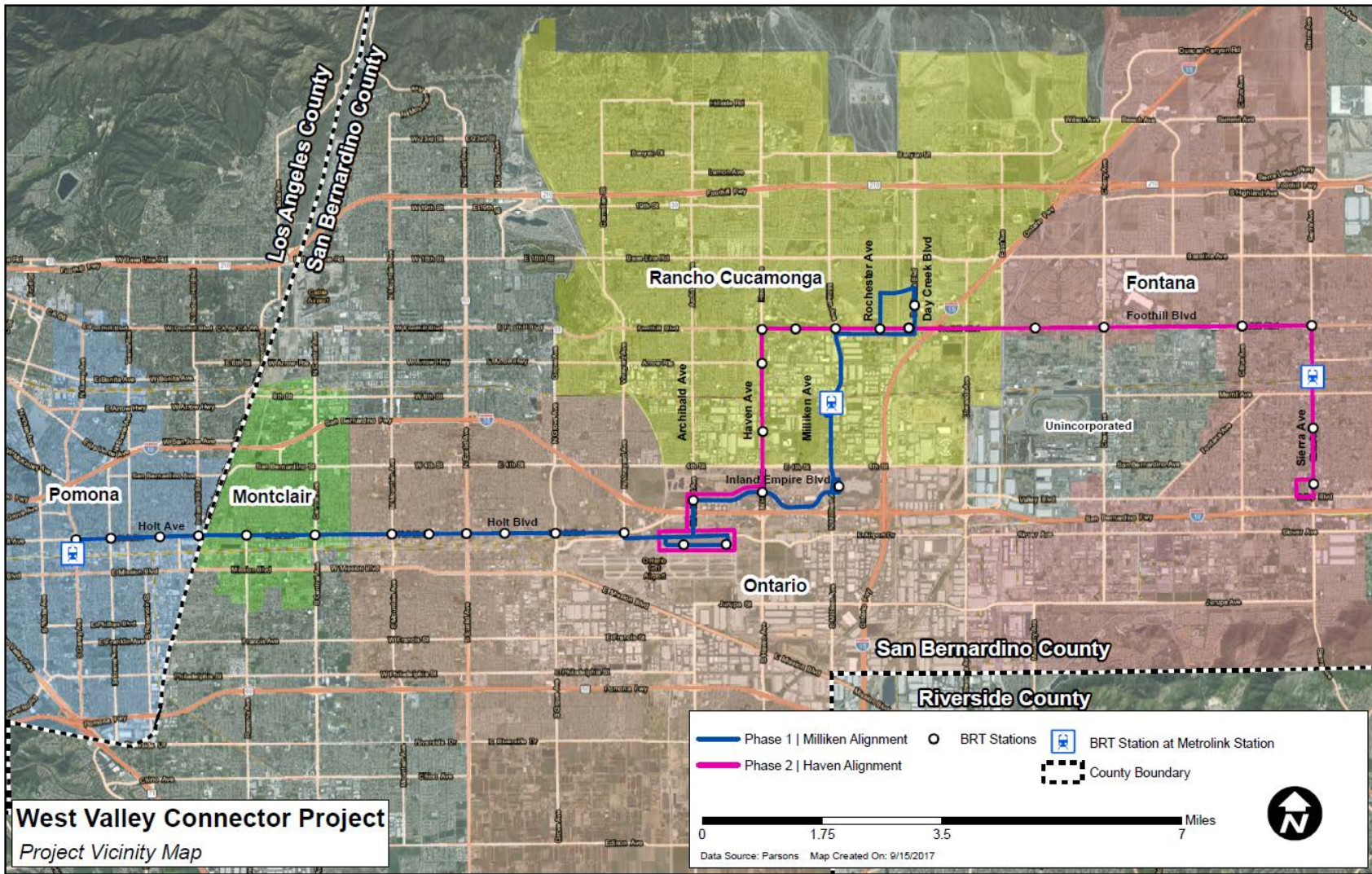


Figure 1-2: Project Vicinity Map

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710



October 12, 2017

Evelyn Chandler
Paleo Solutions, Inc.

Sent by E-mail: evelyn@paleosolutions.com

RE: Proposed West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana; San Dimas, Ontario, Guasti, and Fontana USGS Quadrangles, Los Angeles and San Bernardino Counties, California

Dear Ms. Chandler:

A records search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

**Native American Heritage Commission
Native American Contact List
Los Angeles, San Bernardino Counties
10/12/2017**

**Agua Caliente Band of Cahuilla
Indians**

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Indians**

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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed West Valley Connector Project, Los Angeles, San Bernardino Counties.

**Native American Heritage Commission
Native American Contact List
Los Angeles, San Bernardino Counties
10/12/2017**

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Fax: (951) 659-2228

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San Jacinto, CA, 92581 Luiseno
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Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

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Native American Heritage Commission
Native American Contact List
Los Angeles, San Bernardino Counties
10/12/2017

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carrieg@soboba-nsn.gov

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***Torres-Martinez Desert Cahuilla
Indians***

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Fax: (760) 397-8146
mmirelez@tmdci.org

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Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: SBCTA - West Valley Connector

County: San Bernardino

USGS Quadrangle Names: Ontario, CA and Guasti, CA

Township: Range: Section(s): N/A (Unsectioned portion of Santa Ana del Chino Land Grant)

Company/Firm/Agency: Paleo Solutions, Inc.

Street Address: 911 S. Primrose Avenue, Unit N

City: Monrovia, CA

Zip: 91016

Phone: (909) 226-3802

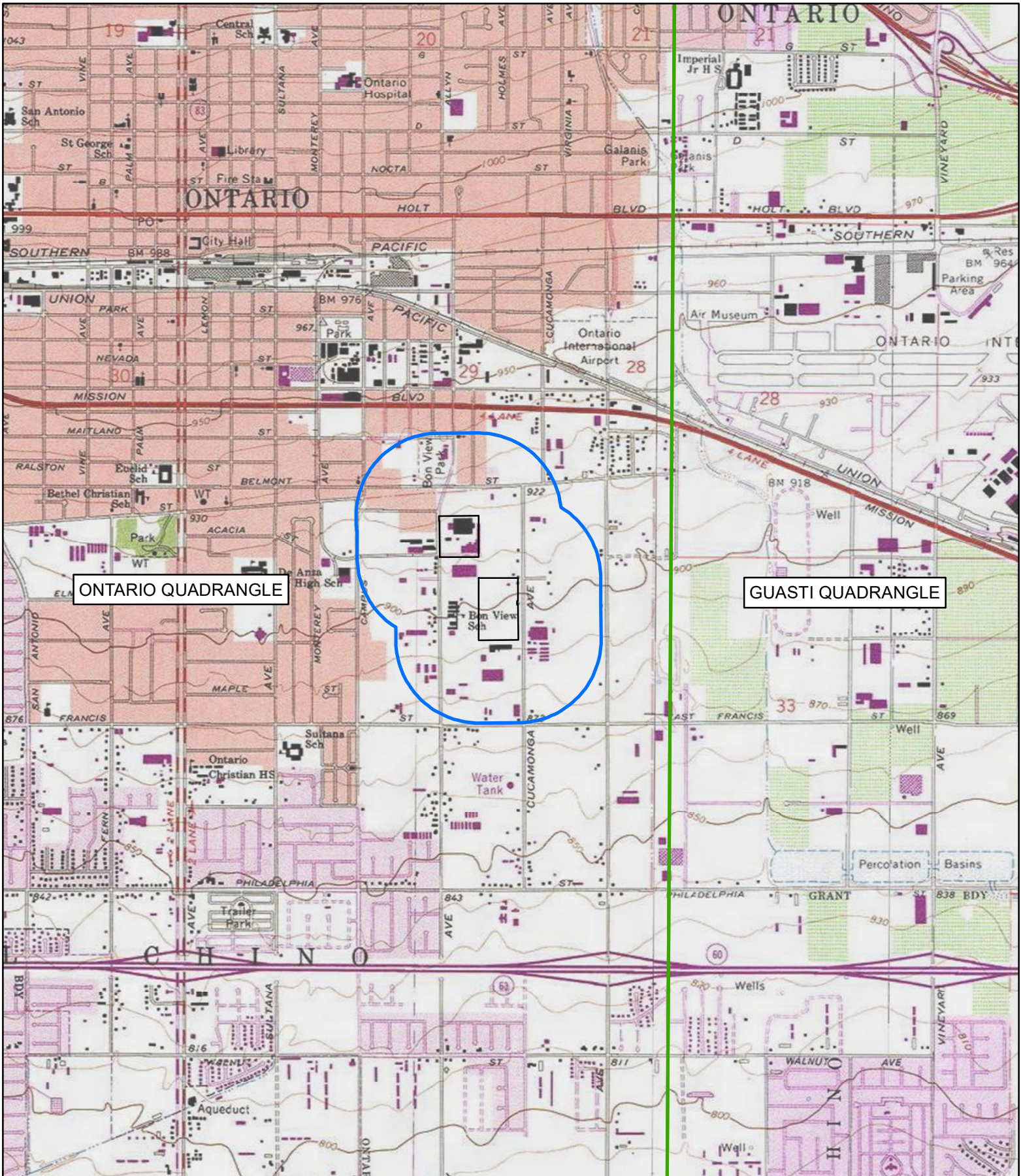
Fax: N/A

Email: evelyn@paleosolutions.com

Project Description: As part of the West Valley Connector (WVC) Bus Rapid Transit Project (Project) that will connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, SBCTA proposes to construct a new operations and maintenance (O&M) facility for Omnitrans buses. Existing vehicle maintenance facilities do not have sufficient operational capacity to accommodate the additional maintenance and storage requirements of the anticipated fleet expansion associated with the proposed WVC Project. Three nearly adjacent sites in the City of Ontario are currently under consideration for the placement of the O&M facility. The three potential O&M sites, as shown on the attached map, are located at:

- Site 1: 1516 S. Cucamonga Avenue, Ontario
- Site 2: 1440 S. Cucamonga Avenue, Ontario
- Site 3: 1333 Bon View Avenue, Ontario


Please note that Sites 1 and 2 are adjacent to each other and appear as one location on the attached quadrangle map. We request a search of the Sacred Lands File for these three locations. Thank you!




ONTARIO QUADRANGLE

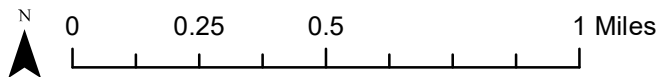
GUAISTI QUADRANGLE

WVC O&M Facility

 Record Search Buffer
(Quarter Mile Buffer)

 O&M Facility

 USGS 7.5' Quadrangle



NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710



February 20, 2018

Evelyn Chandler
Paleo Solutions, Inc.

Sent by E-mail: evelyn@paleosolutions.com

RE: Proposed SBCTA – West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana; Ontario and Guasti USGS Quadrangles, San Bernardino County, California

Dear Ms. Chandler:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Gayle Totton".

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

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Native American Heritage Commission
Native American Contact List
San Bernardino County
2/20/2018

**Agua Caliente Band of Cahuilla
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ACBCI-THPO@aguacaliente.net

**Agua Caliente Band of Cahuilla
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Palm Springs, CA, 92264 Luiseno
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Fax: (760) 699-6919

**Augustine Band of Cahuilla
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Cahuilla Band of Indians

Daniel Salgado, Chairperson
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Fax: (951) 763-2808
Chairman@cahuilla.net

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
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Phone: (626) 926 - 4131
admin@gabrielenoindians.org

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

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

Gabrielino /Tongva Nation

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106 1/2 Judge John Aiso St., Gabrielino
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Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
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Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe

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**Los Coyotes Band of Mission
Indians**

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**Los Coyotes Band of Mission
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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed SBCTA - West Valley Connector Project, San Bernardino County.

**Native American Heritage Commission
Native American Contact List
San Bernardino County
2/20/2018**

**Morongo Band of Mission
Indians**

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Indians**

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Native American Contact List
San Bernardino County
2/20/2018

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Cahuilla
Luiseno

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Cahuilla
Luiseno

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Cahuilla

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Sample Native American Continuing Consultation Letter
under AB 52 Sent by SBCTA



1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715



1700 W. Fifth St.
San Bernardino, CA 92411

April 11, 2018

Lee Clauss
Director of Cultural Resources
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

Subject: Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California

Dear Ms. Clauss:

The San Manuel Band of Mission Indians (San Manuel) has requested consultation under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52) for the proposed West Valley Connector (WVC) Project. The purpose of this letter is to provide you with an update on the status of the project, including recent changes to the project description and the results of cultural resources investigations that have been conducted for the project.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead CEQA agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The Project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard and would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-



density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Project Description

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). The Phase I Milliken Alignment would begin construction in 2020. Phase II is intended to be constructed following completion of Phase I, depending on the availability of funding.

The WVC Project includes construction of BRT stations at up to 33 locations/major intersections and associated improvements, premium transit service, Transit Signal Priority (TSP) and queue jump lanes, dedicated lanes, and integration with other bus routes along the 35-mile-long corridor. BRT stations would be established at major intersections located approximately 0.5 to 1 mile apart (see Figure 2). To accommodate potential dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor may require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

The Project would require up to twenty-seven (27) 60-foot-long buses operating in mixed flow and dedicated bus-only lanes from 6:00 a.m. to 8:00 p.m., Monday to Friday, with additional service hours added if future funding becomes available.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).



Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the National Historic Preservation Act and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the area of potential effects (APE), and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

If you would like to consult on the WVC project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Victor Lopez of SBCTA at 909-884-8276 or via email at vlopez@gosbcta.com.

Sincerely,

Victor Lopez, PE
Program Manager, Transit & Rail Programs
SBCTA

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites

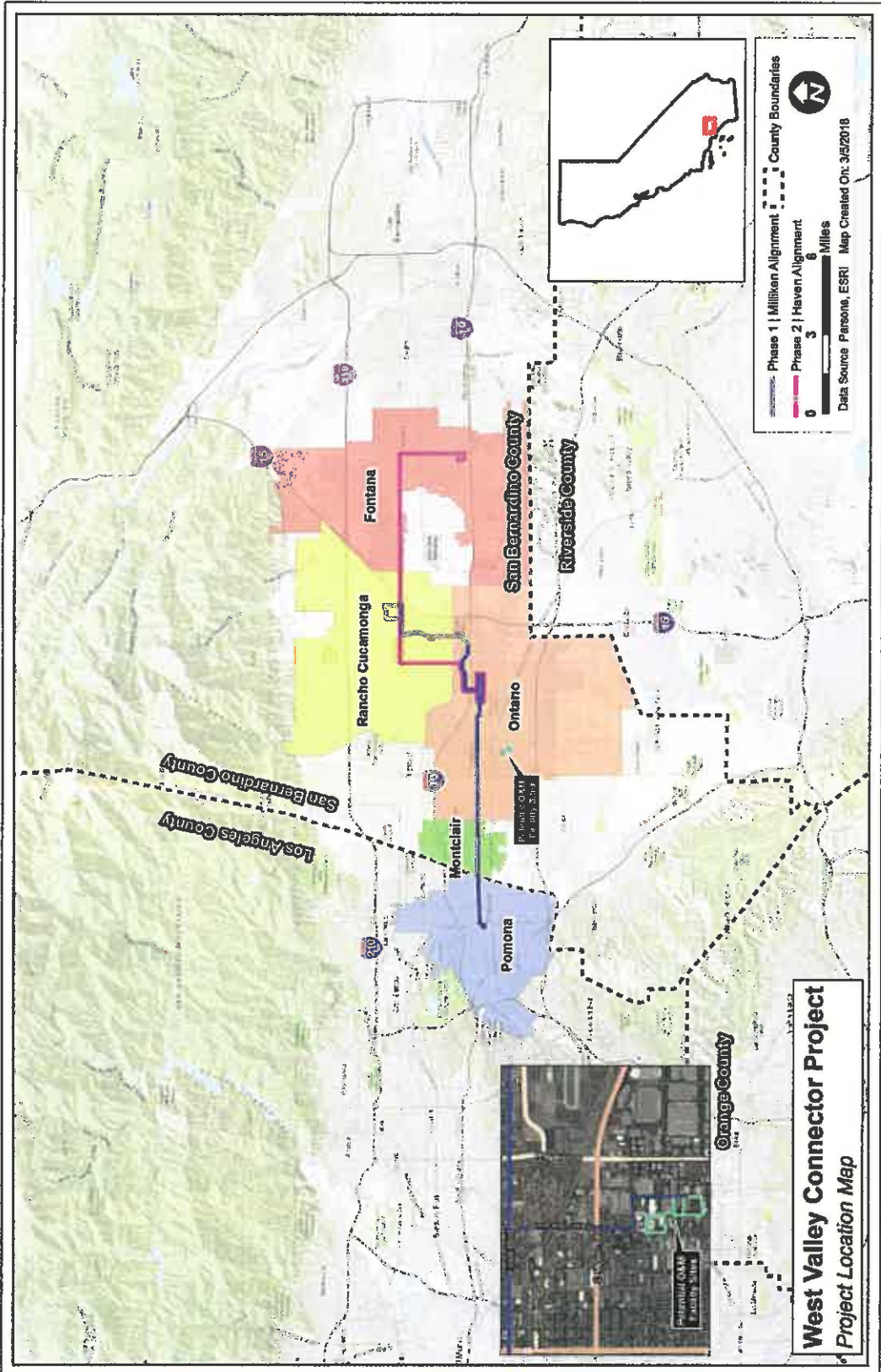


Figure 1: Project Location Map

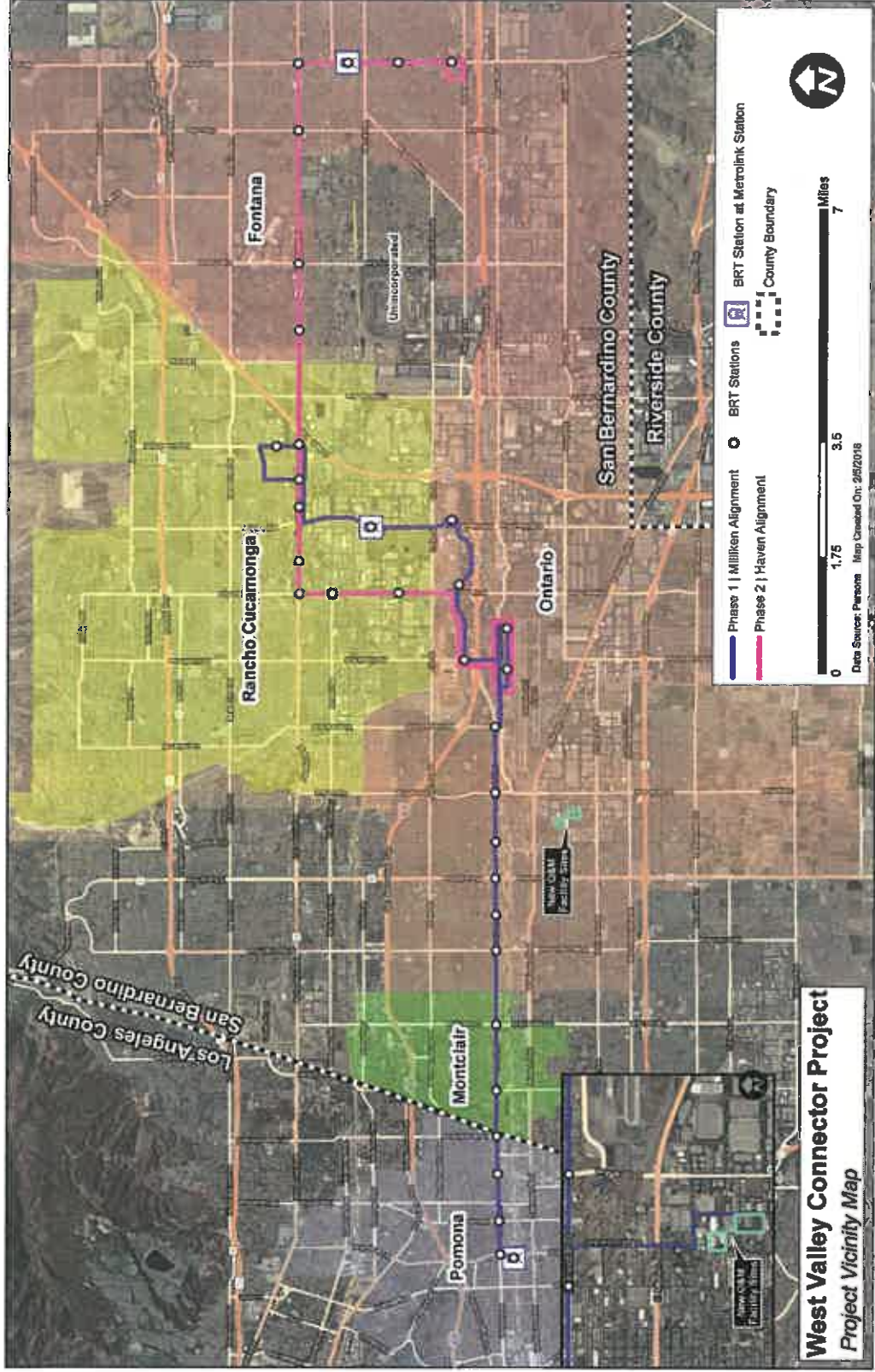


Figure 2: Project Vicinity Map

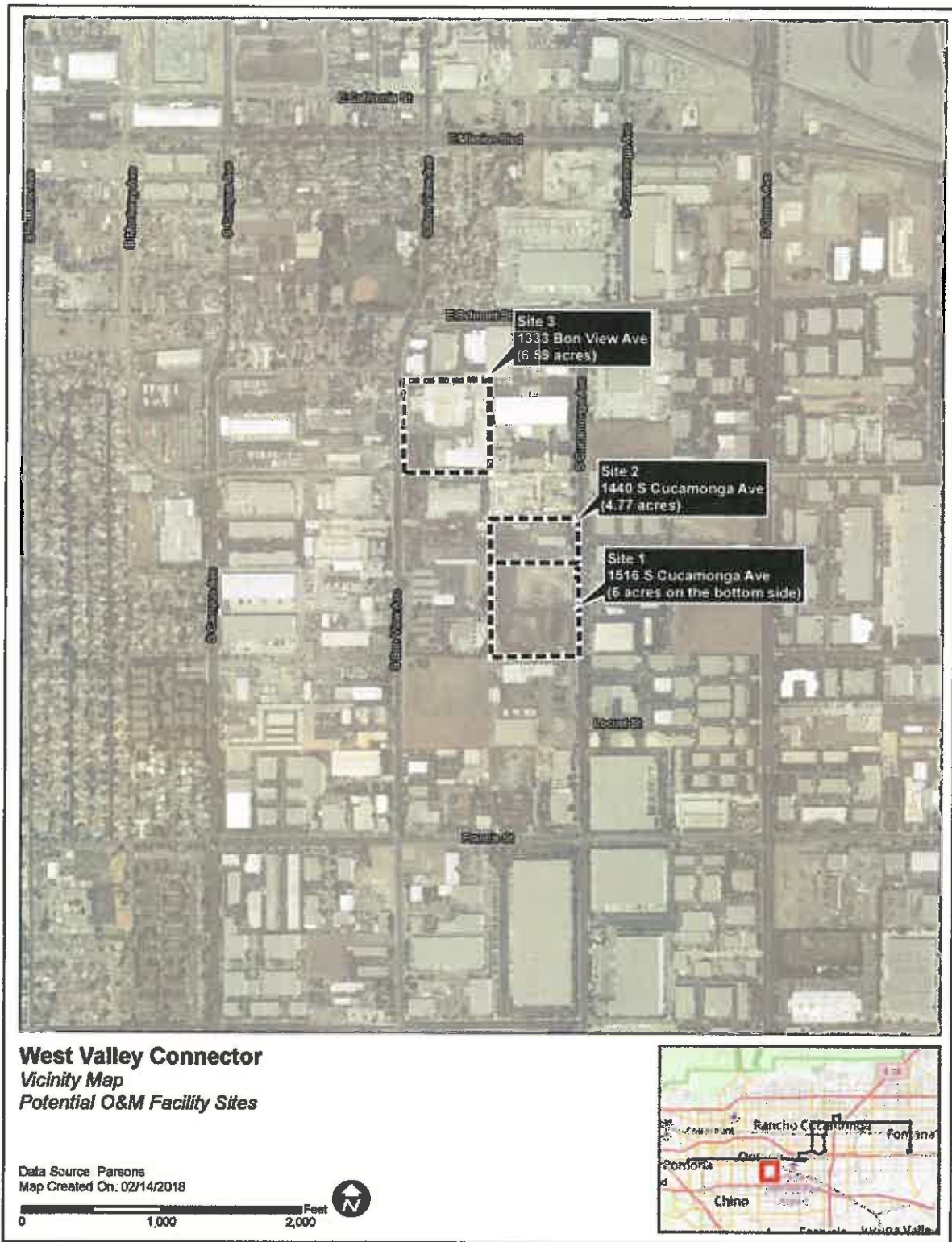


Figure 3: Potential Operations and Maintenance Facility Sites

Sample Native American Re-initiation Consultation Letter
under AB 52 Sent by SBCTA



1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

1700 W. Fifth St.
San Bernardino, CA 92411

April 11, 2018

Charles Alvarez
Chairperson
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

Subject: Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California

Dear Chairperson Alvarez:

Please consider this letter as formal notification of the proposed West Valley Connector (WVC) Project as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, and an invitation to consult on the Project under AB 52.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead CEQA agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The Project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard and would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-



density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Project Description

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). The Phase I Milliken Alignment would begin construction in 2020. Phase II is intended to be constructed following completion of Phase I, depending on the availability of funding.

The WVC Project includes construction of BRT stations at up to 33 locations/major intersections and associated improvements, premium transit service, Transit Signal Priority (TSP) and queue jump lanes, dedicated lanes, and integration with other bus routes along the 35-mile-long corridor. BRT stations would be established at major intersections located approximately 0.5 to 1 mile apart (see Figure 2). To accommodate potential dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor may require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

The Project would require up to twenty-seven (27) 60-foot-long buses operating in mixed flow and dedicated bus-only lanes from 6:00 a.m. to 8:00 p.m., Monday to Friday, with additional service hours added if future funding becomes available.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).



Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the National Historic Preservation Act and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the area of potential effects (APE), and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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If you would like to consult on the WVC project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Victor Lopez of SBCTA at 909-884-8276 or via email at vlopez@gosbcta.com.

Sincerely,

Victor Lopez, PE
Program Manager, Transit & Rail Programs
SBCTA

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Sample Native American Initiation Consultation Letter
under AB 52 Sent by SBCTA



1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

1700 W. Fifth St.
San Bernardino, CA 92411

April 25, 2018

Joseph Hamilton, Chairman
Ramona Band of Cahuilla Mission Indians
P.O. Box 391670

Subject: Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California

Dear Chairperson Hamilton:

Please consider this letter as formal notification of the proposed West Valley Connector (WVC) Project as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). On May 13, 2016, Parsons, on behalf of Omnitrans (the former CEQA Lead Agency of the proposed project) sent the formal notification to your government regarding this proposed project. Since then there has been some modifications to the proposed project. This letter provides a description of the updated WVC Project, a summary of the results of cultural resources investigations that have been conducted, and an invitation to consult on the Project under AB 52.

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead CEQA agency for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

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Sincerely,

Victor Lopez, PE
Program Manager, Transit & Rail Programs
SBCTA

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites

Kochaon, Anne

From: Victor Lopez <vlopez@gosbcta.com>
Sent: Tuesday, May 22, 2018 5:17 PM
To: Kochaon, Anne; Lumabas, Gerard
Cc: Buenaflor, Joy
Subject: FW: West Valley Connector Project

See below for your records. The information included (or something very similar) will need to be included in our project specs.

Victor Lopez, PE

Program Manager, Transit & Rail Programs
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
909.884.8276 | Office



From: Jessica Mauck [mailto:JMauck@sanmanuel-nsn.gov]
Sent: Tuesday, May 22, 2018 5:13 PM
To: Victor Lopez
Subject: West Valley Connector Project

Hi Victor,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 23 April 2018. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department's present state of knowledge, SMBMI does not have any concerns with the project's implementation, as planned, at this time. SMBMI request the name and contact info of the lead agency POC, once determined, so that we may request that the following language be made a part of the project/permit/plan conditions:

1. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.
3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop an cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.

- a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
- b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

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

The consultant may forward this request to the POC on our behalf with the understanding that we need to be informed that it has been sent. This communication to the lead agency will conclude SMBMI's input on this project, at this time, and no additional consultation pursuant to CEQA is required unless there is an unanticipated discovery of cultural resources during project implementation.

If you should have any further questions, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project.

Respectfully,

Jessica Mauck

CULTURAL RESOURCES ANALYST

O: (909) 864-8933 x3249

M: (909) 725-9054

26569 Community Center Drive, Highland California 92346

SAN MANUEL
BAND OF MISSION INDIANS [\[sanmanuel-nsn.gov\]](http://sanmanuel-nsn.gov)

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

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AUGUSTINE BAND OF CAHUILLA INDIANS

PO Box 846 84-481 Avenue 54 Coachella CA 92236

Telephone: (760) 398-4722

Fax (760) 369-7161

Tribal Chairperson: Amanda Vance

Tribal Vice-Chairperson: William Vance

Tribal Secretary: Victoria Martin

RECEIVED

MAY 04 2018

San Bernardino County
Transportation Authority

April 27, 2018

Victor Lopez
SBCTA
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

**RE: Consultation under PRC 21080.3.1 and AB 52 for the West Valley Connector Project,
Los Angeles and San Bernardino Counties, California**

Dear Mr. Lopez-

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project, and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources has resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

At this time we are unaware of specific cultural resources that may be affected by the proposed project. We encourage you to contact other Native American Tribes and individuals within the immediate vicinity of the project site that may have specific information concerning cultural resources that may be located in the area. We also encourage you to contract with a monitor who is qualified in Native American cultural resources identification and who is able to be present on-site full-time during the pre-construction and construction phase of the project. Please notify us immediately should you discover any cultural resources during the development of this project.

Very truly yours,

Victoria Martin
Tribal Secretary



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

CTA
1700 W. Fifth St.
San Bernardino, CA 92411

May 22, 2018

Re: AB52 Consultation request for West Valley Connector Project Los Angeles

Dear Victor Lopez,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com

MORONGO
BAND OF
MISSION
INDIANS



A SOVEREIGN NATION

**MORONGO BAND OF MISSION INDIANS
TRIBAL HISTORIC PRESERVATION OFFICE**

12700 PUMARRA RD BANNING, CA 92220

OFFICE 951-755-5025 FAX 951-572-6004

Date: 5/23/2018

Re:

AB 52 (ASSEMBLY BILL 52) – West Valley Connector Project

Dear,

Victor Lopez, PE

Program Manager, Transit & Rail Programs

Santa Bernardino County Transportation Authority

Thank you for contacting the Morongo Band of Mission Indians (MBMI) Cultural Heritage Department regarding the above referenced project(s). After conducting a preliminary review of the project, the tribe would like to respectfully issue the following comments and/or requests:

- The project is located outside of the Tribe's aboriginal territory and is not within an area considered to be a traditional use area or one in which the Tribe has cultural ties. We recommend contacting the appropriate tribe(s) who may have cultural affiliations to the project area. We have no further comments at this time.
- The project is located within the Tribe's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties. In order to further evaluate the project for potential impacts to tribal cultural resources, we would like to formally request the following:
 - A thorough records search be conducted by contacting one of the California Historical Resources Information System (CHRIS) Archaeological Information Centers and a copy of the search results be provided to the tribe.
 - Tribal monitor participation during the initial pedestrian field survey of the Phase I Study of the project and a copy of the results of that study. In the event the pedestrian survey has already been conducted, MBMI requests a copy of the Phase I study be provided to the tribe as soon as it can be made available.
 - MBMI Tribal Cultural Resource Monitor(s) be present during all required ground disturbing activities pertaining to the project.
- The project is located with the current boundaries of the Morongo Indian Reservation. Please contact the Morongo Cultural Heritage Department for further details.

Please be aware that this letter is merely intended to notify your office that the tribe has received your letter requesting tribal consultation for the above mentioned project and is requesting to engage in consultation. Specific details regarding the tribe's involvement in the project must be discussed on a project by project basis during the tribal consultation process. This letter does not constitute "meaningful" tribal consultation nor does it conclude the consultation process. Under federal and state law, "meaningful" consultation is understood to be an ongoing government-to-government process and may involve requests for additional information, phone conferences and/or face-to-face meetings. If you have any further questions or concerns regarding this letter, please contact the Morongo Cultural Heritage office at (951) 755-5139.

Sincerely,

Raymond Huate
Tribal Historic Preservation Officer
Morongo Band of Mission Indians
Email: rhuate@morongo-nsn.gov
Phone: (951) 755-5025

Native American Outreach - Response Action Plan

Native American Group/Individual	Outreach Date	Comments Received	Response Action Plan
<p>San Manuel Band of Mission Indians Lee Clause Director of Cultural Resources Lynn Valbuena, Chairwomen 26569 Community Center Highland, CA 92346 (909) 864-8933</p>	<p>4/11/2018</p>	<p>Email received 5/22/18; Request to include mitigation measures and request the POC.</p>	<p>The requested language for the project/permit/plan conditions is very similar to the mitigation measures that are specified in the ASR and DED. The construction contract or project plans will be modified to include a clause to notify the Tribe if cultural materials are encountered during construction.</p> <p>An email response will be sent to the Tribe to provide the SBCTA POC information and notifying them that the DED includes mitigation measures with procedures for response to finds of cultural materials and/or human remains during construction, and that the Tribe will be notified in the event of such a find.</p>
<p>Augustine Band of Cahuilla Mission Indians Amanda Vance, Chairperson PO Box 846 Coachella, CA, 92236</p>	<p>4/11/2018</p>	<p>Letter received 5/4/18; No consultation requested, encourages to have Tribal monitor onsite during construction, requests notification if cultural resources are encountered during project development.</p>	<p>No further consultation is required at this time.</p> <p>Tribe will be notified if cultural materials are found during construction. An appropriate clause regarding this will be included in the construction contract or project plans.</p>
<p>Morongo Band of Mission Indians Robert Martin, Chairperson 12700 Pumarra Road, Banning CA 92220 (951)849-8807 (951) 755-5200 (951)922-8146 Fox</p>	<p>4/25/2018</p>	<p>Letter received 5/23/18; Request for consultaion, request for record search and Phase I study results.</p>	<p>The Tribe will be contacted by phone or email to determine if they would like to schedule a conference call with SBCTA and Omnitrans. A copy of the HPSR and ASR with appendices will be provided to the Tribe for review once SHPO concurs on the finding. Once the reports are provided, then a conference call will be set up.</p>
<p>Gabrieleno Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723 gabrielenoindians@yahoo.com (626) 926-4131</p>	<p>4/11/2018</p>	<p>AB-52 Letter received 5/22/18; Section 106 Letter received 6/4/2018; Consultation requested in both letters.</p>	<p>SBCTA will set up a conference call with the Tribe, Omnitrans, and FTA. The consultants (Parsons and Paleo Solutions) will also attend to take minutes and/or answer any questions that the Tribe may have on the cultural resources technical studies completed for the project.</p>

Native American Invitation letter sent by FTA, May 2018



U.S. Department
of Transportation
**Federal Transit
Administration**

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

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

MAY 21 2018

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

Re: Section 106 Continuing Consultation for the
West Valley Connector Corridor Project

Dear Chairperson Salas:

The purpose of this letter is to provide you a continuing consultation under Section 106 of the National Historic Preservation Act (NHPA). The Federal Transit Administration (FTA) initiated consultation by invitation per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

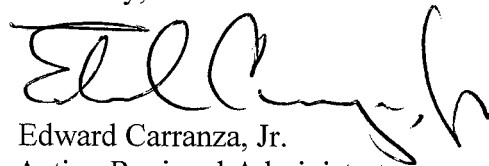
An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

FTA acknowledges your Tribe's request for continuing consultation, as well as the request to have a certified Native American monitor be present on site during ground disturbing activities. If you are aware of any additional responses sent to other parties regarding this project by your government organization, please be sure to copy our office. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department
of Transportation
**Federal Transit
Administration**

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

90 7th Street
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San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

MAY 21 2018

Lee Clause
Director of Cultural Resources
San Manuel Band of Mission Indians
26569 Community Center
Highland, CA 92346

Re: Section 106 Continuing Consultation for
the West Valley Connector Corridor Project

Dear Director Clause:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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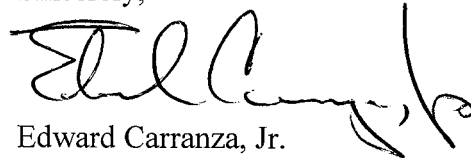
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FTA acknowledges your Tribe's request for continuing consultation, as well as the request to add mitigation measure language into project permits and/or plans. If you are aware of any additional responses sent to other parties regarding this project by your government organization, please be sure to copy our office. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Carranza, Jr.", with a stylized flourish at the end.

Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department
of Transportation
**Federal Transit
Administration**

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

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San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

MAY 21 2018

Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106½ Judge John Aiso St., #231
Los Angeles, CA 90012

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Chairperson Goad:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

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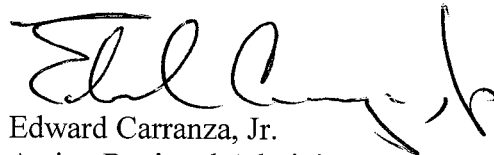
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Previous Consultation

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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
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of Transportation
**Federal Transit
Administration**

REGION IX
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American Samoa,
Northern Mariana Islands

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MAY 21 2018

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

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Chairperson Morales:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/ major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

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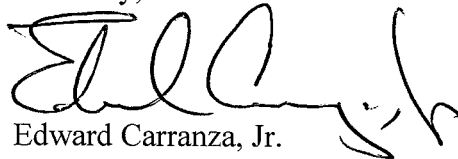
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

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415-734-9490
415-734-9489 fax

MAY 21 2018

Jeff Grubbe, Chairperson
Agua Caliente Band of Cahuilla Indians THPO
5401 Dinah Shore Drive
Palm Springs, CA 92264

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Chairperson Grubbe:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

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The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

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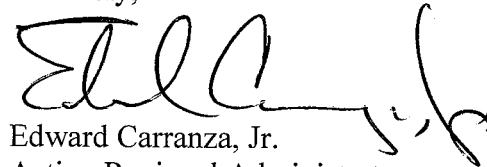
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Edward Carranza, Jr.
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MAY 21 2018

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

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Director Garcia-Plotkin:

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Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

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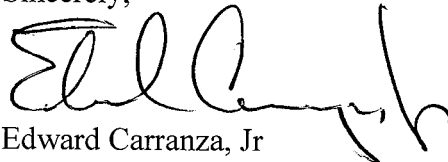
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

Previous Consultation

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. The letter initiating consultation is being sent to those on the additional contact list. In addition, this letter is being sent to the initial contact list who did not request consultation so as to provide the project update.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
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American Samoa,
Northern Mariana Islands

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MAY 21 2018

Goldie Walker
Chairperson
Serrano Nation of Mission Indians
P.O. Box 343
Patton, CA 92369

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Chairperson Walker:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

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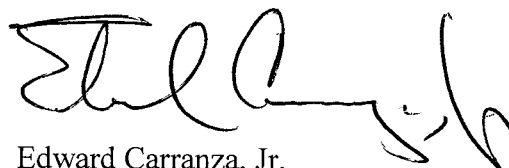
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

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MAY 21 2018

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

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Chairperson Martin:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

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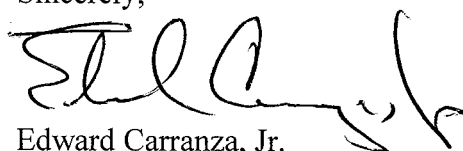
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Sincerely,



Edward Carranza, Jr.
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MAY 21 2018

John Valenzuela
Chairperson
San Fernando Band of Mission Indians
P.O. Box 221838
Newhall, CA 91322

Re: Section 106 Initiation of Consultation for the
West Valley Connector Corridor Project

Dear Chairperson Valenzuela:

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

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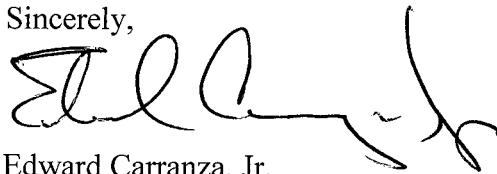
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

Previous Consultation

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. The letter initiating consultation is being sent to those on the additional contact list. In addition, this letter is being sent to the initial contact list who did not request consultation so as to provide the project update.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department
of Transportation
**Federal Transit
Administration**

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

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MAY 21 2018

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

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Mr. Ontiveros:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

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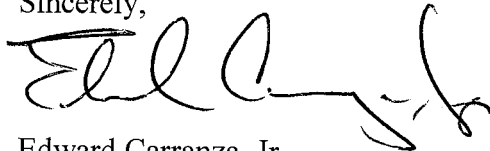
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Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

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415-734-9489 fax

MAY 21 2018

Joseph Hamilton
Chairman
Ramona Band of Cahuilla Mission Indians
P.O. Box 391670
Anza, CA 92539

Re: Section 106 Initiation of Consultation for
the West Valley Connector Corridor Project

Dear Chairman Hamilton:

The Federal Transit Administration (FTA) initiated consultation by invitation under Section 106 of the National Historic Preservation Act (NHPA) per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the proposed West Valley Connector (WVC) Project on August 10, 2016. The information below is an update on the status of the project, the updated project description, and a summary of the results of cultural resources investigations that have been conducted, including the identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE).

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The WVC Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

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To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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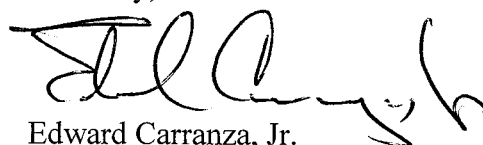
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

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Doug Welmas
Chairperson
Cabazon Band of Mission Indians
84-245 Indio Springs Parkway
Indio, CA, 92203

MAY 21 2018

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Chairperson Welmas:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

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MAY 21 2018

Charles Alvarez
Gabrielino Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307

Re: Section 106 Consultation for the West Valley
Connector Corridor (WVC) Project

Dear Mr. Alvarez:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

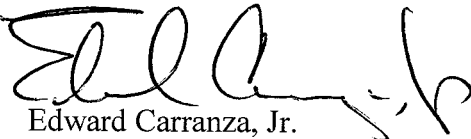
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

Previous Consultation

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Edward Carranza, Jr.', with a stylized flourish at the end.

Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
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MAY 21 2018

Daniel Salgado
Chairperson
Cahuilla Band of Indians
52701 US Highway 371
Anza, CA, 92539

Re: Section 106 Consultation for the West Valley
Connector Corridor (WVC) Project

Dear Chairperson Salgado:

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

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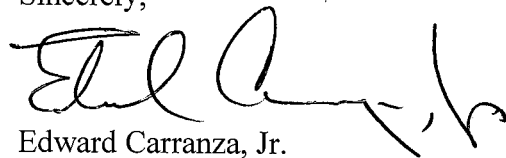
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Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department
of Transportation
**Federal Transit
Administration**

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

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MAY 21 2018

John Perada
Environmental Director
Los Coyotes Band of Mission Indians
PO Box 189
Warner Springs, CA, 92806

Re: Section 106 Consultation for the West Valley
Connector Corridor (WVC) Project

Dear Mr. Perada:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

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Project Location and Setting

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

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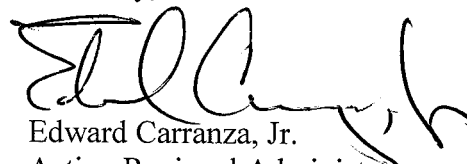
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Acting Regional Administrator

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MAY 21 2018

Shane Chapparosa
Chairperson
Los Coyotes Band of Mission Indians
PO Box 189
Warner Springs, CA, 92806

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Valley Connector Corridor (WVC) Project

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Project Location and Setting

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

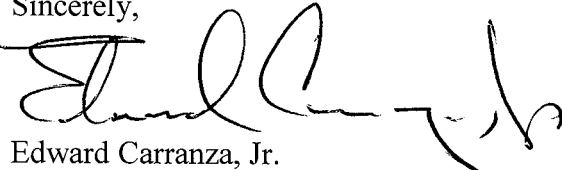
On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

Previous Consultation

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,

Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



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**Federal Transit
Administration**

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MAY 21 2018

Denisa Torres
Cultural Resources Manager
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Ms. Torres:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

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Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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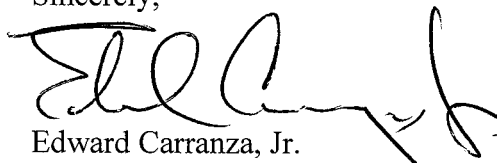
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Previous Consultation

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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ed Carranza, Jr.', written in a cursive style.

Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



U.S. Department
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REGION IX
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Northern Mariana Islands

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MAY 21 2018

Steven Estrada
Chairperson
Santa Rosa Band of Mission Indians
P.O. Box 391820
Anza, CA 92539

Re: Section 106 Consultation for the West
Connector Corridor (WVC) Project

Dear Chairperson Estrada:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

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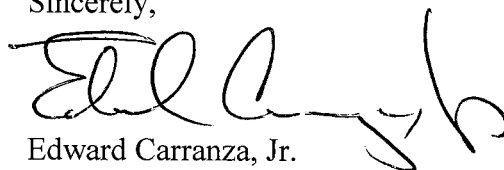
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MAY 21 2018

Temet Aguilar
Chairperson
Pauma Band of Luisano Indians - Pauma and
Yuima Reservation
P.O. Box 369
Pauma Valley, CA, 92061

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Chairperson Aguilar:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

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Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

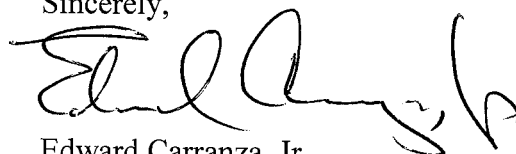
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Previous Consultation

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
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- Figure 3, Potential O&M Facility Sites



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**Federal Transit
Administration**

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MAY 21 2018

John Gomez
Environmental Coordinator
Ramona Band of Cahuilla Mission Indians
P.O. Box 391670
Anza, CA 92539

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Mr. Gomez:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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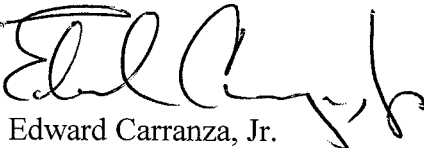
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,

Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

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U.S. Department
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415-734-9489 fax

MAY 21 2018

Carrie Garcia
Cultural Resources Manager
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92583

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Ms. Garcia:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

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Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

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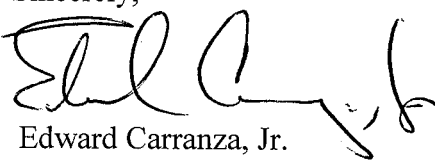
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Edward Carranza, Jr.
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MAY 21 2018

Scott Cozart
Chairperson
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA, 92583

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Chairperson Cozart:

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Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

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On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

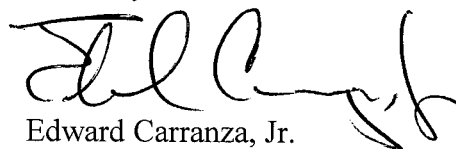
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Previous Consultation

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



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**Federal Transit
Administration**

REGION IX
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Northern Mariana Islands

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MAY 21 2018

Michael Mirelez
Cultural Resources Coordinator
Torres-Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA, 92274

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Mr. Mirelez:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the WVC Project, a 35-mile-long Bus Rapid Transit (BRT) project that will decrease travel times and improve the existing public transit system within the corridor. In January 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as the lead agency under the California Environmental Quality Act (CEQA) for the proposed WVC Project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the FTA. SBCTA is the CEQA lead agency, and FTA is the NEPA lead agency.

Project Location and Setting

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

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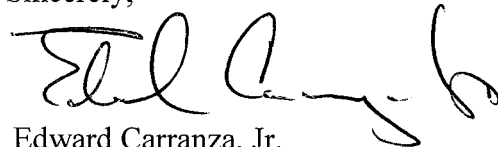
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If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed Carranza, Jr.", written in a cursive style.

Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



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415-734-9489 fax

Robert Dorame
Chairperson
Gabrielino Tongva Indians of California Tribal Council
PO Box 490
Bellflower, CA, 90707

MAY 21 2018

Re: Section 106 Consultation for the West Valley
Connector Corridor (WVC) Project

Dear Chairperson Dorame:

The Federal Transit Administration (FTA) invites you to participate in consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed West Valley Connector Corridor (WVC) Project in Los Angeles and San Bernardino County, California. We are contacting interested parties, including Native American tribes per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter provides a description of the WVC Project, a summary of the results of cultural resources investigations that have been conducted, identification of prehistoric and historic archaeological sites and/or sacred sites in the Area of Potential of Effects (APE) and an invitation to consult on the Project under Section 106 of the NHPA.

Description of Action

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Project Location and Setting

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices.

Proposed Action

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” which would go from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). Construction of the Phase I Milliken Alignment would begin in 2020. Phase II is intended to be constructed following completion of Phase I, tentatively scheduled for 2023, depending on the availability of funding.

Under consideration for the project implementation are three alternatives: a No-Build Alternative and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

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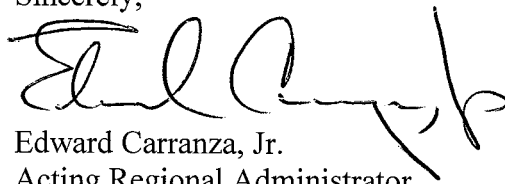
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MAY 21 2018

Amanda Vance, Chairperson
Augustine Band of Cahuilla Mission Indians
P.O. Box 846
Coachella, CA 92236

Re: Section 106 Consultation for the West
Valley Connector Corridor (WVC) Project

Dear Chairperson Vance:

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Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by our consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), field survey of the APE, and preparation of an Archaeological Survey Report and Historic Properties Survey Report.

The initial records search, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility.

A search of the SLF was requested from the NAHC in February 2016 and updated in October 2017. The NAHC was contacted again in February 2018 regarding the three alternative locations for the proposed O&M facility. The NAHC initially responded on March 2, 2016 and reported the search of the SLF revealed no results for the relevant USGS quadrangles. The NAHC responded to the second request on October 12, 2017, and again reported negative results for the SLF search. The NAHC responded to the third request on February 20, 2018 and stated that the search of the SLF for the proposed O&M facility locations was negative.

An intensive pedestrian survey of all open accessible areas (approximately 0.9 percent, or 2.6 acres) within the archaeological APE was conducted on July 26, 27, and 28, 2016. A windshield survey was conducted for the remaining portions (approximately 99.1 percent, or 287 acres) of the APE that were inaccessible on foot, including roadway. A windshield survey was conducted on September 15, 2016, for the recently-added Haven Branch Route.

On October 13, 2017, a supplemental windshield survey was conducted of the Milliken Alignment alternative. On February 28, 2018, an archaeological survey of the three alternative locations for the proposed O&M facility was completed. As a result of these surveys, eleven (11) new cultural resources were identified within the APE. All 11 resources consist of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris.

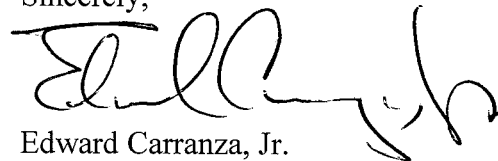
During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified sites. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or CRHR. The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR.

Previous Consultation

The NAHC provided 10 Native American contacts in its initial response dated March 2, 2016. Parsons (on behalf of Omnitrans) sent initial project notification and consultation invitation letters to all Native American contacts on May 13, 2016 in accordance with the Assembly Bill (AB) 52, and FTA sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. Two tribes have requested consultation regarding the proposed undertaking. On February 20, 2018, in response to the third request for a SLF search, the NAHC provided an updated list of Native American contacts, which contains an additional 11 contacts. This letter initiating consultation is being sent to those on the additional contact list.

If you would like to consult on the WVC project under Section 106 of the NHPA, please respond within 30 days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact Candice Hughes at (213) 629-8613 or via email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza, Jr.
Acting Regional Administrator

Attachments:

- Figure 1, Project Location Map
- Figure 2, Project Vicinity Map
- Figure 3, Potential O&M Facility Sites



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

U.S. Department of Transportation

June 4, 2018

Re: Section 106 West Valley Connector Corridor Project

Dear Edward Carranza Jr,

Please find this letter as a written request for consultation regarding the West Valley Connector Corridor Project . Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our potential tribal cultural resources on your project site, at the consultation, we will be providing information pertaining to the significance of tribal cultural resources and the significance of the project's impacts to these resources. We will provide a variety of resources including, but not limited to; ethnography notes, maps, and oral history. We will also be prepared to discuss mitigation measures we feel are appropriate to protect our tribal cultural resources from substantial adverse change to their significance.

Consultation appointments are available during standard business hours on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com

From: [Jessica Mauck](#)
To: [Hughes, Candice \(FTA\)](#)
Subject: FW: West Valley Connector Project
Date: Wednesday, May 30, 2018 10:58:06 AM
Attachments: [image6d0ccf.PNG](#)

Hi Candice,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 29 May 2018. The e-mail below shows the correspondence and requested language for the project/permit/plan conditions that Tribe sent along to the SBCTA for the CEQA element of this project. Please use the requested language for the Section 106 element as well (with whatever modifications are necessary to replace the CEQA language).

Regards,

Jessica Mauck

CULTURAL RESOURCES ANALYST

O: (909) 864-8933 x3249

M: (909) 725-9054

26569 Community Center Drive, Highland California 92346



From: Jessica Mauck
Sent: Tuesday, May 22, 2018 5:13 PM
To: 'vlopez@gosbcta.com'
Subject: West Valley Connector Project

Hi Victor,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 23 April 2018. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department's present state of knowledge, SMBMI does not have any concerns with the project's implementation, as planned, at this time. SMBMI request the name and contact info of the lead agency POC, once

determined, so that we may request that the following language be made a part of the project/permit/plan conditions:

1. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.
3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.
 - a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).
 - b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

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

The consultant may forward this request to the POC on our behalf with the understanding that we need to be informed that it has been sent. This communication to the lead agency will conclude SMBMI's input on this project, at this time, and no additional consultation pursuant to CEQA is required unless there is an unanticipated discovery of cultural resources during project implementation.

If you should have any further questions, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project.

Respectfully,

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent

responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

SECTION B
HISTORICAL SOCIETY OUTREACH ACTIVITIES

Record of Historical Society Outreach Activities

Historical Group/Individual	Date/ Method of Contact	Date (s) of Replies Rec'd Response?	Contact Initials	Date/Method of Contact	Date (s) of Replies Rec'd Response?	Contact Initials
San Bernardino Historical Society Steve Shaw, President P.O. Box 875 San Bernardino, CA 92402 sbpioneer@yahoo.com (909) 864-6179 or (909) 856-3229	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Ontario Heritage Petrina Delman, President 224 N. Euclid Ave, Ontario, CA 91762 info@ontarioheritage.org or petrina.delman@ontarioheritage.org (909) 984-6558	May 13, 2016 emailed	Response received from Diana Ayala, Senior Planner at the City of Ontario asking us to update their mailing address.	MWC	April 27, 2018, letter mailed		GK
Fontana Historical Society Marybeth Snider, President 16830 Spring St, Fontana, CA 92335 fontanahistoricalociety1906@gmail.com (909) 350-3539	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Historical Society of Pomona Valley Deborah Clifford, President 585 East Holt Avenue Pomona, CA 91767 Pomonahistorical@verizon.net (909)623-2198	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
The Etiwanda Historical Society Laura Barnett, President P.O. Box 363, Etiwanda, CA 91739 laura.j.barnett@gmail.com (909) 899-8432	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Museum of History and Art, Ontario Director John Worden 225 S Euclid Ave, Ontario, CA 91762 (909) 395-2510	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK
Historical Society of Southern California Amy Essington, Executive Director P.O. Box 50019 Long Beach, CA 90815 hssc@thehssc.org (323) 222-0546	May 13, 2016, letter mailed	No response	MWC	April 27, 2018, letter mailed		GK

May 13, 2016

John Worden
Director
Museum of History and Art, Ontario
225 S Euclid Ave
Ontario, CA 91762

Re: West Valley Connector Corridor Project, Cities of Fontana, Montclair, Ontario, Pomona and Rancho Cucamonga

Dear Mr. Worden,

Omnitrans is proposing the West Valley Connector Corridor Project, which is a proposed 25-mile-long Bus Rapid Transit (BRT) project located primarily along Holt Boulevard/Avenue and Foothill Boulevard that would connect the cities of Fontana, Montclair, Ontario, Pomona, and Rancho Cucamonga. The proposed project includes approximately 48 stations at 27 locations/major intersections along with associated improvements. Attached for your reference are the Project Location Map and the Project Vicinity Map.

Omnitrans has retained Parsons to assist, and to help to prepare the required environmental analysis. As part of our effort to identify cultural resources within the project area, potentially interested parties are being consulted regarding any significant historic built-environment resources (buildings/structures) that may be affected by the proposed Project. We have reviewed national, state, and local historic property inventories, and historians and architectural historians have been working in the study area evaluating historic architectural properties for this project.

Your ideas and concerns provide us invaluable information for the proper identification and treatment of those potential resources, which we would like to incorporate into our study. If you or your organization have any comments, issues, and/or concerns relating to historic resources within the project area, please respond in writing to the address provided below or by email within the next thirty days.

Please contact me if you require further information. Thank you for your assistance.

Sincerely, Monica Corpuz
Archaeologist, MA, RPA
3200 E. Guasti Road, Suite 200
Ontario, California 91761
Phone: (909) 218-3567
Fax: (909) 218-3605
Monica.Corpuz@parsons.com

Attachment: Project Location Map, Project Vicinity Map



Figure 1: Project Location Map

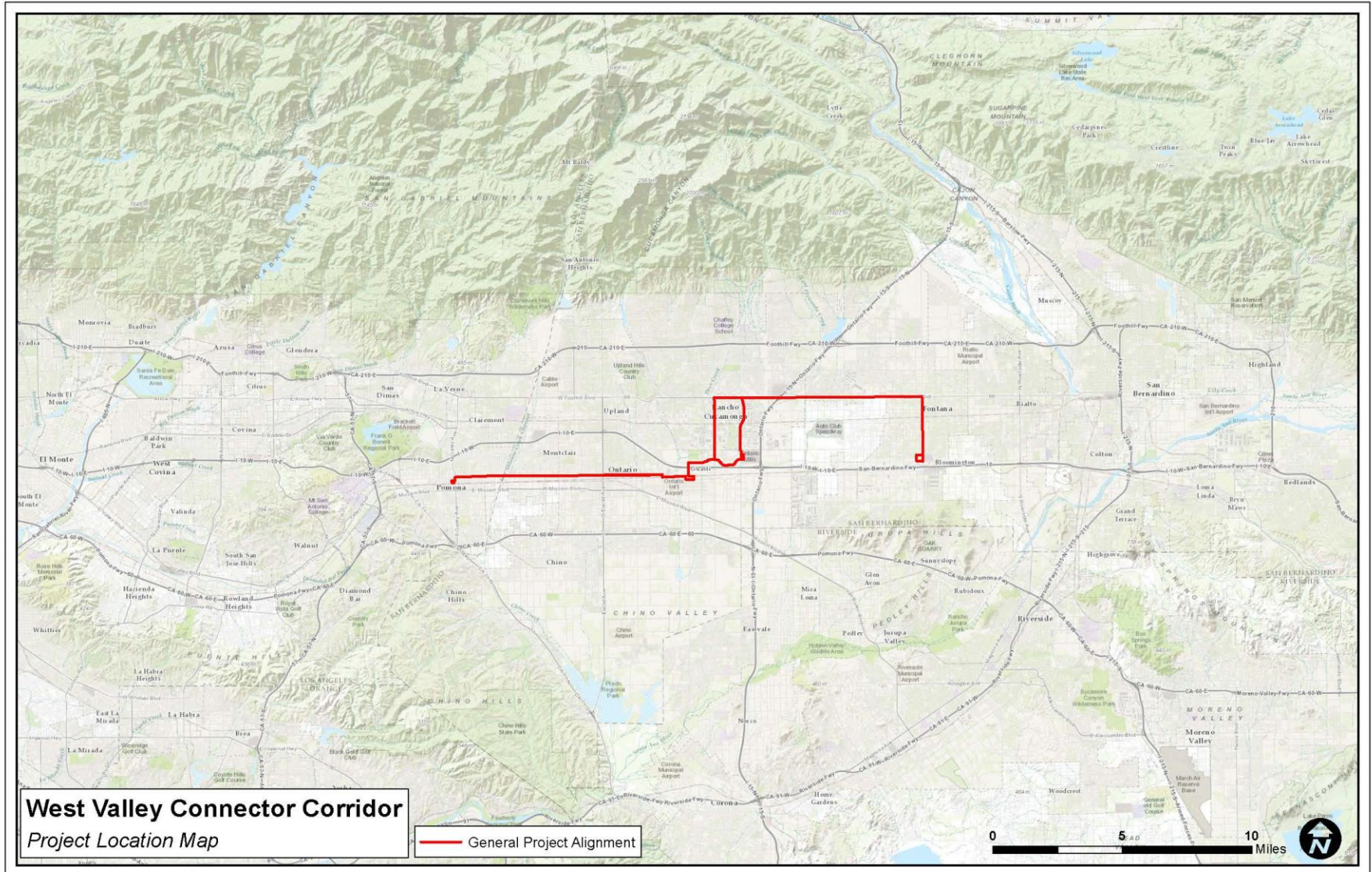
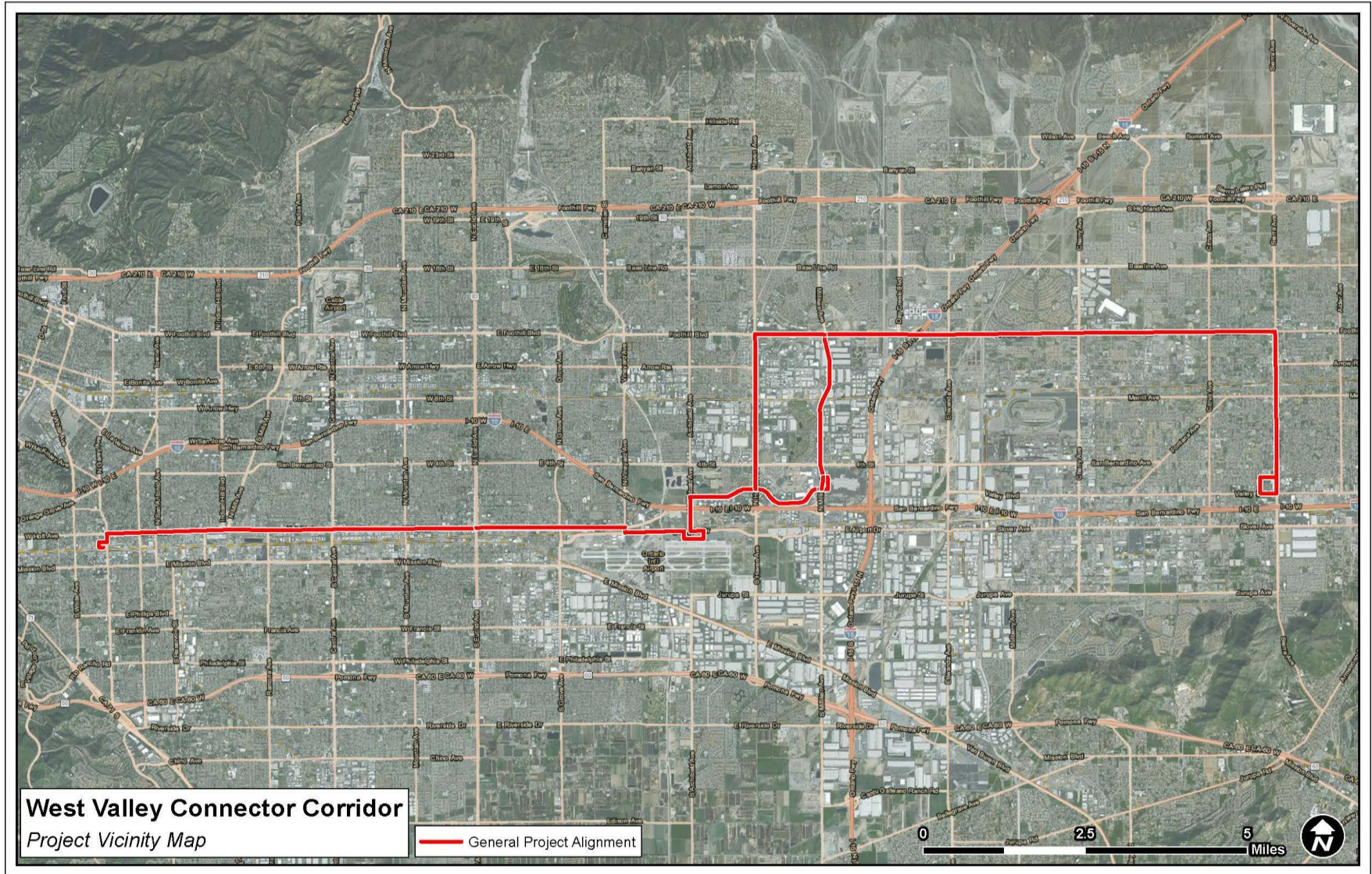


Figure 2: Project Vicinity Map



From: Corpuz, Monica
To: "[Diane Ayala](#)"
Cc: "[Petrina Delman](#)"; [Richard Delman](#)
Subject: RE: FYI - West Valley Connector Project
Date: Tuesday, May 17, 2016 8:51:00 AM
Attachments: [Ontario Heritage Letter .pdf](#)

Hi all,

After I reread your email it occurred to me that the wrong date was on your letter. These were sent out on Friday and definitely not in March. We have resent the correct letter (with the correct date) to Ontario Heritage at the address provided, and I have also attached it to this email. I apologize for the confusion and inconvenience.

Thank you,

Monica Corpuz, M.A. RPA
PARSONS
Ontario Phone: (909) 218-3567
Pasadena Phone: (626) 440-2461
Monica.Corpuz@parsons.com

From: Diane Ayala [<mailto:DAyala@ontarioca.gov>]
Sent: Monday, May 16, 2016 9:08 AM
To: Corpuz, Monica
Cc: 'Petrina Delman'; Richard Delman
Subject: FW: FYI - West Valley Connector Project

Hi Monica,

Please update Ontario Heritage mailing address to the P.O. Box below. They just received the notice that was sent back to them in March.

Thank you, Diane

Diane Ayala, Senior Planner

City of Ontario
Planning Department
303 East B Street
Ontario, CA 91764
(909) 395-2428
dayala@ontarioca.gov

From: info@ontarioheritage.org [<mailto:info@ontarioheritage.org>]
Sent: Friday, May 13, 2016 1:18 PM
To: Richard Delman; Diane Ayala
Subject: FWD: FYI - West Valley Connector Project

Hi Richard and Diane:

Please see the attached information Ontario Heritage received by email today. Their letter is dated March 13, 2016 but they mailed it to an incorrect address which is why I never received their letter.

Sincerely,
Petrina

Ontario Heritage

PO Box 1
Ontario, CA 91762
909.984.6558



www.ontarioheritage.org[ontarioheritage.org]

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[f](https://facebook.com/OntarioHeritage)Ontario Heritage Facebook[facebook.com]

----- Original Message -----

Subject: West Valley Connector Project

From: "Corpuz, Monica" <Monica.Corpuz@parsons.com>

Date: Fri, May 13, 2016 10:19 am

To: "info@ontarioheritage.org" <info@ontarioheritage.org>, "petrina.delman@ontarioheritage.org" <petrina.delman@ontarioheritage.org>

Dear Ms. Delman,

Please see attached for a letter that requests input from the Ontario Heritage Society regarding a planned project in the region.

Thank you!

Monica Corpuz, M.A. RPA

PARSONS

Ontario Phone: (909) 218-3567

Pasadena Phone: (626) 440-2461

Monica.Corpuz@parsons.com

April 27, 2018

Mr. Steve Shaw
President
San Bernardino Historical Society
P.O. Box 875
San Bernardino, CA 92402

Re: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana

Dear Mr. Shaw,

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the West Valley Connector (WVC) Project, a 35-mile-long Bus Rapid Transit (BRT) project. SBCTA intends to construct the WVC, which will then be operated by Omnitrans. The project is subject to state and federal environmental review requirements because it involves the use of federal funds from the Federal Transit Administration (FTA). SBCTA is the lead agency under the California Environmental Quality Act (CEQA), and FTA is the lead agency under the National Environmental Policy Act (NEPA).

On May 13, 2016, Parsons, on behalf of Omnitrans (the former CEQA Lead Agency of the proposed project) sent an initial notification letter to your organization regarding this proposed project. Since then, there have been some modifications to the proposed project. This letter provides an updated description of the WVC Project, a summary of the results of cultural resources identification efforts that have been conducted thus far, and includes an invitation to consult on the Project under the provisions of Section 106 (36 CFR § 800) of the National Historic Preservation Act (NHPA).

Parsons has been retained to help prepare the Project's required environmental analysis, including cultural resources studies and to consult with potentially interested parties on behalf of FTA and SBCTA regarding any significant historic built-environment resources (buildings/structures) that may be affected by the proposed Project. Our team's cultural resources staff have reviewed national, state, and local historic property inventories, conducted background research at local historical repositories and libraries, and conducted field surveys to property identify historic architectural and archaeological properties for their potential eligibility for listing in the National Register of Historic Places (NRHP).

Project Location and Setting

The Project is located primarily along Holt Avenue/Boulevard and Foothill Boulevard and would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in the counties of Los Angeles and San Bernardino, California. The project limits extend from Main Street in the city of Pomona on the west side to Sierra Avenue in the city of Fontana on the east side and Church Street in the city of Rancho Cucamonga on the north side to Ontario International Airport on the south side (see Figures 1 and 2, attached). The proposed project area is primarily urban, and generalized land uses include low-, medium-, and medium-high-density residential, commercial, industrial, open space and recreation, transportation and utilities, agriculture, vacant, public facilities, airport, educational facilities, and offices

Project Description

The WVC Project consists of two phases. Phase I of the project would construct the “Milliken Alignment,” from the Pomona Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II of the project would construct the “Haven Alignment,” from Ontario International Airport to Kaiser Permanente Medical Center in Fontana (see Figure 2). The Phase I Milliken Alignment would begin construction in 2020. Phase II is intended to be constructed following completion of Phase I, depending on the availability of funding.

The WVC Project includes construction of BRT stations at up to 33 locations/major intersections and associated improvements, premium transit service, Transit Signal Priority (TSP) and queue jump lanes, dedicated lanes, and integration with other bus routes along the 35-mile-long corridor. BRT stations would be established at major intersections located approximately 0.5 to 1 mile apart (see Figure 2). To accommodate potential dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor may require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

The Project would require up to twenty-seven (27) 60-foot-long buses operating in mixed flow and dedicated bus-only lanes from 6:00 a.m. to 8:00 p.m., Monday to Friday, with additional service hours added if future funding becomes available.

Operation of the proposed project would require construction of a new operation and maintenance (O&M) facility to maintain the bus fleet. The new O&M facility would be built on an approximate 5-acre site in Ontario. The facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community. Three sites are being considered for the placement of the new O&M facility (see Figure 3, attached).

Summary of Cultural Resources Investigations

To identify cultural resources that could be affected by the WVC Project, investigations have been conducted by the consultant team [Parsons and Paleo Solutions], for compliance with Section 106 of the NHPA and CEQA. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the Native American Heritage Commission (NAHC), archaeological and architectural field surveys of the area of potential effects (APE), and preparation of a Historic Properties Survey Report, Historic Resources Evaluation Report and an Archaeological Survey Report.

The initial records search at the SCCIC, conducted in 2016, resulted in the identification of 91 previously recorded cultural resources, 70 of which are outside the APE but within a 0.25-mile radius of the APE and 21 of which are located within the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, 2 are archaeological resources, one of which was a Craftsman bungalow that no longer exists, and the other is the National Old Trails Road/Route 66 (now Foothill Boulevard in the City of Fontana). Following the addition of the Milliken Alignment alternative to the APE, a supplemental records search was completed in October 2017; there were no additional previously documented resources identified within 0.25 mile of the added alignment. On February 21, 2018, another records search was completed for the proposed O&M facility. The search indicated that there are no previously-recorded cultural resources within 0.25 mile of the three proposed locations for the O&M facility. Searches of the SLF were requested from the NAHC in February 2016, October 2017, and February 2018. The NAHC responded on all three occasions and reported negative results.

An intensive pedestrian survey of all accessible areas for archaeological resources in the APE was conducted in July 2016, September 2016, October 2017, and February 28, 2018. During this investigation, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified resources consisting of historic-age (i.e., 50 years old or older) structures, structural remains, and associated debris. One of the previously recorded resources and all 11 newly identified sites have been evaluated as not eligible for inclusion in the NRHP or the California Register of Historical Resources (CRHR). The previously recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR. Records of archeological sites and sacred sites are considered to be confidential.

With respect to the built-environment, 5 cultural resources in the APE have been previously listed in or been determined eligible for the NRHP (Southern Pacific Railroad Depot in Pomona; Lincoln Park Historic District, Pomona; Euclid Avenue/State Route [SR] 83, Upland/Ontario; National Old Trails Road/Route 66, Rancho Cucamonga/Fontana; and Malaga Underpass Bridge, Fontana). Additionally, as a result of the field investigations and research undertaken for the WVC Project, of the 163 buildings, groups of buildings, or structures formally evaluated in the APE, 4 appear to be eligible for inclusion in the NRHP (Vince's Restaurant, 1206 W. Holt Boulevard, Ontario; A.C. Moorhead House, 961 W. Holt Boulevard, Ontario; The Grinder Haven, 724 W. Holt Boulevard, Ontario; and the Jacob Lerch House, 541 E. Holt Boulevard, Ontario). The cultural resources studies to identify historic properties to date are currently under review by FTA and are then intended to be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence. Separate documentation concerning findings of project effects on

historic properties will be prepared pursuant to 36 CFR § 800.5, once the identification phase is concluded.

We welcome your input. If you or your organization have any questions, comments or concerns relating to historic properties within the project area, or would like to participate as a consulting party on this project pursuant to Section 106 (36 CFR § 800), please respond in writing to the address provided or by email within the next thirty days. Please provide a designated lead contact person for the purposes of consultation. If you have any questions or comments, please contact me at 415-203-1100 or via email at Gregory.King@parsons.com

A handwritten signature in blue ink that reads "Gregory P. King". The signature is written in a cursive style with a large initial 'G' and 'K'.

Gregory King
Senior Historian and Project Planner

Attachments:

Figure 1, Project Location Map

Figure 2, Project Vicinity Map

Figure 3, Potential O&M Facility Sites

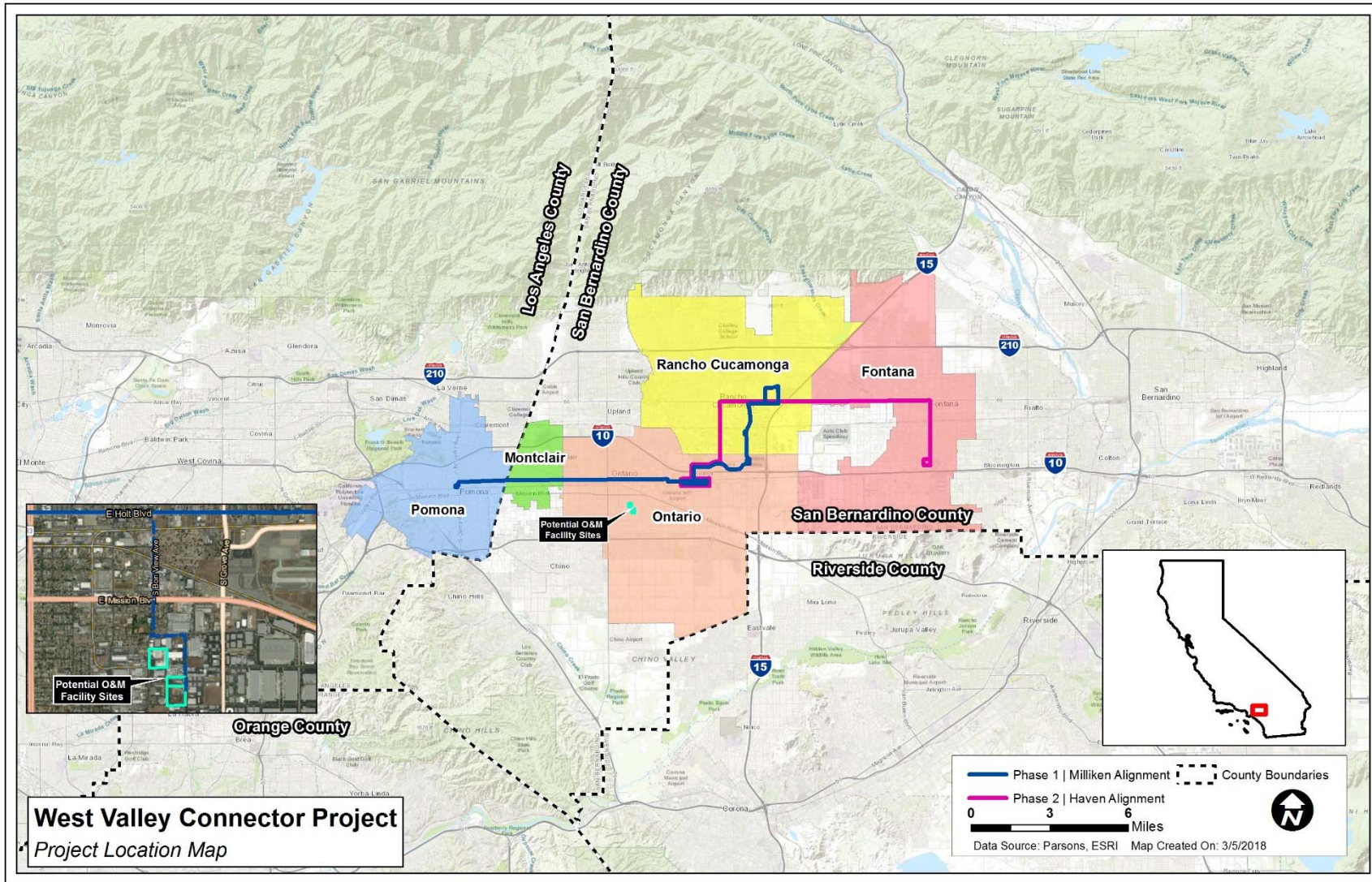


Figure 1: Project Location Map

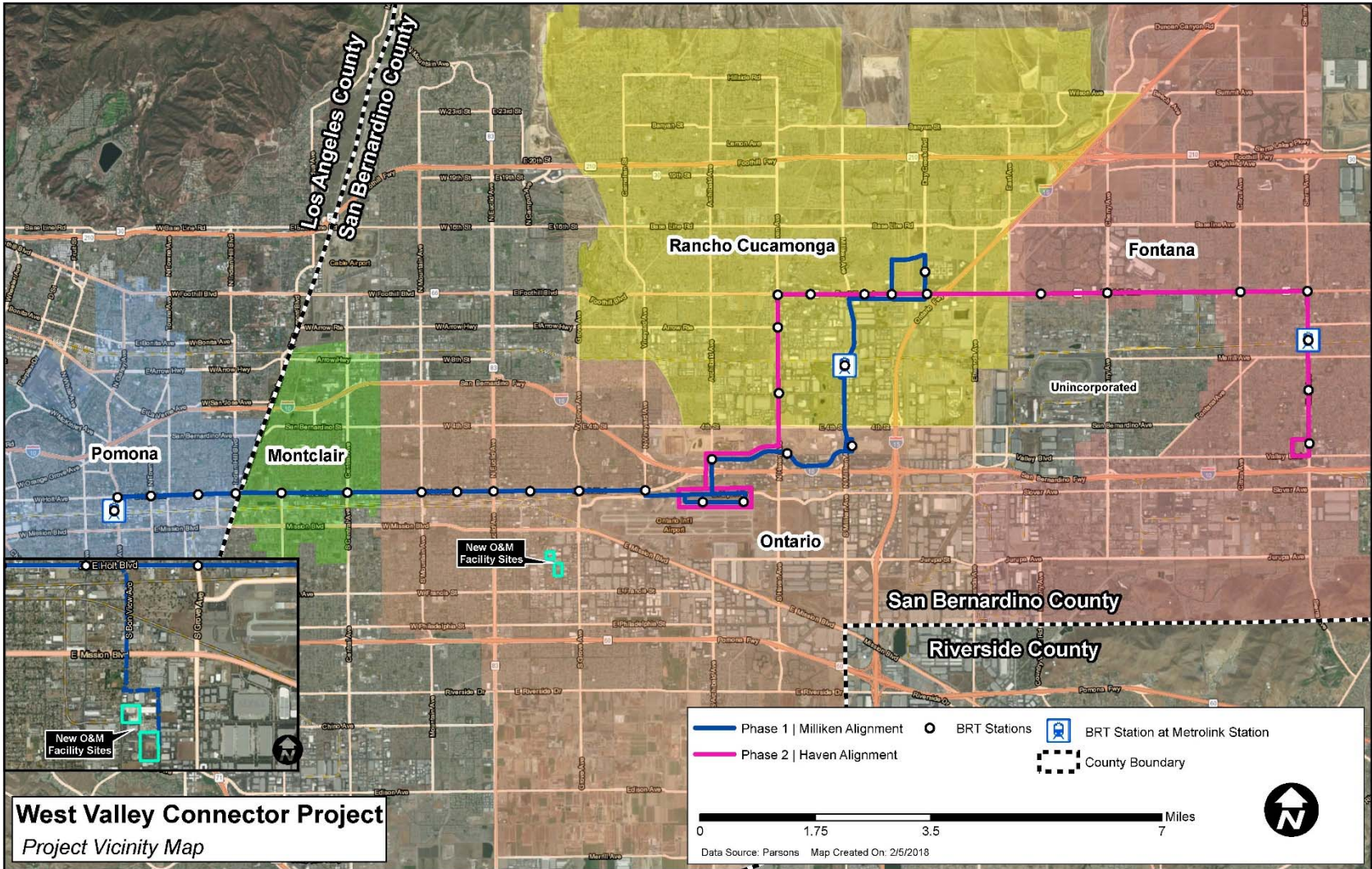


Figure 2: Project Vicinity Map

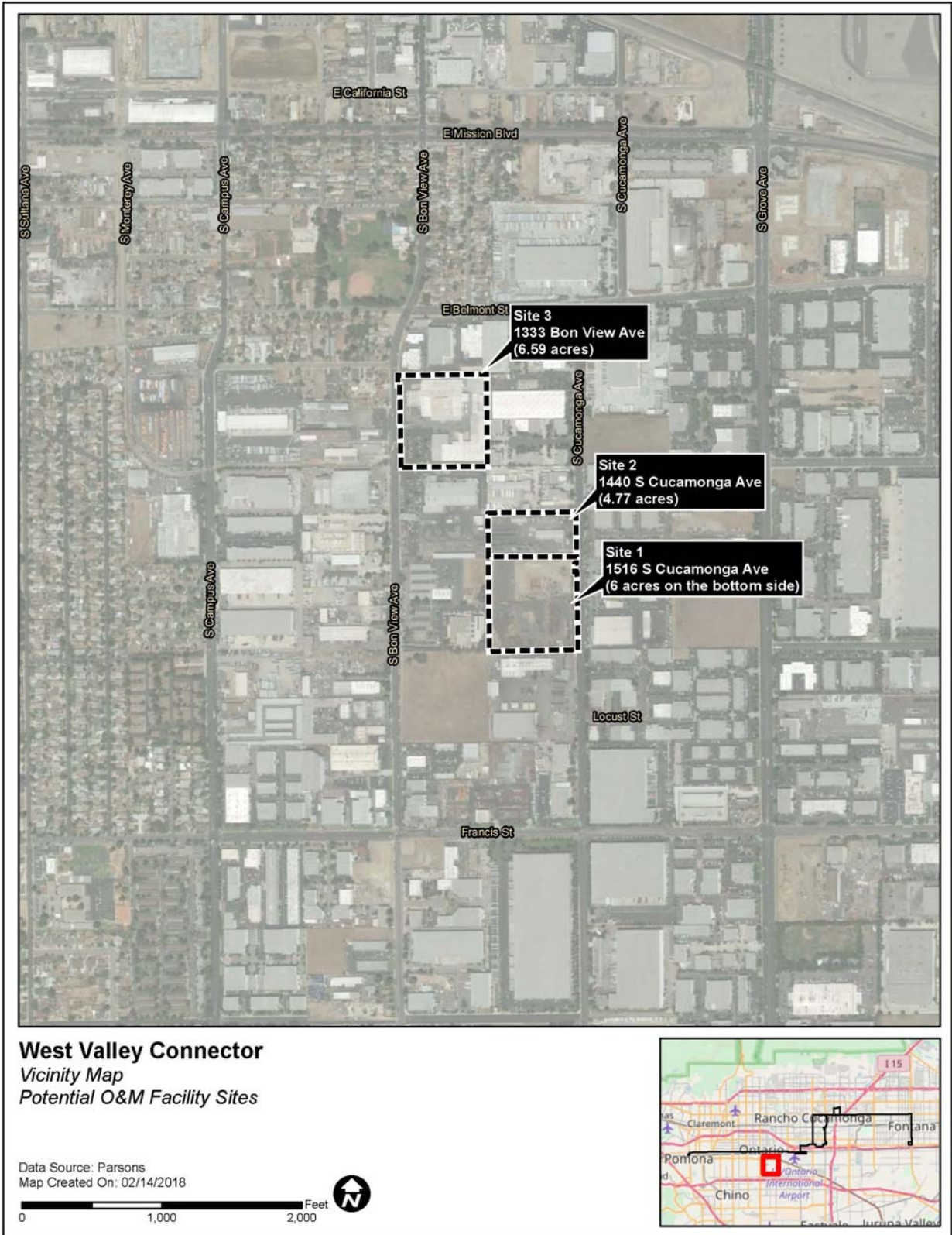


Figure 3: Potential Operations and Maintenance Facility Sites

Kochaon, Anne

From: King, Gregory
Sent: Wednesday, June 20, 2018 4:09 PM
To: Kochaon, Anne
Subject: FW: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga & Fontana

From: King, Gregory
Sent: Tuesday, June 05, 2018 4:02 PM
To: Lumabas, Gerard <Gerard.Lumabas@parsons.com>; Kochaon, Anne
Subject: FW: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga & Fontana

Hi Gerard and Anne-

Please see attached email response to the letter we sent to Ontario Heritage as part of the Section 106 consultation for the WVC Project.

Thanks,

-Greg

From: Petrina Delman <prdelman@msn.com>
Sent: Tuesday, June 05, 2018 3:51 PM
To: King, Gregory <Gregory.King@parsons.com>
Subject: Re: West Valley Connector Project, Cities of Pomona, Montclair, Ontario, Rancho Cucamonga & Fontana

Dear Greg:

Thank you for your letter dated April 27, 2018 regarding the above-mentioned subject.
Please be advised that Ontario Heritage has no objections to this project.

Sincerely,
Petrina Delman, President
Ontario Heritage
P.O. Box 1
Ontario, CA 91762
Cell 909.238.5320
Alternate 909.984.6558
www.ontarioheritage.org
www.facebook.com/ontario.heritage

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SECTION C
CORRESPONDECE WITH SHPO



U.S. Department
of Transportation
**Federal Transit
Administration**

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

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Ms. Julianne Polanco
State Historic Preservation Officer
Office of State Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Kathleen Forrest, State Historian

DEC 22 2016

Re: Subject: Section 106 Consultation for the
West Valley Connector Bus Rapid Transit
Project

Dear Ms. Polanco:

The Federal Transportation Agency (FTA), in coordination with Omnitrans, is initiating consultation with the California State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act, as amended (36 C.F.R. 800), for the West Valley Connector Bus Rapid Transit (BRT) Project (the Project), in Los Angeles and San Bernardino County. The Project will be a federal undertaking because the FTA will be providing financial assistance. This letter requests concurrence on the definition of the Area of Potential Effect (APE) pursuant to 36 CFR § 800.4.

Overview of the Proposed Project

The Project is a proposed 33.5-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The proposed transit route would begin at the Pomona Metrolink Transit Center station and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue. The proposed project includes a combination of side- and center-running BRT stations with 3.5 miles of dedicated bus-only lanes and mixed-flow lanes. The proposed project includes up to 60 station platforms at 33 locations/major intersections and associated improvements, spaced 0.5 to 1 mile apart to facilitate higher operating speeds. Transit Signal Priority (TSP) applications and queue jump lanes would also be used at selected intersections to further facilitate faster and more reliable bus operations.

This project is shifting between the lead agencies of Omnitrans and San Bernardino Associated Governments (SANBAG), a local regional transportation planning agency. With SANBAG as the lead agency of this Small Starts project, Omnitrans will still be the operator for this BRT system.

Area of Potential Effects

The proposed APE for architectural resources, including built resources, historic and cultural landscapes, as well as all areas that could be directly or indirectly affected by the proposed project.

Direct effects include physical changes to architectural resources. Indirect effects include visual effects or effects caused by noise or vibration.

The proposed APE for archaeological resources is limited to areas that could be affected by the maximum extent of project-related ground disturbance, including the areas associated with excavation, backfill and grading, construction, temporary access ways and encroachments, construction staging areas, grading, and utility trenching. In most areas, the depth of ground disturbance is expected to be roughly 6 inches.

Project design is still being finalized for the proposed 3.5 miles dedicated lanes segment along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario. The dedicated lanes segment would require road widening to accommodate the five center-running stations and dedicated bus-only lanes, which would involve excavation and trenching. A conservative approach in the delineation of the APE was taken in which all current design options were included.

The Holt Boulevard widening is 3.5 mile in length and involves disturbances within the existing pavement, sidewalk, gutter, and developed parcels to accommodate the center running stations and BRT dedicated lane. As the topography is consistently flat throughout this segment of the project, excavation would be shallow (less than 6 inches) in most areas. The maximum excavation depth for this road widening segment along Holt Boulevard would be 2.5 feet and involve trenching in the areas near the 5 new center running stations for utility relocations and installing conduit for new electrical/communication services.

In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE will be reviewed. Investigations will be prepared by consultants who meet the Secretary of the Interior's Professional Qualifications Standards in archaeology, history, and architectural history. The project would be constructed by 2035, and identification efforts will be focused on properties constructed before 1985.

In accordance with 36 CFR Part 800.4(a)(3), local historic groups and other stakeholders that may have an interest in the project will be contacted to gather information on historic resources within the APE. FTA will also contact and consult any identified Native American groups.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. If you have any questions, please contact Candice Hughes, FTA Environmental Protection Specialist at (213) 629-8613 and candice.hughes@dot.gov.

Sincerely,


Leslie T. Rogers
Regional Administrator

Attachments:

- A: Project Location
- B: Project Vicinity
- C: APE Map

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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January 23, 2017

In reply refer to: FTA_2016_1227_001

Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Area of Potential Effect (APE),
Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

Thank you for the letter received December 27, 2016, initiating consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation at 36 CFR Part 800. The Federal Transit Administration (FTA) included the project location, project vicinity, and APE maps with the consultation letter.

The undertaking proposes a 33.5-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

As described in the consultation letter, the narrative description of the APE is as follows:

- The 3.5-mile area along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario

FTA has requested comments on the delineation of the APE. After reviewing the documentation, I offer the following comments:

- Please provide a complete narrative description of the APE. The description provided in the consultation package appears to be incomplete.
- Please provide the maximum vertical extent of the APE. For undertakings that include a long linear APE such as this, it is helpful when the estimated vertical extents for each of the project components that require ground disturbance are described. This information can easily be depicted in a table.

Mr. Leslie Rogers—FTA
January 23, 2017
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- Please also clarify the methodology for delineating the architectural APE. The maps provided show some adjacent parcels included, while many are not. It is unclear why this distinction is made in the various locations.
- Provide a general list of activities required to construct the undertaking. This allows the consulting parties to understand the scope of the project and assists in determining whether the APE adequately considers potential indirect effects.

Thank you for considering historic properties in your planning process, and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or e-mail at kathleen.forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer

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November 14, 2017

In reply refer to: FTA_2016_1227_001

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Area of Potential Effect (APE),
Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

Thank you for the letter received October 27, 2017, continuing consultation with the State Historic Preservation Officer (SHPO) for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation at 36 CFR § 800. The Federal Transit Administration (FTA) included the project location, project vicinity, and Area of Potential Effect (APE) maps with the consultation letter.

The undertaking proposes a 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

As described in the consultation package, the APE begins on the north side of Pomona Metrolink Transit Center, and travels north on Main Street, east on Monterey Avenue, north on Garey Avenue, and east onwards along Holt Boulevard through Pomona, Montclair, and Ontario. At Ontario International Airport the APE travels north on Archibald Avenue, east on G Street, continues on inland Empire Boulevard, and north on Haven Avenue through Rancho Cucamonga. The APE includes the parallel alignment of Milliken Avenue as part of the proposed Milliken Alignment. At Foothill Boulevard in Rancho Cucamonga, the APE travels east through Victoria Gardens until

Mr. Leslie Rogers
November 14, 2017
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Sierra Avenue, where the alignment travels south through Fontana to Valley Boulevard, where it turns west. It continues north on Juniper Avenue and east on Marygold Avenue until reaching Sierra Avenue. The APE encompasses the right-of-way and parcels along the proposed side and center stations of the alignment, temporary construction easements, proposed staging areas, and parcels proposed for full or partial acquisition. The vertical APE has been identified between 2.5 and 15 feet, depending on the activity.

FTA has requested comments on the delineation of the APE and the methodology to streamline the identification and evaluation of historic properties. After reviewing the documentation, I offer the following comments:

- I agree that the APE is sufficient for the undertaking, per 36 CFR § 800.4(a)(1). Please note that while the methodology for surveying the APE may differ in parts, there is one APE for the undertaking as a whole.
- A methodology to streamline identification and evaluation was not included in the consultation package. If FTA would like to discuss an alternative identification strategy, please provide a methodology for review.

I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
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MAR 01 2018

Ms. Julianne Polanco
State Historic Preservation Officer
Office of State Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Kathleen Forrest, State Historian

Subject: Section 106 Continuing Consultation
for the West Valley Connector Bus Rapid
Transit Project Revised APE

OHP File: FTA_2016_1227_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA), in coordination with Omnitrans, is continuing consultation with the California State Historic Preservation Officer (SHPO) on the West Valley Connector (WVC) Bus Rapid Transit (BRT) Project (Project) in the counties of San Bernardino and Los Angeles pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800). FTA is the Lead Agency under the National Environmental Policy Act (NEPA). The project will be a federal undertaking because the FTA will be providing financial assistance. SBCTA is the local Lead Agency under the California Environmental Quality Act (CEQA).

Consultation on the Undertaking was initiated on December 22, 2016, with a resubmittal letter to you on October 26, 2017, which provided additional information to determine and document the Area of Potential Effects (APE), and for which concurrence was received from the SHPO on November 14, 2017. The purpose of this letter is to consult with you concerning a revision to the Undertaking's APE under 36 C.F.R. §800.4(a) and to request your concurrence. A new

operations and maintenance (O&M) facility for Omnitrans buses has been included as part of the proposed project.

Project Description

The WVC Project is a 35-mile-long BRT corridor located primarily along Holt Boulevard/Avenue, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue that would connect the City of Pomona in Los Angeles County, and the cities of Montclair, Ontario, Rancho Cucamonga, and Fontana in San Bernardino County. The proposed Project would construct up to 60 station platforms at 33 locations/major intersections and associated improvements. Stations would be “rapid bus” style stations designed for fast boarding.

The proposed Project would be constructed in two phases, including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga and Phase II/Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in 2022. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. A new operation and maintenance (O&M) facility for light maintenance activities is scheduled to be constructed during the Phase I/Milliken Alignment.

Three alternatives are being analyzed in the Environmental Assessment being prepared in compliance with the NEPA, including a No-Build Alternative and two Build Alternatives, A and B, as discussed below. Alternative B includes an approximately 3.5 miles of exclusive BRT lanes.

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, and would together place 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow traffic lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent ROW acquisition or temporary construction easements (TCEs).

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, 3.5 miles of dedicated bus-only lanes, and place five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment would include two mixed-flow traffic lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent ROW acquisition and TCEs. In addition, some areas would require the

reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Proposed New O&M Facility

Currently, Omnitrans operates and maintains its existing fleet from two major facilities: East Valley Vehicle Maintenance Facility (EVVMF), located at 1700 W. 5th Street in the City of San Bernardino and West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway in the City of Montclair. Neither facility has sufficient capacity to accommodate the additional maintenance and storage requirements of the bus fleet associated with the proposed WVC Project. The EVVMF is located on a parcel concurrently serving as Omnitrans Headquarters offices and is nestled in a built-out residential neighborhood, with no room for expansion. Likewise, the WVVMF is constricted to its parcel boundaries alternatively by a set of Metrolink rail tracks, San Antonio creek, and several privately-owned business properties. Therefore, an O&M facility is required to be constructed under both Build Alternatives A and B to provide parking and light maintenance to the new fleet.

Conceptually, the new O&M facility would be built on an approximate 5-acre site to provide Level I service bus maintenance with a capacity to be upgraded to provide Level II service maintenance.¹ Heavy repair functions and agency administrative functions would remain exclusively with the EVVMF in San Bernardino, which is a Level III facility. The Level I facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to provide Level II service, which will include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community.

Three sites are being considered for the placement of the new O&M facility. All are owned by the City of Ontario and are located in the industrial zoned area, slightly more than a mile from the proposed BRT corridor alignment on Holt Boulevard:

¹ The American Public Transportation Association (APTA) separates bus transit operating and maintenance facilities into three types:

- Level I: A primary service facility providing running maintenance and storage. Activities include fueling, washing, fare collection, light bulb replacement, wiper-blade replacement, fuel level checks, etc.
- Level II: A secondary maintenance facility, sometimes called an inspection garage for light maintenance, e.g., engine tune-ups, lubrications, inspections, tire changing, brake repair, and minor body work, as well as unit change out. Level I activities are also included in this facility.
- Level III: A tertiary maintenance facility, one that provides all vehicle maintenance. Activities include engine and transmission rebuilding, testing, major body repairs, painting, etc. Level I and II activities are included in this facility.

- Site 1: 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000). The current use of this property is public works storage yard. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.0 acres.
- Site 2: 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000). The current use of this property is compressed natural gas fueling station. If selected, the O&M facility will utilize the entire parcel encompassing an area of approximately 4.8 acres.
- Site 3: 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000). The current use of this property is municipal utility and customer service center. If selected, the O&M facility will be built at the bottom portion of the parcel encompassing an area of approximately 6.6 acres.

Buses coming to and from the new facility could use nearby access roads that directly connect to the BRT corridor such as South Campus Avenue, South Bon View Avenue, and South Grove Avenue.

Revised Delineation of the Area of Potential Effects to Include O&M Facility

The only revision to the APE in which SHPO previously concurred relates to the inclusion of three City-owned sites currently under consideration for construction of the new O&M facility. No additional changes in the previously-approved APE map have occurred. The three potential sites are included in the revised APE, as discussed below, and as displayed on sheet 10 of the enclosed APE map.

The archaeological APE, defined as the geographical area where direct impacts could occur as a result of project construction, of the O&M facility would encompass the area of 6.0, 4.8, and 6.6 acres for the potential Site 1, Site 2, and Site 3, respectively. All project activities related to the construction of the proposed O&M facility, including construction staging and equipment storing areas, are anticipated to be contained within the area indicated for each site above.

In terms of the vertical APE for the O&M facility, the maximum depth of ground disturbance is estimated to be 12-feet below current ground surface, for purposes of the maintenance shop and administrative building construction. Since the site layout at each potential site has not been finalized, for the purposes of the preliminary cultural resources analysis, the entirety of each parcel site will be evaluated for a maximum 12-foot excavation below existing ground surface. The 12-foot excavation depth is based on the potential need for an elevator bank or maintenance trench. The building foundation is anticipated to be above the 12-foot depth. The utilities needed for the project will typically be built within a 2-3 foot depth. These requirements would be the same for each area.

The architectural history portion of the APE for the O&M facility includes not only the direct impact area of the O&M facility as cited above as the archeological APE, but also any surrounding parcels which may contain built-environment resources and that may experience indirect impacts from construction and operation of the new O&M facility (e.g., visual, noise,

changes to setting) should historic properties exist. At this time, based on a windshield survey of the areas around the three sites, and a review of historic resources inventories, no known historic sites have been identified. Potential indirect impact areas for conducting the architectural history survey are established as one property beyond the parcel site on which the O&M facility would be constructed. The enclosed revised APE map (see sheet 10) indicates where each of the three O&M sites under consideration are located, and illustrates how the architectural history APE has been expanded around each.

Your review and concurrence in the adequacy of the revised APE for this Undertaking's identification and documentation efforts is respectfully requested under 36 C.F.R. §800.4(a).

If you have any questions or concerns, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosures:

- 1) Project Vicinity Map
- 2) Project Location Map with alternatives and O&M sites
- 3) Potential O&M Facility Sites
- 4) Revised APE Map



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

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March 29, 2018

In reply refer to: FTA_2016_1227_001

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Expansion of Area of Potential Effect (APE), Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

The State Historic Preservation Officer (SHPO) received your letter on March 5, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included maps of the the project location, project vicinity, project Operation and Maintenance (O&M) facility sites, and Area of Potential Effect (APE) maps with the consultation letter.

The undertaking proposes ta 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

FTA previously consulted on the APE and the Office of Historic Preservation (OHP) issued comments on November 14, 2017. Since that time the APE has been expanded to include potential locations for the proposed O&M facility. The three sites are:

- 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000)
- 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000)
- 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000)

Mr. Leslie Rogers
March 29, 2018
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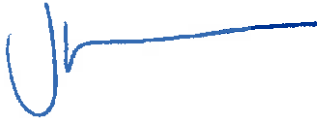
The APE includes all surrounding parcels that may contain built environment resources and may experience indirect effects from construction and operation of the new facility. All project activities related to the construction of the O&M facility, including construction staging and equipment storage areas, are anticipated to be included within the selected O&M site. The vertical APE would extend to a maximum depth of 12 feet below grade. No additional modifications were made to the APE.

FTA has requested comments on the modification of the APE. After reviewing the documentation, I offer the following comments:

- I agree that the APE is sufficient for the undertaking, per 36 CFR § 800.4(a)(1). Please note that while the methodology for surveying the APE may differ in parts, there is one APE for the undertaking as a whole.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

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June 14, 2018

In reply refer to: FTA_2016_1227_001

Mr. Edward Carranza, Jr.
Acting Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Identification Efforts, Counties of Los Angeles and San Bernardino, California

Dear Mr. Carranza:

The State Historic Preservation Officer (SHPO) received your letter on May 16, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included the following documents with the consultation letter:

- *Historic Property Survey Report, West Valley Connector Project*, prepared for the San Bernardino County Transportation Authority (SBCTA) and Omnitrans in April, 2018
- *Historic Resources Evaluation Report, West Valley Connector Project (HRER)*, prepared by Parsons for the SBCTA and Omnitrans in April, 2018
- *Archaeological Survey Report, West Valley Connector Project (ASR)*, prepared by Parsons and PaleoSolutions for the SBCTA and Omnitrans in April, 2018

The undertaking proposes a 35-mile-long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations, 3.5 miles of dedicated bus-only lanes, mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements. FTA previously consulted on the Area of Potential Effect (APE) and the Office of Historic Preservation (OHP) issued comments on November 14,

2017. The APE was expanded to include an Operations and Maintenance Facility, and OHP commented on this expansion on March 29, 2018.

Identification efforts included a records search, archival research, Sacred Lands File request, Native American consultation, and survey of the APE. Twenty-one resources were previously recorded within the APE, including two archaeological resources. One of the previously recorded archaeological resources, P-36-007144, no longer exists. The other, P-36-002910, is the National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga) and is listed on the National Register of Historic Places (NRHP). Nineteen built environment resources were previously identified within the APE, five of which are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad [SPRR] Depot, Pomona; Lincoln Park Historic District, Pomona; P-36-015397, Malaga Underpass Bridge, Fontana; P-36-015982, Euclid Avenue/State Route [SR] 83, Ontario and Upland; and P-36-002910, National Old Trails Road/Route 66, Rancho Cucamonga and Fontana).

Survey of the APE identified 11 new archaeological sites within the APE, as well as 171 built environment parcels that were constructed prior to 1973. These resources were recorded and evaluated for NRHP eligibility. Four built environment properties were recommended as eligible for listing in the NRHP; the remaining parcels were recommended as ineligible. All 11 archaeological resources were also recommended as ineligible.

FTA has requested concurrence on the determinations that the no longer extant P-36-007144 and the 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP, four built environment resources are eligible for inclusion in the NRHP, and the remaining 155 built environment resources are ineligible for listing in the NRHP. After reviewing the documentation, I offer the following comments:

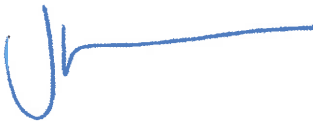
- Please explain the potential scope of work for Lots 1-11, and whether there is ground-disturbing activity planned for those areas. If the scope of work does include ground disturbing activity, the following information is required:
 - Based on the level of documentation provided, it does not appear that FTA has applied the National Register criteria (36 CFR § 63) to the archaeological resources identified on Lots 1 through 11. It also does not appear that appropriate identification efforts, such as archival research and consultation of Sanborn maps have been conducted by FTA to establish the historic use and association of these archaeological resources. At a minimum, this level of identification is necessary when evaluating historic-era archaeological resources according to National Register criteria.
 - While the buildings located on Lots 1 through 11 are no longer extant, please explain the likelihood of encountering subsurface archaeological deposits within these areas during ground disturbing construction activities. For this analysis, please also consider the vertical depth of

previous ground disturbance, depth of fill, and the vertical APE for the current undertaking. It is also recommended that as-built drawings, if available, are examined as part of this analysis.

- While the residential site at P-36-007144/CA-SBR-7144H is no longer extant, please provide documentation as to how it was determined that “construction activities associated with development of that facility [Kaiser Permanent Mental Health Office] destroyed or significantly disturbed any intact deposits.”
- Please provide information regarding the depth of artificial fill throughout the APE as discussed in Section 6.3 of the Archaeological Survey Report (ASR).
- Please provide information as to why the depths of previous disturbance discussed in Section 6.3 of the ASR are “unknown at this time.”
- Confirm whether the completed DPR 523 forms for the archaeological resources located on Lots 1 through 11 have been submitted to the appropriate Information Center for state designation.
- As discussed on page 72 of the ASR, the implementation of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) should not be used instead of FTA completing the steps necessary to identify history properties (archaeological) within the APE for the purposes of Section 106.
- Based on the above comments, I cannot concur at this time FTA’s determinations of eligibility because it is not clear that identification efforts are complete, per 36 CFR § 800.4. Please submit the information above to continue consultation.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Cc: Sharyn LaCombe, FTA