

ENVIRONMENTAL IMPACT REPORT ADDENDUM/ENVIRONMENTAL REEVALUATION OF FINDING OF NO SIGNIFICANT IMPACT

West Valley
Connector Corridor Project



August 2022



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LIST OF ACRONYMS

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effect
BEB	Battery Electric Bus
BMPs	Best Management Practices
BRT	Bus rapid transit
CalSTA	California State Transportation Agency
CEQA	California Environmental Quality Act
CFR	<i>Code of Federal Regulations</i>
CNDDDB	California Natural Diversity Database
CNG	compressed natural gas
CNPS	California Native Plant Society
CRHR	California Register of Historic Resources
CRMMP	Cultural Resources Monitoring and Mitigation Plan
CSS	coastal sage scrub
dB	decibel
dBA	A-weighted decibel
EA	Environmental Assessment
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FOE	Finding of Effect
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
GHG	greenhouse gas
HPSR	Historic Property Survey Report
I-10	Interstate 10
IPaC	Information for Planning and Consultation
kW	kilowatt
mph	miles per hour

NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act of 1969
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O&M	Operations and Maintenance
OSHA	Occupational Safety and Health Act
PCE	passenger car equivalent
RECs	Recognized Environmental Conditions
RWQCB	Regional Water Quality Control Board
SBCTA	San Bernardino County Transportation Authority
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SR	State Route
TIRCP	Transit and Intercity Rail and Capital Program
USACE	United States Army Corps of Engineers
USGS	United States Geological Survey
VMT	vehicle miles traveled
WQMP	Water Quality Management Plan
WVCC	West Valley Connector Corridor
WVVMF	West Valley Vehicle Maintenance Facility
ZEV	Zero-Emission Vehicle

1.0 INTRODUCTION AND BACKGROUND

1.1 Background

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the 35-mile-long West Valley Connector Corridor (WVCC) Bus Rapid Transit (BRT) Project, which would decrease travel times and improve the existing public transit system within the corridor.

The project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The environmental review process for the project was completed in accordance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. A Notice of Availability (NOA) and digital copy of the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) was circulated for public review from June 24 to August 8, 2019. The Final EIR under CEQA and Finding of No Significant Impacts (FONSI) under NEPA were prepared in March 2020. The SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative. The SBCTA Board certified the Final EIR in May 2020, and the Federal Transit Administration (FTA) issued a FONSI for the project shortly after the Final EIR was certified.

Subsequent to environmental approval of the WVCC Project in 2020, the SBCTA proceeded with project design of the Phase I/Milliken Alignment. To deliver the most cost-effective project, the SBCTA has continued to review the project for savings. Subsequently, the SBCTA has identified changes that could be implemented to help achieve significant cost savings and also meet California's health-based air quality standards and greenhouse gas emission reduction goals while adhering to the project's purpose and need.

1.2 Purpose of this Document

This document has been prepared to address the potential environmental impacts associated with the proposed project changes, as well as any changes to the environmental and regulatory setting that may have occurred since approval of the Final EIR/FONSI. This document serves as an Addendum to the EIR in compliance with CEQA, and as an Environmental Reevaluation to the EA and the subsequent FONSI in compliance with NEPA.

1.2.1 Basis in CEQA

CEQA Guidelines Section 15164(a) permits the CEQA lead agency (SBCTA) to prepare an Addendum to a previously certified EIR if some changes or additions to the project are necessary, but none of the conditions described in CEQA Guidelines Section 15162(a)(1) (e.g., “substantial changes requiring major revisions to the previous environmental document due to the involvement of new significant environmental effects”) have occurred. Consistent with CEQA Guidelines Sections 15164(a) and 15162(a)(1), this EIR Addendum has been prepared to document changes to the project that do not constitute “substantial changes requiring major revisions to the previous environmental document due to the involvement of new significant environmental effects.”

1.2.2 Basis in NEPA

As a project proceeds in its development from environmental review through construction, there may be circumstances that could affect the validity of its NEPA documentation or approval. The FTA, Federal Highway Administration, and Federal Railroad Administration joint NEPA regulations (*23 Code of Federal Regulations* [CFR] part 771) contain a process in 23 CFR 771.129 for reevaluating environmental documents or decisions to determine whether the original document or decision remains valid, or a supplemental or new analysis (e.g., supplemental environmental impact statement [EIS] or EA) is needed. This Environmental Reevaluation has been prepared in compliance with 23 CFR 771.129 to establish whether the approved FONSI remains valid for the project.

1.3 Format of this EIR Addendum/ Environmental Reevaluation

The previously certified and approved Final EIR/FONSI serves as the initial environmental compliance document for the WVCC Project under CEQA and NEPA. This joint EIR Addendum/Environmental Reevaluation provides additional information about subsequent changes to the project and changes to the environmental and regulatory setting since the Final EIR/FONSI was approved and certified. All mitigation measures included in the Final EIR/FONSI would be applicable to the modified project; therefore, they are incorporated by reference into this EIR Addendum/ Environmental Reevaluation.

Various technical studies were performed in support of this EIR Addendum/ Environmental Reevaluation. The methods and results of these studies are summarized in the following supplemental technical studies:

- Battery Electric Buses (BEB) Capacity Technical Memorandum (June 2022)
- Supplemental Traffic Analysis (June 2022)
- Supplemental Visual Impact Report (June 2022)
- Supplemental Air Quality Study (June 2022)
- Supplemental Biological Study Report (June 2022)
- Supplemental Historic Property Survey Report (HPSR) (September 2021 and updated in June 2022)
- Supplemental Paleontological Identification Report and Evaluation Report (June 2022)
- Supplemental Preliminary Geotechnical Report (June 2022)
- Phase I Initial Site Assessment Addendum (June 2022)
- Supplemental Floodplain Evaluation and Water Quality Report (June 2022)
- Supplemental Community Impact Report (June 2022)
- Supplemental Noise and Vibration Technical Study (June 2022)
- Supplemental Energy Study (June 2022)
- Supplemental Section 4(f) Analysis (June 2022)
- Supplemental Greenhouse Gas Emission Study (June 2022)
- Cultural Resources Mitigation Monitoring Program (Updated June 2022)

This document is organized as follows:

- **Chapter 1**, Introduction and Background, provides the background of the WVCC Project and proposed changes to the project, the purpose of this EIR Addendum/ Environmental Reevaluation, and the rationale for preparing an Addendum under CEQA and a Reevaluation under NEPA.
- **Chapter 2**, Description of Changes to the Project, summarizes the features of the Preferred Alternative (Alternative B) as presented in the Final EIR/FONSI and identifies the changes to the project design that have occurred since certification and approval of the Final EIR/FONSI.
- **Chapter 3**, Changes in Environmental Setting, compares the footprint of the proposed project changes to the original study area of the Final EIR/FONSI, and describes the environmental setting of the areas where changes are proposed.
- **Chapter 4**, Changes in Environmental Circumstances, identifies changes to the environmental circumstances of the project, such as new environmental laws or regulations, which may influence whether the project changes would have environmental effects.

- **Chapter 5**, Changes to Environmental Effects of the Project, evaluates whether the proposed project changes would result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the Final EIR/FONSI, taking into account changes in the environmental setting and environmental circumstances.
- **Chapter 6**, Changes to Environmental Commitments, identifies whether additional environmental commitments or changes to the environmental commitments beyond the level committed in the certified and approved Final EIR/FONSI are required.
- **Chapter 7**, Conclusion, identifies whether supplemental environmental documentation will be required for the proposed changes to the project based on the results of the analyses in Chapter 5.
- **Chapter 8**, List of Preparers, lists the individuals involved in preparing the EIR Addendum/ Environmental Reevaluation.
- **Chapter 9**, References, lists the documents and individuals consulted during preparation of the EIR Addendum/ Environmental Reevaluation.

1.4 Summary of Findings

Based on the analyses of the potential environmental effects associated with the changes to the WVCC Project (Section 5) and in consideration of changes to the environmental setting (Section 3) and circumstances (Section 4), implementation of the modified project would not result in substantial changes requiring major revisions to the Final EIR/FONSI. Changes to the project would not result in any new or more severe environmental impacts that have not already been addressed in the Final EIR/FONSI, and no new mitigation measures are required. Because none of the conditions described in CEQA Guidelines Section 15162(a)(1) has occurred, the SBCTA finds that preparation of an Addendum to the Final EIR is appropriate and consistent with CEQA Guidelines Section 15162. In compliance with 23 CFR 771.129, the FTA finds that the approved FONSI for the project remains valid under NEPA.

2.0 DESCRIPTION OF CHANGES TO THE PROJECT

A summary of the features of the Preferred Alternative (Alternative B) is provided below to serve as a baseline for the subsequent description of changes to the WVCC Project.

2.1 Description of the Preferred Alternative (Alternative B)

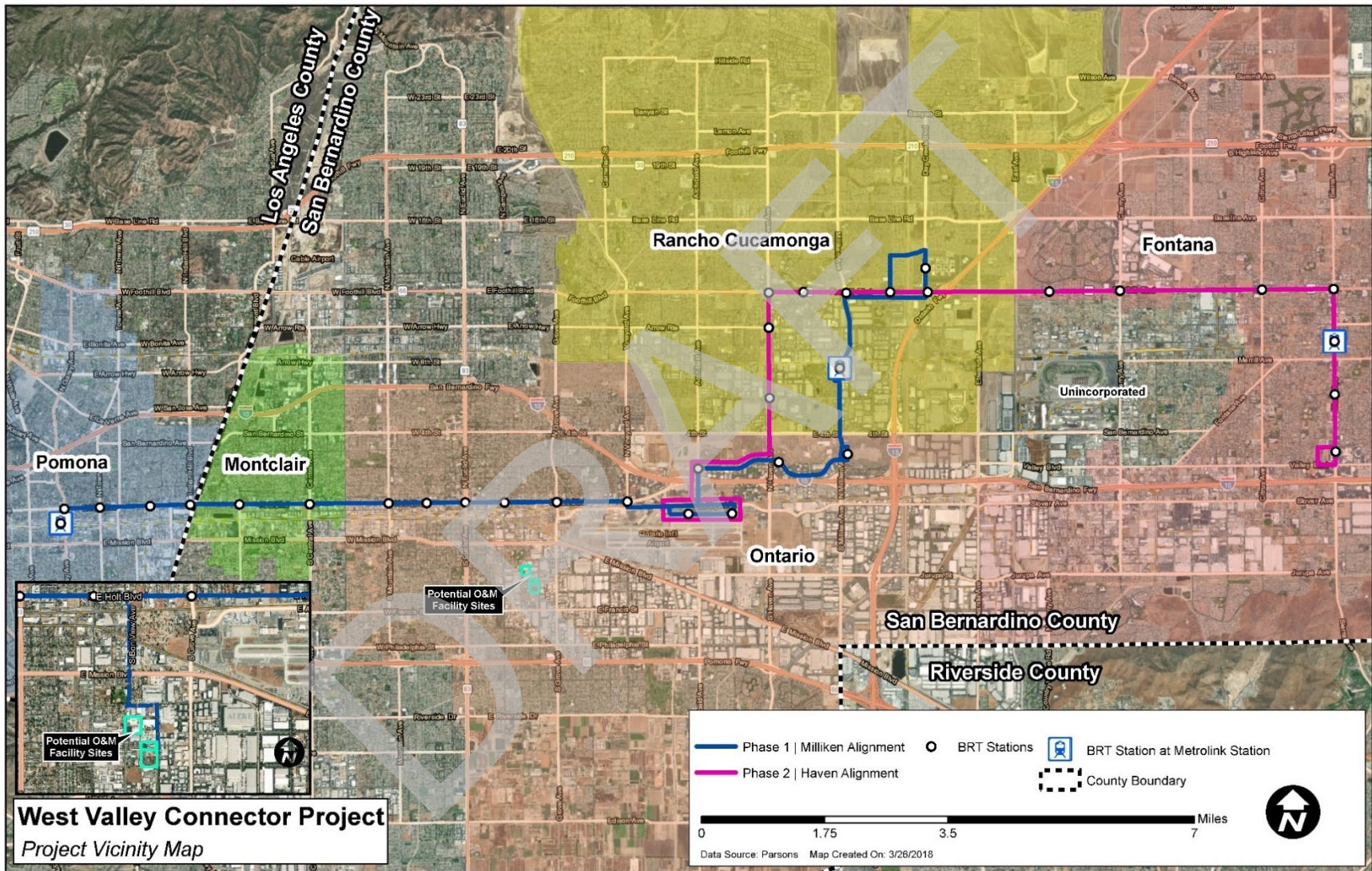
Alternative B, the Preferred Alternative, includes the full 35-mile-long BRT corridor, which is composed of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes in Ontario, and 5 center-running stations and 50 side-running stations at up to 33 locations/major intersections. Figure 2-1 presents the original feature map of the project.

The dedicated lanes segment includes 2 mixed-flow lanes and 1 transit lane in each direction and 5 center-running stations. To accommodate dedicated lanes, right-of-way acquisition and temporary construction easements are required for roadway widening and placement of electrical and fiber-optic utility lines. This process is currently ongoing and is scheduled to be completed by late 2022. Land acquisition along the corridor will also accommodate roadway reconfiguration and station construction. In addition, some areas of the project corridor involve relocation or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

The project would be constructed in two phases: 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 completion in late 2024. Construction of the Phase II/ Haven Alignment is scheduled to occur after completion of Phase I when funding is available.

The project's bus fleet would be composed of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new operations and maintenance (O&M) facility for light maintenance activities would be constructed as part of the project during the Phase I/ Milliken Alignment. As part of the environmental analysis, three potential sites in Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site through the CEQA/NEPA process.

Figure 2-1. WVCC BRT Original Project Map (Final EIR/FONSI, March 2020)



2.2 Description of Project Changes

Several project changes have been proposed after completion of the Final EIR/FONSI (March 2020) and as part of final engineering design (see Figure 2-2).

2.2.1 Change in Bus Type and Length

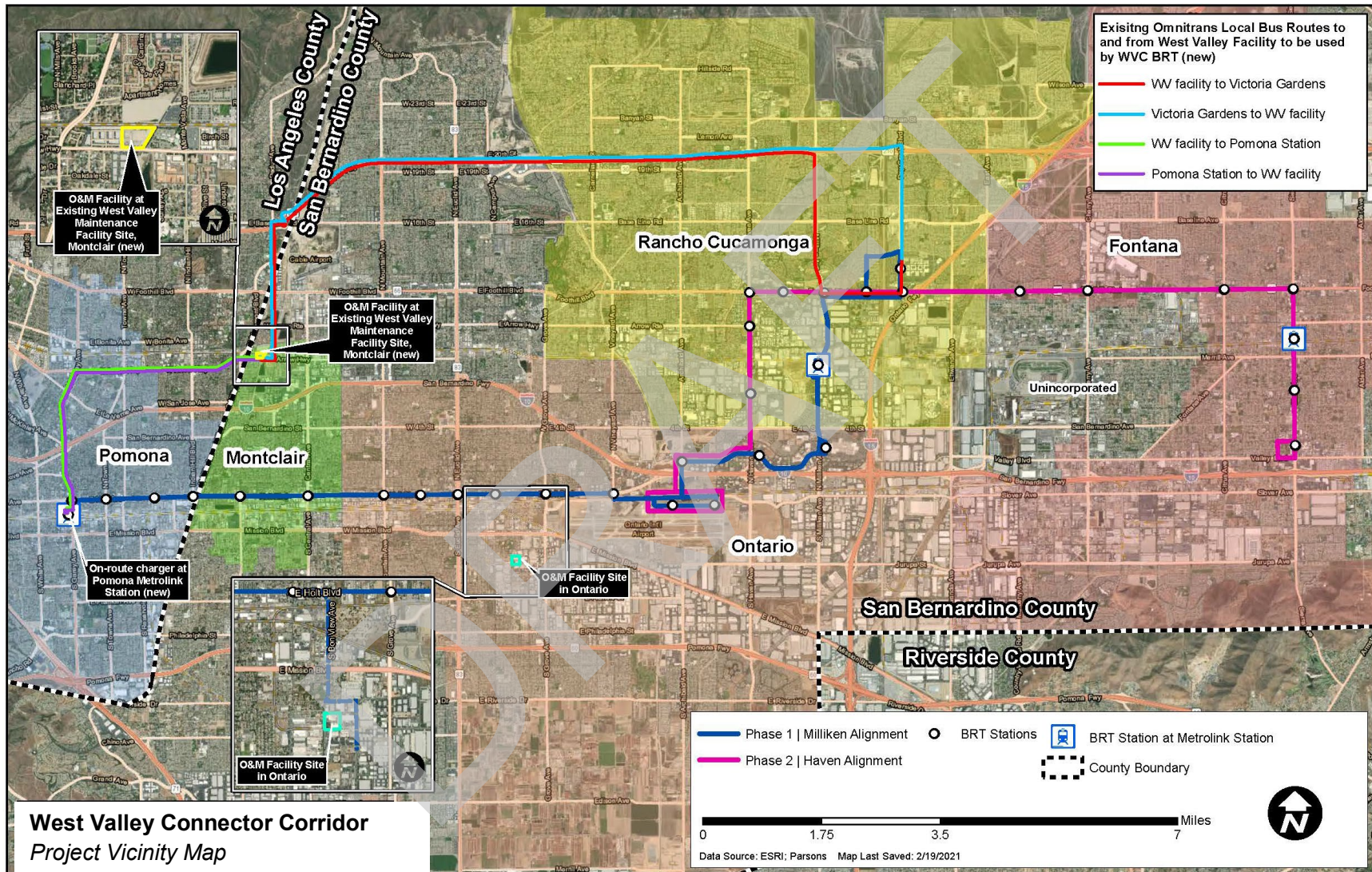
The SBCTA had identified the use of 40-foot-long buses over the 60-foot-long CNG buses (proposed in the environmental document) as one of the opportunities for savings. Based on the evaluation, the SBCTA determined that the seated passenger capacity of the 40-foot and 60-foot buses is similar and can accommodate ridership projections for the project. Design adjustments can be incorporated that allow for the loading of bikes on the front of the 40-foot bus as opposed to bringing them onto 60-foot buses. In addition, a 3-door, 40-foot bus is available that will serve the planned center platforms along Holt Boulevard. Finally, the center platform can be designed in such a way that it could accommodate 60-foot buses in the future, both from a platform length and platform height perspective. Therefore, the use of 40-foot-buses can still meet the high-quality transit system and the projected demand as stated in the purpose and need of the project.

As the final design proceeded, the SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVCC Project. The use of BEBs would also help the SBCTA to meet the State Zero-Emission Vehicle (ZEV) program aimed at reducing air pollutant and greenhouse gas emissions. Due to the unavailability of the 60-foot-long BEBs, the SBCTA decided to purchase 18 of the 40-foot-long BEBs as part of Phase I operations to take advantage of available grant funding. To maintain future flexibility, the WVCC stations are being designed to accommodate the use of both 40-foot-long and 60-foot-long buses.

The BEB Capacity Technical Memorandum, prepared by Parsons (June 2022), verified that the 40-foot-long BEBs would provide the capacity needed to serve the anticipated number of passengers in the design year 2040.¹ A 40-foot-long BEB provides 30 to 32 seats, with an additional standing capacity for 37 persons, for a 67- to 69-person total bus capacity. The analysis indicated the average demand (15 passengers per vehicle in the peak hour) and bus load during the peak hour (20 passengers per vehicle) would not reach the full occupancy capacity of the 40-foot-long BEB, making its use a viable alternative for this project.

¹ Design year is a term used for modeling future demand and volume expected on a facility.

Figure 2-2. WVCC BRT Proposed Changes



2.2.2 Change in O&M Facility and Charging Infrastructure

The Omnitrans recently implemented the Connect Forward service reduction plan at its West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway, Montclair, which reduces the number of fixed route buses in service thus freeing up capacity. The SBCTA, working in partnership with the Omnitrans, has identified that the 18 bus fleet required for Phase I operations can be serviced at the WVVMF. The use of the Omnitrans' existing facility provides cost savings opportunity by deferring the construction of the new O&M facility at 1333 S. Bon View Avenue in Ontario until funding is available or when the bus fleet is expanded as part of the Phase II/Haven Alignment operations. Other than the phasing, there are no additional changes to the new O&M facility in Ontario (e.g., description, anticipated impacts or previous mitigation pertaining to the new O&M facility).

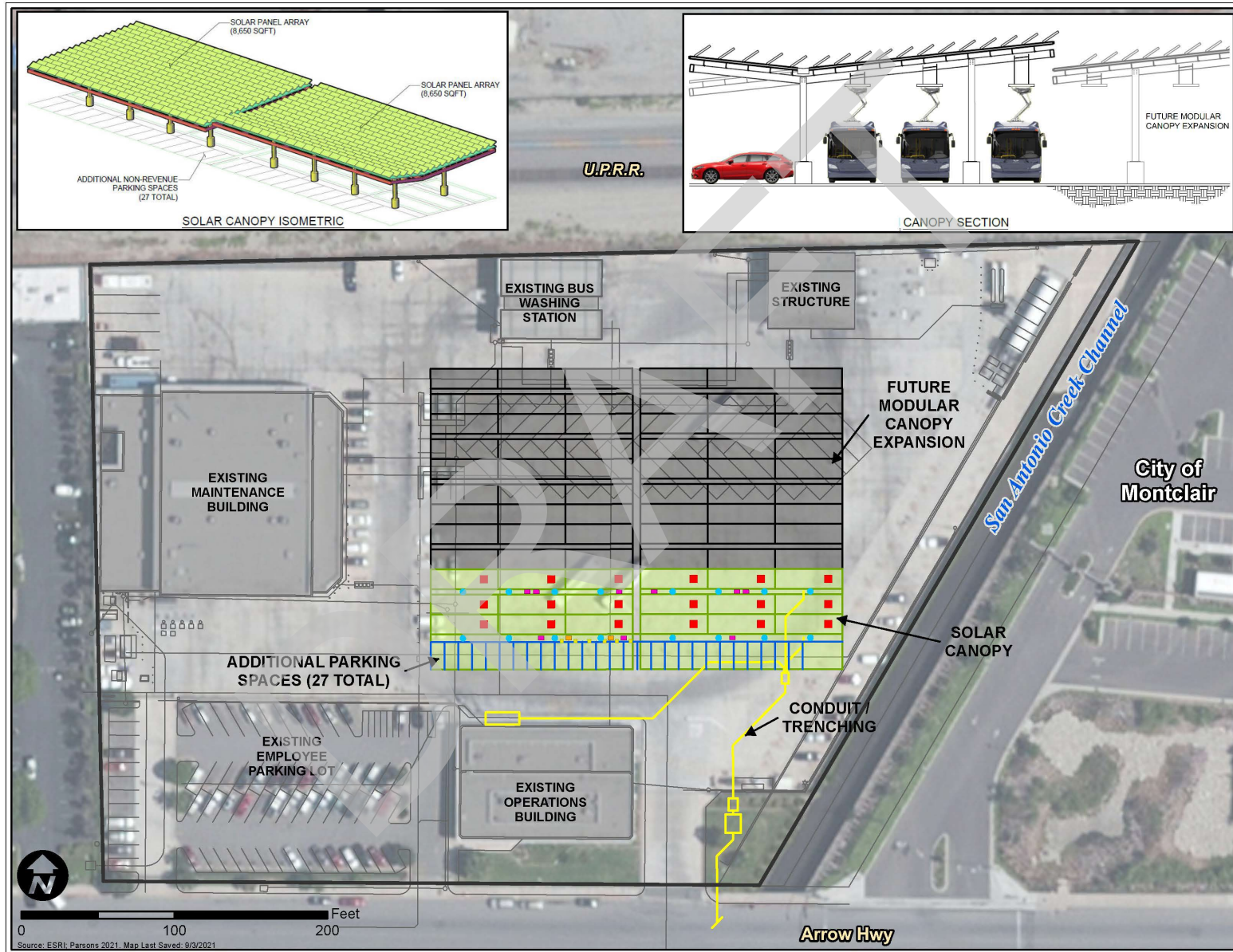
To use the existing WVVMF site in Montclair as an O&M facility to service the BEBs for Phase I of the WVCC Project, some retrofits would be required, including electrical infrastructure upgrades and installation of charging stations within the facility's premises. The use of BEBs would also require installation of on-route chargers at the Pomona Transit Center Station located at the Pomona Transit Center/Metrolink station area. However, there would be no change to the footprint of either facility. Installation of the on-route chargers would occur concurrently with the WVCC Project's station construction program. No additional property acquisition is required to convert the existing WVVMF in Montclair to handle the O&M needs associated with implementation of the WVCC Project.

The BRT buses accessing the proposed O&M site in Montclair are expected to follow the current routes used by Omnitrans' local buses. Except for the proposed changes outlined above, all other WVCC Project elements as described in the 2020 Final EIR/FONSI would remain the same.

Proposed New Use of WVVMF

Conversion of the existing WVVMF to support O&M functions of the WVCC Project requires changes to the facility. The BEB parking and charging stations would be located at the open paved area at the central section of the WVVMF site, while parking spaces for employee and visitor vehicles would be located just north of the office building area (Figure 2-3). BEB charging areas would consist of three rows and be covered by a solar canopy supported by concrete columns and located immediately to

Figure 2-3. O&M Facility Conceptual Site Plan at WVVMF



the north of the new vehicle parking spaces. Nine 150-kilowatt (kW) electric bus chargers and two 150-kW electric vehicle chargers would be provided under this canopy. The remaining area between the proposed charging areas and the existing bus wash facility and fueling station to the north would continue to be used for bus parking. Underground conduits would extend from the charging area to the battery backup, switchboard, transformer, and the power line service connection at Arrow Highway.

On-Route Charger

The use of 40-foot BEBs would also require installation of on-route chargers at the Pomona Transit Center Station. The installation of on-route chargers will occur within the existing footprint of the original proposed station to be located within the Pomona Transit Center Station (Figure 2-4), and the area and depth of which has been previously disturbed.

Construction Activities

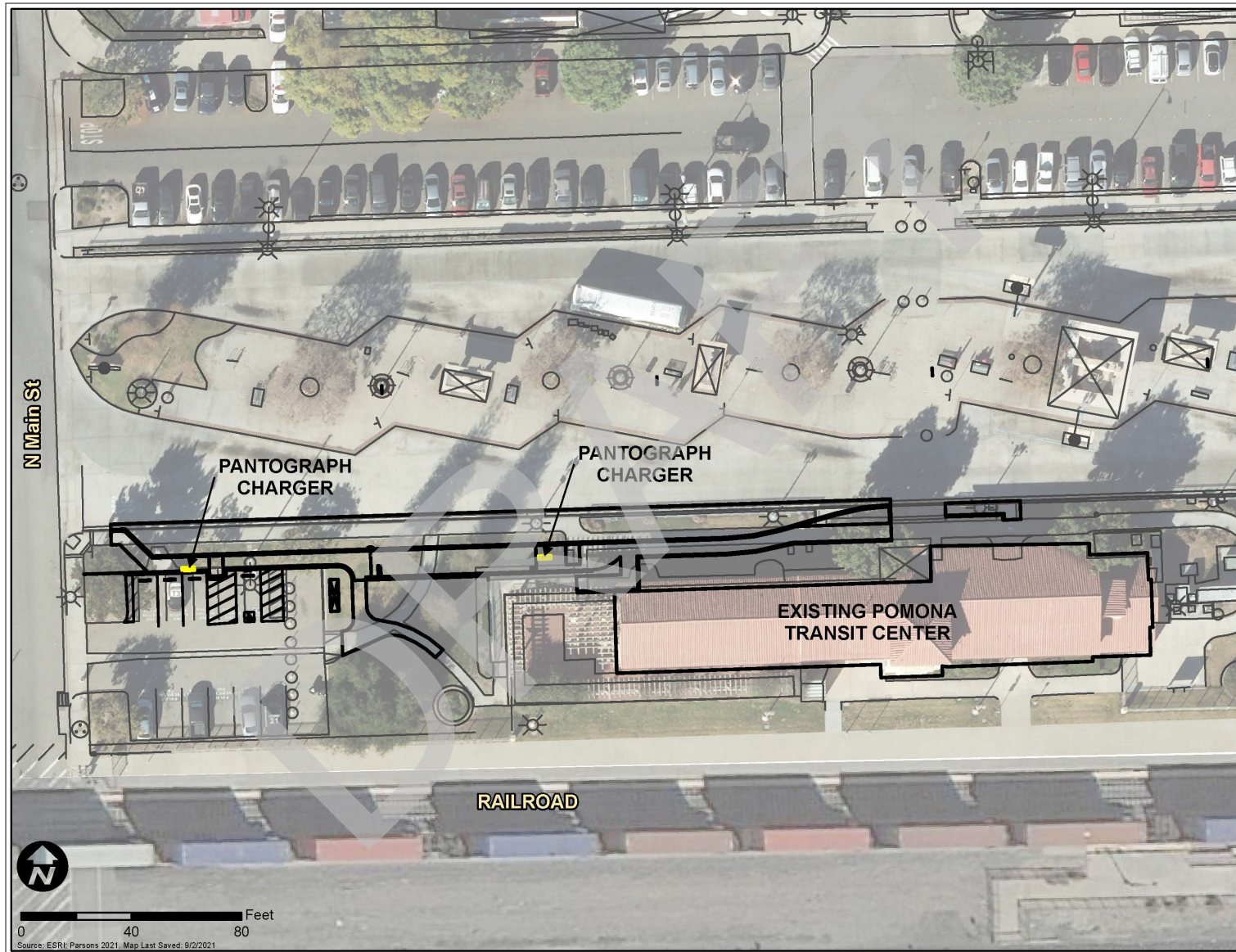
Modification of the existing Omnitrans' WVVMF to support the BEB maintenance would occur as part of the Phase I/Milliken Alignment construction, which would start in March 2023 and be completed in late 2024. Installation of the on-route chargers at the Pomona Transit Center Station would occur at the same time as the main WVCC Project construction.

Construction activities at the WVVMF site would include mobilization and staging, site clearing, grading and paving, charging structure construction, equipment installation, and minor landscaping and finishing. The charging structure would require soil excavation of approximately 15 feet below existing ground surface. Trenching for electrical and communication equipment, and if any wet or dry utility relocations are needed, would have an excavation depth of approximately 6 feet.

Construction activities at the Pomona Transit Center Station would include installation of two electric pantograph chargers. The maximum excavation depth for these chargers is 10 feet.

In all, ground disturbance is limited to the above described locations. No extensive backfill or grading are expected given the relatively flat elevation of the project site.

Figure 2-4. Two Chargers to be Installed at Pomona Transit Center Station



Onsite Operational Activities

BEB buses would be parked, charged, and maintained at the Omnitrans WVMF. Nine 150-kW chargers would be installed at the WVMF, two of which would be reserved for future uses. Bus charging would likely occur during the nighttime.

A total of 48 new employees would be added to the site, aside from the existing 157 employees of the facility. The operating hours of the facility are currently from 3:00 a.m. to 11:30 p.m. for operations and from 5:30 a.m. to 2:30 p.m. for maintenance, every day except select holidays.

2.3 Implementation Schedule

The implementation schedule for Phase I/Milliken Alignment has been updated as follows:

- Completion of the environmental compliance phase (March 2020)
- Completion of Final Design (December 2022) and begin construction in March 2023
- Completion of Phase I/Milliken Alignment and O&M facility construction in October 2024
- Completion of vehicle procurement and system testing in December 2024
- System operation in February 2025

Construction of the Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment, pending funding availability.

3.0 CHANGES IN ENVIRONMENTAL SETTING

The changes to the WVCC Project include additional transportation-related facilities to be constructed at the existing Omnitrans' WVVMF and the existing Pomona Transit Center Station. The Pomona Transit Center Station is the location of one of the BRT stations included in the WVCC Project and evaluated in the Final EIR/FONSI. The on-route chargers would be installed within an area of pavement and ornamental landscaping within the southern portion of the Pomona Transit Center Station.

The Omnitrans' WVVMF occupies approximately 5.3 acres and currently operates as a terminal and service facility for Omnitrans buses. The facility includes an office building at the southeastern section, a surface parking lot for employees at the southwestern section, repair shop and storage at the western section, bus wash facility at the northern section, fueling station at the northeastern section, aboveground storage tanks and parking spaces along the eastern edge, and bus parking areas at the central section. Ornamental trees have been planted around the employee parking lot and along the western boundary of the facility. There are also small areas of ornamental landscaping in front of the office building and at the southeast corner of the site.

An access driveway is located at the southeastern corner, and the site is surrounded by block walls and wrought iron fence on the south (Arrow Highway), block walls on the north and west, and a chain-link fence on the east. An aerial view of the existing WVVMF site and its vicinity is shown in Figure 3-1.

Land uses immediately adjacent to the WVVMF site include industrial, commercial, and institutional uses. According to the Official Zoning Map of the City of Montclair (City of Montclair, 2018), the WVVMF and adjacent properties to the east and west are zoned "Manufacturing Industrial (MIP)." Properties adjacent to the south are zoned "Limited Manufacturing (M1)." Adjacent to the north of the WVVMF site is the Metrolink railway and a vacant lot that was formerly an asphalt batch plant and is identified for future residential development according to the North Montclair Downtown Specific Plan (City of Montclair, 2017).

Figure 3-1. Aerial View of Existing Omnitrans West Valley Facility



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The WVVMF site lies within the Montclair North neighborhood and Census Tract 2.01. Census Tract 2.01 contains more than 50 percent minority population; therefore, communities within this area are considered environmental justice communities. Community facilities within 0.5 mile of the WVVMF site include six city parks, four schools, the Montclair Police Department, Montclair Fire Station 151, Montclair Metrolink Station, and Montclair Place Shopping Mall.

Like the project footprint that was studied in the Final EIR/FONSI, the existing WVVMF site is located within the Upper Santa Ana River Valley, which is a broad, relatively flat, gently southerly sloping plain that drains into the Santa Ana River. The concrete-lined San Antonio Creek Channel runs adjacent to the WVVMF site along the east side of the facility. The location of the San Antonio Creek Channel and the WVVMF fall under flood hazard classification Zone X from the Federal Emergency Management Agency (FEMA), which is categorized as the lowest risk and of minimal flood hazard.

A field survey of the WVVMF site was conducted on May 21, 2021, by a qualified biologist. No suitable habitat for sensitive species was identified at the WVVMF site and its vicinity.

A survey of the expanded archaeological Area of Potential Effects (APE) for the project was conducted by a qualified archaeologist, Alex Kirkish, RPA, on May 21, 2021. The survey did not identify the presence of any prehistoric or historic archaeological resources within the APE. Based on background research and photographic evidence, Greg King, M.A., Parsons Principal Architectural Historian, concluded there are no newly identified built-environment properties eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) within the revised APE.

4.0 CHANGES IN ENVIRONMENTAL CIRCUMSTANCES

Changes in environmental circumstances, such as new environmental laws or regulations, may influence whether a project or project changes would have environmental effects that would be considered significant or substantial. The following changes in environmental circumstances have been identified since environmental approval of the WVCC Project in 2020:

- On January 27, 2021, President Joe Biden signed Executive Order (EO) 14008, Tackling the Climate Crisis at Home and Abroad, which establishes a policy for federal agencies to develop programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related, and other cumulative impacts on disadvantaged communities. EO 14008 amended EO 12898 to include a goal that 40 percent of the overall benefits of federal investments are in clean energy and energy efficiency; clean transit; affordable and sustainable housing; training and workforce development; remediation and reduction of legacy pollution; and development of critical clean water infrastructure, flow to disadvantaged communities.
- A review of updated databases for sensitive plant and animal species in the overall biological study area, including the California Natural Diversity Database (CNDDDB), Information for Planning and Consultation (IPaC), California Native Plant Society (CNPS), and National Marine Fisheries Service (NMFS) databases, shows one new wildlife species has been added to the CNDDDB database as having the potential to occur in the San Dimas, Ontario, Guasti, and Fontana 7.5-minute quadrangles since the last database search, which was last conducted in December 2019 in support of the Final EIR/FONSI. The added species is the *Gonidea angulata* (western ridged mussel), which is a mollusk found in aquatic habitats, with an S1S2 State rank (Critically Imperiled/Imperiled). This species is not a federal or State Endangered or Threatened species.
- Since completion of the Final EIR/FONSI, Santa Ana Regional Water Quality Control Board's (RWQCB) Dewatering Permit Order has been renewed and is now identified as R8 2009-0006 (National Pollutant Discharge Elimination System [NPDES] No. CAG998001). This permit covers the General Waste Discharge Requirements for Discharges to Surface Water which Pose an Insignificant (*De Minimis*) Threat to Water Quality from dewatering activities. If dewatering is necessary during construction, it will be completed in compliance with this permit.

5.0 CHANGES TO ENVIRONMENTAL EFFECTS OF THE PROJECT

Based on the results of the review of affected environmental conditions and the proposed design changes within each of the technical studies, no new or more severe environmental impacts would occur with the proposed changes to the project for the following resources:

- Traffic and Transportation
- Aesthetic and Visual Resources
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Geology, Soils, and Seismicity
- Hazardous Waste/Materials
- Hydrology, Water Quality, and Floodplains
- Land Use and Planning
- Noise and Vibration
- Energy
- Demographics and Neighborhoods
- Acquisitions and Displacements
- Public Services and Utilities
- Safety and Security
- Parks and Recreation
- Section 4(f)
- Growth Inducement
- Greenhouse Gas Emissions

5.1 Traffic and Transportation

5.1.1 Change to Traffic Impacts due to Shift in Opening Year

According to the current project schedule, the opening year would be slightly shifted from 2023 to 2025. The change in opening date from 2023 to 2025 would not change the results of the traffic impact analysis prepared for Phase I and Phase II implementation. The project's incremental effects (i.e., new vehicle trips generated)

would remain the same in opening year 2025, as only the “no project” background traffic volumes would be anticipated to slightly increase.

5.1.2 Change to Traffic Impacts due to O&M Facility Relocation

The characteristics/configurations of key roadways in the traffic study area in the vicinity of the WVVMF are as follows:

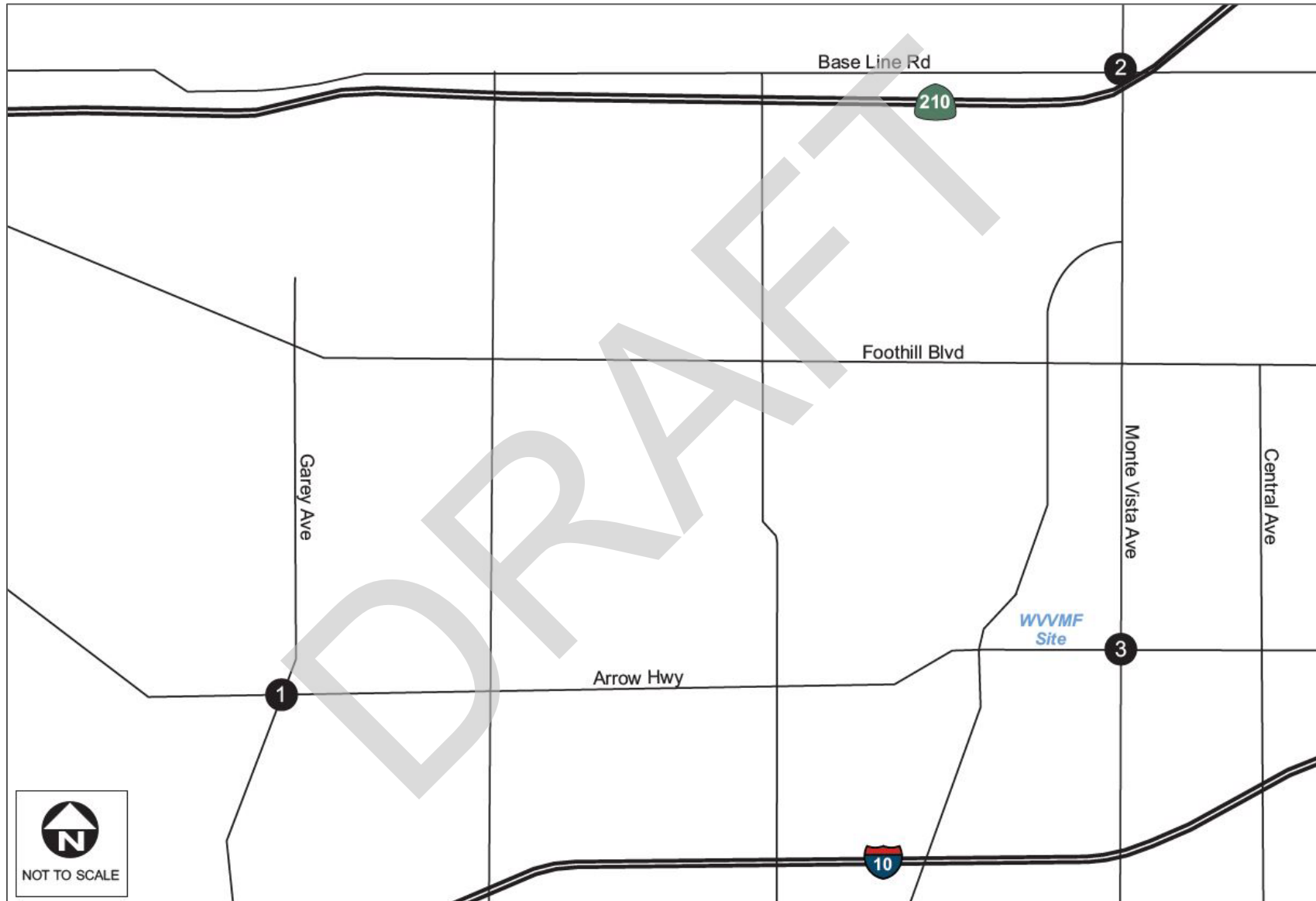
- Monte Vista Avenue, oriented in a north-south direction, is a six-lane divided roadway north of Arrow Highway and is a four-lane divided roadway south of Arrow Highway. Monte Vista Avenue provides direct access to Interstate 10 (I-10) on the south and indirect access to State Route (SR) 210 via Base Line Road.
- Arrow Highway is a four-lane divided roadway oriented in an east-west direction in the vicinity of the WVVMF. The posted speed limit is 45 miles per hour (mph).
- Base Line Road is a four-lane divided roadway oriented in an east-west direction that provides access to SR-210 east of Monte Vista Avenue. The roadway includes bicycle lanes in each direction and consists of a 45-mph posted speed limit.
- Garey Avenue is a four-lane divided roadway oriented in a north-south direction that provides access to I-10 on the south. The posted speed limit on Garey Avenue is 40 mph in the vicinity of Arrow Highway.

An analysis of the near-term traffic impacts of the project changes was conducted at three key intersections along the route to and from the WVVMF (Supplemental Traffic Study, 2022). These intersections (see Figure 5-1) include:

- Garey Avenue/Arrow Highway (City of Pomona)
- Monte Vista Avenue/Base Line Road (City of Claremont)
- Monte Vista Avenue/Arrow Highway (City of Montclair)

Existing peak-period traffic counts were acquired at each location from historical count data in lieu of collecting new counts during the COVID-19 pandemic. The historical counts were adjusted to account for traffic growth to develop a 2020-equivalent existing scenario. The traffic count data were used to determine existing peak-hour levels of service (LOS) at the study intersections.

Figure 5-1. Study Intersection Locations



Operation of the new O&M facility at the WVVMF is expected to generate 240 new passenger car equivalent (PCE)-adjusted daily trips. However, most of the new vehicle trips are anticipated to occur outside of peak periods. The peak-hour LOS at the study intersections for the existing condition and the existing plus project condition are shown in Table 5-1.

Table 5-1. Peak-Hour Intersection LOS for Existing and Existing Plus Project Conditions

Intersection	Jurisdiction	Conditions	AM Peak Hour		PM Peak Hour	
			Delay(s)	LOS	Delay(s)	LOS
1 Garey Avenue/ Arrow Highway	Pomona	Existing	27.5	C	33.1	C
		Existing Plus Project	27.5	C	33.3	C
2 Monte Vista Avenue/ Base Line Road	Claremont	Existing	34.8	C	52.4	D
		Existing Plus Project	34.9	C	52.8	D
3 Monte Vista Avenue/ Arrow Highway	Montclair	Existing	26.9	C	34.4	C
		Existing Plus Project	26.9	C	34.4	C

Source: WVCC Supplemental Traffic Analysis, 2022.

As shown in Table 5-1, the key study intersections in the vicinity of the existing WVVMF site are currently operating at LOS D or better during peak hours, which is considered acceptable LOS within the three jurisdictions (i.e., cities of Pomona, Claremont, and Montclair). With the addition of new peak-hour trips associated with the new O&M facility at the WVVMF site, the study intersections in the vicinity of WVVMF are forecast to continue to operate at LOS D or better. Therefore, no new traffic impacts are anticipated to occur at the key intersection locations due to the project changes. This result at key locations is assumed to be generally representative of the effects at other locations in the vicinity.

5.1.3 Change to Traffic Impacts on the Corridor Alignments

The operation and maintenance of the O&M facility in Ontario and Montclair are similar in nature, and both are located within the vicinity of the proposed corridor alignments, therefore, no significant change to vehicle miles traveled (VMT) within the overall study area is anticipated.

The replacement of CNG propulsion buses with BEBs and the installation of on-route chargers at the Pomona Transit Center Station would have no effect on traffic within the project vicinity. Also, the installation of on route chargers at the Pomona Transit Center

Station would not introduce new traffic hazards or impacts from project design that would represent incompatible uses on the roadways.

Finally, relocation of the O&M facility from Ontario to Montclair would not result in additional impacts to intersections along the proposed corridor alignments.

Note that because there would be no construction and implementation of the previously-approved O&M facility in Ontario during the Phase I/Milliken Alignment implementation, impacts at the following intersections would not occur as predicted because of project implementation as predicted in the Final EIR/FONSI.

- #2 Campus Avenue/Belmont Street (years 2025 and 2040)
- #4 Bon View Avenue/Belmont Street (years 2025 and 2040)
- #6 Grove Avenue/Mission Boulevard (year 2040)

5.2 Aesthetic and Visual Resources

As stated in Section 2.2.1, the proposed changes would not only include the replacement of CNG propulsion buses with BEBs, but the bus size would be reduced from 60 feet to 40 feet in length. The change in bus type from CNG buses to BEBs would have no effect to aesthetic and visual resources within the overall project study area. The use of shorter buses would have a very minor beneficial visual effect by reducing the visibility of buses along the roadway and reducing the temporary visual blockage associated with traffic on the road.

The use of BEBs would require installation of the on-route chargers at the Pomona Transit Center Station. While there are no sensitive receptors adjacent to the Pomona Transit Center Station, the new on-route chargers would be viewed by pedestrian traffic walking to and from the facility. The proposed addition of charging stations for buses within this transit facility does not constitute a new use for the facility and would appear consistent with the existing views within the facility. Therefore, the addition of the charging stations would not result in any adverse visual effects.

The new O&M facility site would be located within the existing WVVMF site owned and operated by Omnitrans. There are no residential or other sensitive viewers adjacent to the WVVMF. The site is an existing bus maintenance/storage facility; and the land uses at the site would not be altered by changes to the WVCC Project. The proposed improvements would be located at the center of the site and would not be readily visible from Arrow Highway. A small landscaped area at the southeastern section of the facility would be altered, including the removal of trees, shrubs and hardscape elements.

Landscape treatment to the disturbed area would be included after construction. No adverse visual effects around the WVVMF site is anticipated.

Overall, the changes to the project would not introduce any new significant visual effects compared to what was analyzed in the Final EIR/FONSI. The findings of the visual impact analysis within the Final EIR/FONSI remain valid for the project.

5.3 Air Quality

5.3.1 Change to Operational Emissions

The Air Quality Study prepared in 2018 (updated 2020) analyzed operational emissions of criteria pollutants and ozone precursors as a result of project implementation based on the use of CNG propulsion buses by comparing the emissions at the Opening Year (2023) and Design Year (2040) against the no-build conditions. Emissions were quantified based on regional passenger vehicle and truck VMT.

To assess the change in operational impacts, an operational emissions analysis was conducted for the WVCC Project, taking into account the proposed replacement of CNG propulsion buses with BEBs and operation of the new O&M facility at the WVVMF. Note that the 2018 Air Quality Technical Study (updated 2020) used 2023 as the opening year. The current schedule anticipates the opening year to slightly shift to 2025. According to the Supplemental Traffic Analysis, 2022, no change to traffic analysis results from the shift of the opening year for 2 years is anticipated. In addition, the change in O&M facility location during the Phase I/Milliken Alignment implementation is not anticipated to significantly change the overall VMT generated from the project because the WVVMF is located within the close vicinity of the project alignment (about 2 miles) similar to the proposed O&M Facility site in Ontario (about 1 mile). Therefore, the 2022 Supplemental Air Quality Study used the same VMT number for the 2025 opening year as a basis of calculation.

As shown in Table 5-2, the use of BEBs would generate less criteria pollutant and ozone precursor emissions than the use of CNG propulsion buses; therefore, the change of CNG buses to BEBs would not result in adverse effects related to criteria pollutants and ozone precursor emissions. Rather, the use of BEBs would generate less criteria pollutants and ozone precursors than the use of CNG propulsion buses.

**Table 5-2. Comparison of Daily Operational Emissions
between the Use of CNG Buses and BEBs**

Scenario	VOC (lb/day)	CO (lb/day)	NO _x (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Existing (2016)	1,602	38,933	12,656	9,572	1,929
Opening Year (2025)					
No Build Alternative	1,030	26,511	8,860	9,922	1,945
Alternative B (CNG)	1,032	26,516	8,875	9,931	1,946
Alternative B (BEB)	986	25,577	8,504	9,888	1,927
Design Year (2040)					
No Build Alternative	537	12,679	2,907	11,916	2,257
Alternative B (CNG)	539	12,683	2,909	11,926	2,259
Alternative B (BEB)	533	12,077	2,848	11,885	2,241

Source: WVCC Air Quality Study, 2018 (updated 2020); WVCC Supplemental Air Quality Study, 2022.

In addition to the O&M facility operation, the use of on-route chargers at the Pomona Transit Center Station would have no direct effect on air quality.

5.3.2 Change to Construction Emissions

Pollutant emissions deriving from construction activities as a result of roadway construction and O&M facility (in Ontario) construction during the Phase I/Milliken Alignment were evaluated in the 2018 Air Quality Study (updated 2020). Relocation of the O&M facility from Ontario to the Omnitrans WVVMF site would not change the results of regional construction emissions analysis and localized construction emissions analysis because the size and nature of construction are similar.

Overall, the changes to the project would not introduce any new or more severe impacts related to air quality compared to what was analyzed in the Final EIR/FONSI. Rather, the use of BEBs would generate less criteria pollutants and ozone precursors than the use of CNG propulsion buses. The findings of the air quality impact analysis within the Final EIR/FONSI remain valid for the project.

5.4 Biological Resources

The replacement of CNG propulsion buses with BEBs would have no effect on the impacts of the WVCC Project on biological resources.

A review of updated databases for sensitive plant and animal species in the San Dimas, Ontario, Guasti, and Fontana 7.5-minute United States Geological Survey (USGS) quadrangles shows one new wildlife species has been added to the CNDDDB, IPaC,

CNPS, and NMFS databases as having the potential to occur in these search areas since the last database search in December 2019. The added species is the western ridged mussel (*Gonidea angulata*), which is a mollusk found in aquatic habitats, with an S1S2 State rank (Critically Imperiled/Imperiled). This species is not a federal or State Endangered or Threatened species.

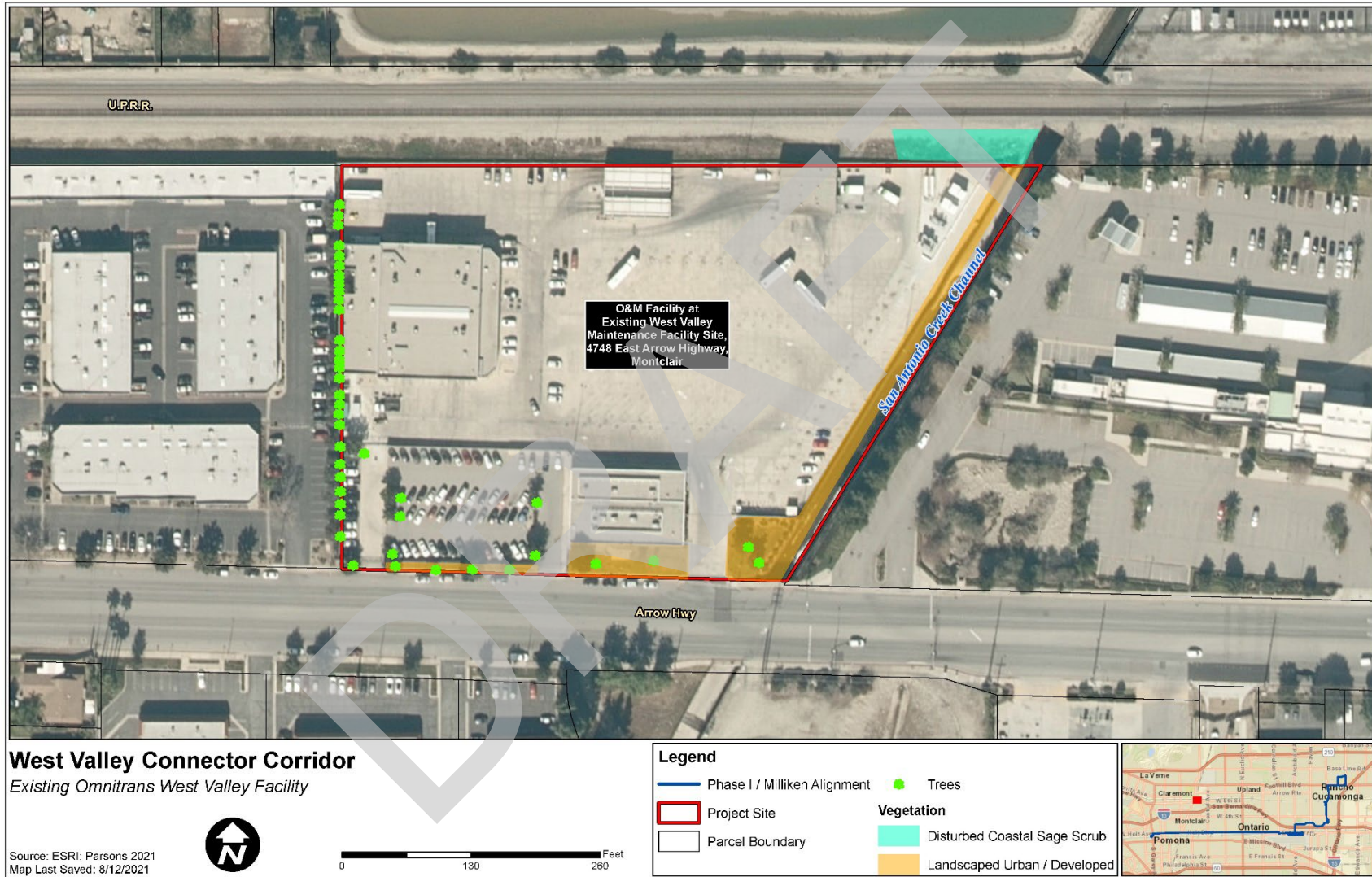
While no new surveys were conducted along the Phase I/Milliken Alignment as part of the supplemental biological study (2022) preparation, the western ridged mussel, which has been added as a sensitive species in updated biological resources databases, was not observed along the Phase I/Milliken Alignment biological study area during the previous survey conducted as part of the Biological Study Report (2018, updated 2020); thus, it would not be affected by the project. In addition, the use of 40-foot-long BEBs instead of 60-foot-long CNG buses would not change the impacts of the WVCC BRT Project on biological resources.

A site visit to the proposed Pomona Transit Center Station was conducted by a qualified biologist on May 21, 2021. No sensitive plant or animal species were present. Installation of the new on-route chargers at the Pomona Transit Center Station would occur within a paved area and adjacent areas with ornamental landscaping materials (i.e., grass). The small increase in disturbance of developed/ornamental area would not result in any new impacts to sensitive biological resources.

The existing WVVMF is located outside the original biological study area but within the same regional biological context. Specifically, the WVVMF is within the Ontario quadrangle that was part of the biological resources database search conducted for the project. In addition, the WVVMF is located in the same watershed – the Upper Santa Ana River Valley, which is a broad, relatively flat, gently southerly sloping plain that drains into the Santa Ana River.

A field survey of the WVVMF site conducted on May 21, 2021, documented that the site is largely paved, with block walls defining the site boundaries at the northern, eastern, and western edges. Trees and shrubs at the western and eastern boundaries of the WVVMF site are separated from the paved areas by a block wall on the west and chain-link fence on the east. Landscaped areas are present at the southern section of the site along Arrow Highway in front of the block walls and gates to the facility. Vegetation communities in the area were identified as developed/ornamental, disturbed/ruderal (including non-native grassland), waterways (San Antonio Creek Channel) with sparse native riparian vegetation, and disturbed coastal sage scrub (CSS) near the railroad. Figure 5-2 shows the vegetation communities at the existing WVVMF site.

Figure 5-2. Vegetation at and in the Vicinity of Existing WVMF



Construction of the O&M facility at the WVVMF site would require disturbance to existing paved areas at the center and the southeastern section of the site, which is landscaped with ornamental species, and would not impact any sensitive vegetation communities. No suitable habitat for sensitive species exists within or adjacent to the site; therefore, no impacts to sensitive species would result from construction or operation of the new O&M facility.

No additional impacts to potentially jurisdictional areas regulated by the California Department of Fish and Wildlife, United States Army Corps of Engineers (USACE), and RWQCB would occur because no work is proposed at the San Antonio Creek Channel that is just east of the WVVMF site.

Overall, the changes to the project would not introduce any new significant effects to biological resources as compared to what was analyzed in the Final EIR/FONSI. The findings of the biological resources analysis within the Final EIR/FONSI remain valid for the project.

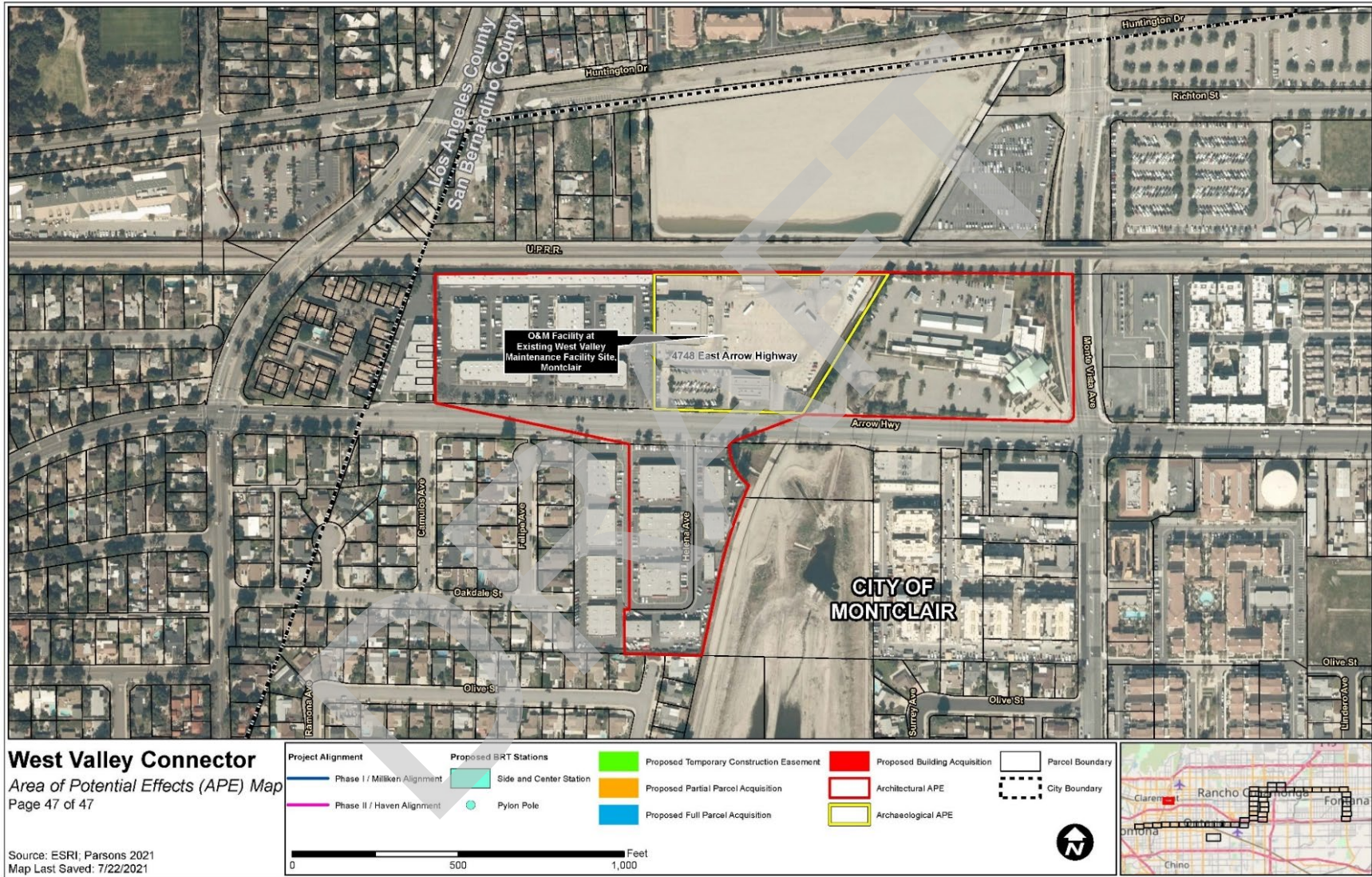
5.5 Cultural and Paleontological Resources

The Supplemental Historic Property Survey Report (HPSR) was prepared focusing on the expanded APE. Results of the study reveal that the proposed changes to the project would have no effect on archaeological or historic resources. FTA and SBCTA have requested concurrence from the State Historic Preservation Officer (SHPO) that the changes as proposed do not cause any adverse effect(s), and the previously submitted Finding of Effect (FOE) on March 19, 2020, and the Avoidance, Mitigation and Minimization Measures listed in Section 6 remain valid. Correspondence with the SHPO is summarized in Section 5.5.5 of this document. Copies of correspondence with the SHPO are provided in Appendix B.

5.5.1 Revised Area of Potential Effects Map

The archaeological and architectural history APE map covering the Phase I/Milliken Alignment, Phase II/Haven Alignment, and the potential O&M site in Ontario was established in accordance with 36 CFR § 800.4(a)(1). As a result of the project changes, the previously approved APE has been revised and expanded to include the existing Omnitrans WVVMF, located at 4748 E. Arrow Highway in Montclair, as displayed on Sheet 47 of the revised APE map (Figure 5-3). No other changes in the previous APE map, which received concurrence from the SHPO, have been made.

Figure 5-3. Revised Area of Potential Effects (Sheet 47 of 47)



The expanded archaeological APE limits of disturbance encompass the entire 5.3-acre area comprising the existing WVVMF in Montclair to account for site improvements and required retrofits, including electrical infrastructure upgrades and installation of charging stations, within the facility's premises. All project activities, including construction staging and equipment storing areas, are anticipated to be contained entirely within the WVVMF site. The maximum depth of ground disturbance is estimated to be 15 feet below current ground surface for infrastructure upgrades and charging station installation and which represents the maximum vertical APE for project work at the WVVMF site.

The architectural history portion of the APE for the project changes includes the existing WVVMF in Montclair and adjacent parcels, which contain built-environment resources that could experience effects from construction and operation of the facility. 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. The APE does not extend to the north because the existing property wall at the back of the Montclair WVVMF, and beyond that a set of double railroad tracks on a right-of-way, together serve to buffer parcels on the north side from any potential effects identified under 36 CFR § 800.5. The property directly north of the WVVMF and railroad tracks is a former sand and gravel quarry site and does not have buildings.

5.5.2 Cultural Resources

The replacement of CNG propulsion buses with BEBs would have no effect on cultural resources along the project alignments. The installation of two on-route chargers would occur within the same footprint of the Pomona Transit Center Station and within the APE previously study. This change would have no effect on cultural resources along the project alignments.

Background research was conducted to identify built environment and prehistoric and historic archaeological resources that may have been previously identified. This included reviewing local planning and environmental documents; secondary literature; historical materials, including maps and aerial photographs; local landmark lists; and State and federal historic resources inventories. Background research also included a records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on May 17, 2021, for previously recorded resources within 0.25-mile radius of the WVVMF site. One previously recorded cultural resource, identified as "Russian Village" or "Rock Houses" (P-19-180776), is a National Register-listed historic district of 15 houses and is located approximately 0.25 mile from the APE.

The May 2021 records search did not indicate any archaeological resources within or immediately adjacent to the updated APE.

The baseline outer limit year for studying built-environment resources within the expanded APE was established as 1974, the year that buildings or structures would achieve 50 years of age in 2024, which is considered the undertaking’s end of construction in Phase I. None of the five parcels within the APE, which are identified in Table 5-3, contain any buildings that meet the eligibility criteria for listing in the NRHP. Due to their age, they were not formally evaluated for significance, and no DPR 523 forms were prepared.

Table 5-3. Built Environment Resources in Revised 2021 APE

Address	Parcel Number	City	Year Built	Building Function
4748 E. Arrow Highway	1007-071-06-0000	Montclair	1986	Omnitrans WVVMF
4650 E. Arrow Highway	1007-733-20-0000	Montclair	1980	Montclair Business Center
4661 E. Arrow Highway	1009-021-15-0000	Montclair	1976	Laird Industrial Park
4771 E. Arrow Highway	1009-021-16-0000	Montclair	1976	Laird Industrial Park
4870 E. Arrow Highway	1007-733-12-0000	Montclair	2005	Montclair Police Department

Source: WVCC Supplemental HPSR, 2021 (updated 2022).

A thorough examination of the WVVMF site revealed no evidence of cultural resources. As reflected in archival maps and aerial photos, the existing WVVMF site has a long history of ground disturbance. Archaeological sensitivity potential is considered low at the WVVMF site.

5.5.3 Paleontological Resources

The replacement of CNG propulsion buses with BEBs and installation of on-route chargers at the Pomona Transit Center Station (increased disturbance area) would have no effect on paleontological resources along the project alignments.

The proposed construction activities at the WVVMF site would occur on paved and recently landscaped areas, but they would disturb underlying soils, which include artificial fill and younger Quaternary alluvium. These soils have low sensitivity for paleontological resources. However, excavation activities estimated at a maximum depth of 15 feet may disturb underlying older Quaternary sediments, which have high sensitivity. Thus, project activities may still result in significant impacts on paleontological resources if the sensitive older sediments are encountered during

excavation. This impact is similar to that anticipated with the project, as analyzed in the Final EIR/FONSI.

The changes to the project would not introduce any new significant environmental effects related to paleontology compared to what was analyzed in the Final EIR/FONSI. The findings of the paleontological resources impact analysis within the Final EIR/FONSI remain valid for the project.

5.5.4 Native American Consultation

Native American consultation for the WVCC Project occurred during the preparation of the Final EIR/FONSI. The Cultural Resources Monitoring and Mitigation Plan (CRMMP) was prepared in consultation with the tribes having an interest over the project area.

As part of the supplemental analysis of the effects of the project changes on cultural resources, the Native American Heritage Commission (NAHC) conducted a search of their Sacred Lands File (SLF) on May 13, 2021, for the revised WVCC Project APE, for which results were determined negative, and the NAHC also provided an updated list of Native American contacts with whom to consult. The NAHC identified 15 individuals representing 12 tribal governments to be contacted about the project (see list of tribal contacts in Supplemental HPSR). On June 7, 2021, the FTA sent a continuing consultation letter to those tribal governments with whom they had previously consulted on this undertaking under Section 106, as well as an invitation letter to consult with those tribal contacts who had not previously responded or been on previous lists provided by the NAHC.

The FTA received three responses. The Quechan Indian Tribe of Fort Yuma Reservation on June 11, 2021, expressed they had no comments on the WVCC Project and deferred to more local tribal governments, supporting their decisions regarding the project. The San Manuel Band of Mission Indians on June 15, 2021, stated they had no concerns with the revised WVCC Project plans. The Gabrieleño Band of Mission Indians (GBMI) – Kizh Nation on June 23, 2021 requested to continue consultation, for which a meeting was conducted on August 19, 2021. In addition to the tribe, staff from the FTA, the SBCTA, and Parsons participated. The SBCTA staff informed the tribe representatives of the proposed project changes and the results of the recent cultural resources investigations.

Following the teleconference call, the FTA forwarded the updated version of the CRMMP (dated September 2021) that incorporated the changes in the project description and invited the tribe to review and to provide any comments or concerns

they had on the document in light of the proposed project changes and revisions to the APE. The FTA consulted with GBMI – Kizh Nation via a teleconference call on November 2, 2021. The tribe asked several questions to which the FTA responded while on the call. The tribe also indicated to the FTA, which on the call, that it would provide written comments on the CRMMP to the FTA. The FTA received the written comments from the GBMI – Kizh Nation on April 20, 2022. On May 25, 2022, the FTA provided a copy of the updated CRMMP (dated May 2022) that incorporated the tribe’s comments back to the GBMI – Kizh Nation with an accompanying letter that contains answers to questions raised by the tribe during the November 2, 2021, teleconference call with the FTA, as well as a general explanation as to why certain suggested edits made to the CRMMP by the tribe, could not be wholly adopted in the update.

See Appendix C of this document for copies of correspondence with the NAHC, Native American Tribes, and/or individuals. The Updated CRMMP is provided in Appendix D of this document.

5.5.5 Consultation with the State Historic Preservation Officer

Summary of Previous SHPO Consultation

On December 22, 2016, the FTA submitted the Section 106 Initiation and APE to the SHPO. The SHPO responded with comments on January 23, 2017. The FTA resubmitted Section 106 Initiation and APE to the SHPO with additional information regarding the methodology on October 17, 2017 and the SHPO responded with no comments on November 14, 2017. On March 1, 2018, the FTA consulted with the SHPO on a revision to the APE to include three potential O&M facility sites in Ontario. The SHPO responded with concurrence on March 29, 2018. On May 15, 2018, the FTA submitted the WVCC HPSR package, which included the Archaeological Survey Report (ASR), and the Historic Resources Evaluation Report (HRER). The HPSR package identified the historic properties in the APE, as well as information on those parcels which did not meet National Register of Historic Places (NRHP) Criteria. On June 14, 2018, the SHPO requested additional information to substantiate the HPSR findings, which the FTA provided on July 19, 2018. The concurrence on the HPSR was received from the SHPO on August 7, 2018. The attached Supplemental HPSR includes tables listing these previous eligibility determinations.

On January 7, 2020, the FTA submitted the FOE to the SHPO for review and requested concurrence with the agency that the WVCC Project would not have an adverse effect on the nine historic properties in the APE under 36 CFR § 800.5. On February 4, 2020,

the SHPO requested additional information concerning avoidance and minimization measures for two historic properties in Ontario, The Grinder Haven and the Jacob Lerch House, which was subsequently provided by the FTA on February 26, 2020. On March 19, 2020, the SHPO expressed it had no objections to the finding of no adverse effect for the WVCC Project.

Summary of Current SHPO Consultation

On October 5, 2021, following the completion of the Draft Supplemental HPSR (September 2021), the FTA submitted the report to the SHPO for review. The FTA received concurrence from the SHPO on March 9, 2022, relevant to the adequacy of the revised APE and supplemental identification efforts conducted as a result of project modifications described in the Supplemental HPSR. The SHPO agreed with the FTA's original finding of no adverse effect with the condition to implement the CRMMP, the revised version of which was provided as part of the Draft Supplemental HPSR. Because the tribal consultation had not yet been concluded at that time, the SHPO had withheld comment on the CRMMP until the tribal consultation was concluded.

On May 25, 2022, following conclusion of the tribal consultation, the FTA submitted the revised CRMMP (dated May 2022) to the SHPO for review. On June 13, 2022, the FTA received comments from the SHPO, among them requesting that the CRMMP be revised to clarify agency responsibilities, including involving the Advisory Council on Historic Preservation (ACHP), specifying consultation time frames, and using the NHPA Section 106 term "effects" rather than "impacts." The CRMMP was updated in June 2022, in response to the SHPO's comments, as stated in Section 5.5.4. The FTA sent the revised CRMMP to SHPO on July 12, 2022. The SHPO concurred with the updated CRMMP on August 4, 2022.

See Appendix B of this document for copies of correspondence with the SHPO.

5.5.6 Consultation with Local Government

In compliance with Section 106 (36 CFR § 800.2(c)(3)), based on comments received on the Draft EIR/ EA on August 8, 2019, FTA invited the City of Ontario to formally consult on changes to the WVCC Project on June 16, 2021. The letter described the current status of the WVCC Project, including the status of historic properties in Ontario, and informed them of changes to the project, including the revised APE, due to the proposed use of the existing WVVMF in Montclair instead of the O&M site in Ontario during the Phase I/Milliken Alignment construction and operation. The SBCTA received no responses from the City of Ontario regarding the project changes.

5.5.7 Coordination with Local Historic Preservation Groups

On June 8, 2021, the SBCTA sent a letter as an email attachment to seven local historical societies and museums previously contacted in 2016 and 2018 informing them of the project changes. The SBCTA received no responses from these organizations from the most recent outreach efforts, nor have any of organizations previously expressed concerns or requested additional information on the WVCC Project.

5.6 Geology, Soils, and Seismicity

The replacement of CNG propulsion buses with BEBs and installation of on-route chargers at the Pomona Transit Center Station would have no effect on geology, soils, and seismicity.

The new O&M facility at the WVVMF is located outside the original study area of the Preliminary Geotechnical Report (2017), which was prepared in support of the Final EIR/EA, but it is within the same regional geologic context. A Supplemental Preliminary Geotechnical Report was completed to address the WVVMF site.

The new O&M facility in Montclair would be subject to the same potential geological effects as described for the WVCC Project in the Final EIR/FONSI. Like the rest of the project area, the new O&M facility at the WVVMF has the potential to be subject to strong earthquake shaking. Microseismicity may cause ground shaking at the new O&M facility and along the route to and from the facility; however, the potential for ground rupture is low.

Due to the relatively flat terrain and the lack of known loose saturated sands in the upper 50-foot depth below existing grades, the entire project, including the new O&M facility in Montclair, is considered to have a low potential for earthquake-induced liquefaction and seismically induced ground settlement. The liquefaction potential and resulting seismically induced settlement will be confirmed using site-specific borehole and groundwater data during final design of the new O&M facility. The project requires only shallow excavations; therefore, static groundwater is not considered an issue for the project. The entire project, including the new O&M facility in Montclair, has low potential for slope instability, landslides, and tsunamis.

Due to the potential for the O&M facility site in Montclair to experience strong earthquake shaking during operation, impacts related to geology, soils, and seismicity could occur. O&M facility structures would be designed to withstand ground motion in

accordance with City, State, and geotechnical industry standards and guidelines; therefore, impacts would not be significant or adverse.

The changes to the project would not introduce any new or more severe significant environmental effects related to geology, soils, and seismicity compared to what was analyzed in the Final EIR/FONSI. The findings of the impact analysis for geology, soils, and seismicity within the Final EIR/FONSI remain valid for the project.

5.7 Hazardous Waste/Materials

The installation of on-route chargers at the Pomona Transit Center Station would not require work within areas outside the original study area evaluated in the Final EIR/FONSI. The replacement of CNG propulsion buses with BEBs would not change project effects related to hazardous materials.

The WVMF site where the new O&M facility would be located has been owned and operated by Omnitrans since it was constructed in 1989. The Phase I Initial Site Assessment for the WVMF site was conducted in July 2021. Available information for the WVMF site and surrounding area was collected and evaluated to identify Recognized Environmental Conditions (RECs). According to the ASTM Standard Practice E 1527-13, the term REC means “the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.”

Based on the definition of an REC in ASTM Standard Practice E 1527-13, no RECs have been identified for the WVMF site. No other environmental concerns were identified during the review of environmental databases or visually identified during a site visit conducted on July 15, 2021.

The changes to the project would not introduce any new significant environmental effects related to hazardous materials compared to what was analyzed in the Final EIR/FONSI. Because the preferred O&M facility Site 3 in Ontario would not be used during the Phase I/ Milliken Alignment construction and operation, hazardous materials-related impacts from the use of O&M facility Site 3 in Ontario as addressed in the Final EIR/FONSI would not occur during Phase I construction. Therefore, impacts related to hazardous materials from use of the WVMF site would be less than those associated with use of the preferred Site 3 in Ontario during Phase I construction.

5.8 Hydrology, Water Quality, and Floodplains

5.8.1 Hydrology and Floodplains

The replacement of CNG propulsion buses with BEBs would not change project effects related to hydrology and floodplains. The installation of on-route chargers at the Pomona Transit Center Station would not require work within areas outside the original study area evaluated in the Final EIR/FONSI.

The existing WVVMF site where the proposed new O&M facility would be housed is located near San Antonio Creek Channel, which is running along the east side of the facility. The location of the San Antonio Creek Channel and the WVVMF fall under flood hazard classification Zone X from FEMA, which is categorized as the lowest risk and of minimal flood hazard.

The proposed WVVMF improvements would result in a minor increase in impervious areas, but it would not change the nature of the existing facility operations. The increase would be due to the installation of the battery backup, switchboard, and transformer, which would replace a portion of the landscaped area on the southeastern corner. This area is relatively small compared to the WVVMF site and the watershed of the San Antonio Creek. Similarly, the turf area at the Pomona Transit Center Station that would be paved for the proposed on-route chargers is relatively small compared to the Pomona Transit Center/Metrolink Station site and the watershed of San Antonio Creek. Thus, the project would not pose a risk to increased runoff volumes tributary to the nearby San Antonio Creek Channel.

While the WVVMF was originally approved with a permanent 10-foot-wide easement along the San Antonio Creek Channel by the Los Angeles District, USACE, no permanent floodplain impacts are planned for the channel or easement with the proposed improvements at the WVVMF. Additionally, per the FEMA Flood Insurance Rate Map (FIRM), the San Antonio Creek Channel has capacity to contain the 1 percent annual chance flood (100-year food) within its channel, and no changes to its Base Flood Elevation are expected. No impacts to the existing conditions of the floodplain are expected.

5.8.2 Water Quality

Project changes made since the Final EIR/FONSI would not impact the water quality treatment strategy for NPDES regulation compliance of the overall WVCC Project. As part of a transportation project, as defined in the Transportation Project Best

Management Practice (BMP) Guidance and Template (Appendix A of the Santa Ana River Watershed Technical Guidance Document for Water Quality Management Plans [WQMP] [September 2013]), the project is required to implement BMPs to treat runoff accounting for added impervious surface area.

The proposed WVMF improvements would add an impervious area at the southeastern corner of the site, which would be relatively minor compared to the totality of the WVMF site and the watershed of the San Antonio Creek. No change to the nature of the existing site operations at the WVMF and no resulting impacts to water quality would occur. In addition, additional paved areas at the Pomona Transit Center Station would be relatively minor, and they would not change the nature of the existing operations at the Pomona Transit Center Station and would not result in impacts to water quality.

As established in the initial Water Quality Report (2018, updated 2020), no permanent water quality mitigation measures are anticipated because the BMPs and project design features incorporated are self-mitigating as part of the WVCC Project. Runoff would not pose a threat to water quality because all pollutant-generated activities would be managed onsite prior to discharge. Construction Site BMPs would be applied during construction activities to minimize the pollutants in stormwater and non-stormwater discharges throughout construction. Construction Site BMPs would also provide temporary erosion and sediment control, as well as control for potential pollutants other than sediment.

Overall, the changes to the project would not introduce any new significant environmental effects related to hydrology, water quality, and flood hazards compared to what was analyzed in the Final EIR/FONSI. The findings of the impact analysis for hydrology, water quality, and floodplains within the Final EIR/FONSI remain valid for the project.

5.9 Land Use and Planning

The installation of on-route chargers at the Pomona Transit Center Station would not require work within areas outside the original study area evaluated in the Final EIR/FONSI. The installation of on-route chargers at the Pomona Transit Center Station would be consistent with the existing transportation use of the station. The replacement of CNG propulsion buses with BEBs would not change project effects related to land use and planning.

The use of Omnitrans’ WVVMF as a new O&M facility for the WVCC Project during Phase I/ Milliken implementation would not alter the existing land use at the WVVMF site or affect surrounding land uses. The addition of electrical infrastructure upgrades and the installation of charging stations within the facility’s premises would be consistent with the existing use of the site as a bus maintenance facility and also consistent with adjacent land uses, which are largely industrial.

Overall, no impacts to land use and planning are expected as a result of the proposed changes to the project. The findings of the land use and planning analysis within the Final EIR/FONSI remain valid for the project.

5.10 Noise and Vibration

5.10.1 Change to Operational Noise Impacts

Noise impacts from the change in bus type from CNG propulsion buses to BEBs were assessed by applying the conventional FTA transit noise impact analysis procedure to Alternative B of the Phase I/Milliken Alignment and the connecting routes to and from the new O&M facility at the Omnitrans’ WVVMF using the BEBs instead of CNG propulsion buses-generated noise levels. Based on the results of the noise impact analysis presented in the Supplemental Noise and Vibration Technical Study (2022), no BRT operational noise impacts from the use of BEBs are anticipated at any of the receptors along the project alignment and the connecting routes to and from the new O&M facility, as shown in Table 5-4. Therefore, no additional noise impacts from the change of bus type from CNG and BEB are anticipated.

**Table 5-4. Operational Noise Impact Analysis at Representative Receptors
Alternative B with BEBs**

Receptor Number	Land Use Category ¹	Distance to Bus Lane Near Lane / Far Lane (feet)	Existing Noise Level L _{dn} (Leq) ² , dBA	Criteria, Moderate / Severe, dBA	Project Noise Level, L _{dn} (Leq) ² , dBA	Cumulative Noise, L _{dn} (Leq) ² , dBA	Increase in Cumulative Noise, dB	Noise Impact (FTA Criteria)
R1	3	32 / 55	(69)	69-74 / >74	(52)	(69)	0	No
R2 / LT1	2	47 / 67	66	62-67 / >67	50	66	0	No
R3	2	56 / 114	66	62-67 / >67	48	66	0	No
R4	2	57 / 97	70	65-69 / >69	48	70	0	No
R4A	3	39 / 80	(69)	69-74 / >74	(51)	(69)	0	No
R5 / ST1	2	57 / 97	70	65-69 / >69	48	70	0	No
R6 / LT2	2	38 / 79	67	63-67 / >67	45	67	0	No
R7	2	40 / 83	70	65-69 / >69	50	70	0	No

**Table 5-4. Operational Noise Impact Analysis at Representative Receptors
Alternative B with BEBs**

Receptor Number	Land Use Category ¹	Distance to Bus Lane Near Lane / Far Lane (feet)	Existing Noise Level $L_{dn} (L_{eq})^2$, dBA	Criteria, Moderate / Severe, dBA	Project Noise Level, $L_{dn} (L_{eq})^2$, dBA	Cumulative Noise, $L_{dn} (L_{eq})^2$, dBA	Increase in Cumulative Noise, dB	Noise Impact (FTA Criteria)
R8	2	40 / 83	70	65-69 / >69	50	70	0	No
R9 / ST2	3	90 / 137	(64)	66-70 / >70	(46)	(64)	0	No
R10	2	40 / 83	70	65-69 / >69	50	70	0	No
R11	3	90 / 137	(64)	66-70 / >70	(46)	(64)	0	No
R12A	3	85 / 145	(70)	70-74 / >74	(49)	(70)	0	No
R12	2	70 / 125	68	63-68 / >68	49	68	0	No
R13 / LT3	2	51 / 108	63	60-65 / >65	46	63	0	No
R14 / ST3	2	70 / 125	68	63-68 / >68	49	68	0	No
R15 / LT4	2	47 / 100	65	61-66 / >66	47	65	0	No
R16	3	85 / 145	(70)	70-74 / >74	(49)	(70)	0	No
R17 / ST3A	2	92 / 147	63	60-65 / >65	48	63	0	No
R18	2	40 / 98	68	63-68 / >68	53	68	0	No
R19	3	85 / 145	(70)	70-74 / >74	(49)	(70)	0	No
R20	2	60 / 119	63	60-65 / >65	50	63	0	No
R21	2	40 / 98	68	63-68 / >68	53	68	0	No
R22 / LT6	2	226 / 246	61	59-64 / >64	42	61	0	No
R23	2	57 / 81	72	66-71 / >71	50	72	0	No
R24 / ST4	2	93 / 112	70	65-69 / >69	47	70	0	No
R25	3	45 / 62	(70)	70-74 / >74	(52)	(70)	0	No
R26	3	64 / 80	(68)	68-73 / >73	(50)	(68)	0	No
R27 / ST5	2	72 / 102	64	61-65 / >65	43	64	0	No
R28 / ST5A	2	45 / 68	72	66-71 / >71	51	72	0	No
R29	2	62 / 82	72	66-71 / >71	50	72	0	No
R30	2	45 / 66	72	66-71 / >71	51	72	0	No
R31 / ST6	2	45 / 66	72	66-71 / >71	51	72	0	No
R32	3	51 / 73	(70)	70-74 / >74	(51)	(70)	0	No
R33	2	47 / 73	72	66-71 / >71	51	72	0	No
R34	2	56 / 77	70	65-69 / >69	50	70	0	No
R35 / LT8	2	56 / 77	70	65-69 / >69	50	70	0	No
R36	2	67 / 92	70	65-69 / >69	49	70	0	No
R37 / ST7	2	143 / 188	65	61-66 / >66	44	65	0	No
R38 / ST8	2	60 / 110	64	61-65 / >65	47	64	0	No
R39	2	60 / 110	64	61-65 / >65	48	64	0	No
R40 / LT9	2	65 / 127	66	62-67 / >67	46	66	0	No

**Table 5-4. Operational Noise Impact Analysis at Representative Receptors
Alternative B with BEBs**

Receptor Number	Land Use Category ¹	Distance to Bus Lane Near Lane / Far Lane (feet)	Existing Noise Level L _{dn} (L _{eq}) ² , dBA	Criteria, Moderate / Severe, dBA	Project Noise Level, L _{dn} (L _{eq}) ² , dBA	Cumulative Noise, L _{dn} (L _{eq}) ² , dBA	Increase in Cumulative Noise, dB	Noise Impact (FTA Criteria)
R41	2	222 / 300	66	62-67 / >67	39	66	0	No
R42	2	112 / 178	66	62-67 / >67	43	66	0	No
R43 / LT10	2	45 / 122	66	62-67 / >67	48	66	0	No
R44	2	104 / 182	66	62-67 / >67	44	66	0	No
R45 / ST9	2	69 / 93	70	65-69 / >69	47	70	0	No
R46 / LT11	2	28 / 109	67	63-67 / >67	46	67	0	No
R47	2	81 / 155	65	61-66 / >66	45	65	0	No
R86 / LT21	2	45 / 81	60	58-63 / >63	44	60	0	No
R87 / LT21A	2	48 / 82	59	58-63 / >63	44	59	0	No
R88 / ST25	2	68 / 111	67	63-67 / >67	46	67	0	No
R89	2	57 / 100	68	63-68 / >68	47	68	0	No
R90	2	52 / 96	61	59-64 / >64	43	61	0	No
R91	2	61 / 141	66	62-67 / >67	42	66	0	No
R92 / LT22	2	80 / 164	66	62-67 / >67	45	66	0	No
R93 / ST26	2	56 / 138	69	64-69 / >69	47	69	0	No
R96 / ST29	3	50 / 100	(68)	68-73 / >73	47	68	0	No
R97 / ST30	2	90 / 127	65	61-66 / >66	44	65	0	No
R98 / ST31	2	80 / 133	66	62-67 / >67	49	66	0	No
R99 / ST32	3	60 / 113	(70)	70-74 / >74	(50)	(70)	0	No
R100 / LT23	2	46 / 106	62	59-64 / >64	46	62	0	No
R101 / ST33	3	68 / 138	(65)	66-71 / >71	(50)	(65)	0	No
R102 / ST34	2	40 / 111	67	63-67 / >67	53	67	0	No
R103 / LT24	2	37 / 86	60	58-63 / >63	49	60	0	No
R104 / ST35	2	53 / 97	69	64-69 / >69	51	69	0	No
R105 / ST36	2	33 / 98	64	61-65 / >65	55	64	0	No
R106 / ST37	2	99 / 185	58	57-62 / >62	43	58	0	No
R107 / LT25	2	33 / 115	63	60-65 / >65	49	63	0	No
R108 / ST38	2	48 / 105	68	63-68 / >68	51	68	0	No
R109 / ST39	3	128 / 207	(57)	62-67 / >67	(46)	(57)	0	No
R110 / ST40	2	49 / 125	60	58-63 / >63	49	60	0	No
R111 / ST41	3	134 / 217	(61)	64-69 / >69	(47)	(61)	0	No
R112 / LT26	2	49 / 125	62	59-64 / >64	49	62	0	No
R114 / LT27	2	64 / 142	63	60-65 / >65	47	63	0	No
R115 / ST43	2	59 / 149	64	61-65 / >65	47	64	0	No

**Table 5-4. Operational Noise Impact Analysis at Representative Receptors
Alternative B with BEBs**

Receptor Number	Land Use Category ¹	Distance to Bus Lane Near Lane / Far Lane (feet)	Existing Noise Level L _{dn} (L _{eq}) ² , dBA	Criteria, Moderate / Severe, dBA	Project Noise Level, L _{dn} (L _{eq}) ² , dBA	Cumulative Noise, L _{dn} (L _{eq}) ² , dBA	Increase in Cumulative Noise, dB	Noise Impact (FTA Criteria)
Notes: 1 - Category 2 – Includes residences, hotels/motels, and hospitals; Category 3 – Includes schools, parks, churches, and recreational uses. 2 - Noise levels shown within parentheses represent 1-hour L _{eq} . L _{eq} is applied rather than L _{dn} for Category 3 land uses. The L _{eq} values provided here represent 1-hour periods.								

Source: *Supplemental Noise and Vibration Technical Study, 2022.*

Noise impacts from the chargers to be installed at the Pomona Transit Center Station are not anticipated considering the background noise at the station.

The new O&M facility at the existing WVVMF could also generate some noise that may affect nearby noise-sensitive land uses. The new O&M site would be situated immediately southeast, as well as across, Arrow Highway, approximately 400 feet east of the nearest single-family residences.

An analysis of noise generated by the new O&M facility operations (Table 5-5) found that no O&M operation noise impacts are anticipated at the receptor closest to the WVVMF site. Therefore, no noise impacts would occur as a result of operations of the new O&M facility.

Table 5-5. O&M Noise Impact Analysis at Representative Receptors

Receptor Number ³	Land Use Category ¹	Distance to Center of Bus Wash and Maintenance Station (feet)	Existing Noise Level $L_{dn}(L_{eq})^2$, dBA	Criteria, Moderate/ Severe, dBA	Project Noise Level, $L_{dn}(L_{eq})^2$, dBA	Cumulative Noise, $L_{dn}(L_{eq})^2$, dBA	Increase in Cumulative Noise, dB	Noise Impact (FTA Criteria)
R105A	2	400	58	57-62 / >62	48	58	0	No
R105	2	600	64	61-65 / >65	44	64	0	No

Notes:
 1 - Category 2 – Includes residences, hotels/motels, and hospitals; Category 3 – Includes schools, parks, churches, and library.
 2 - Noise levels shown within parentheses represent 1-hour L_{eq} . L_{eq} is applied rather than L_{dn} for Category 3 land uses. The L_{eq} values provided here represent 1-hour periods.

Source: Supplemental Noise and Vibration Technical Study, 2022.

5.10.2 Change to Construction Noise Impacts

Installation of on-route chargers at the Pomona Transit Center Station would occur at the same time as station construction and is not expected to generate additional noise levels as a result of construction activities.

An assessment of noise impacts during construction of the new O&M facility at the WVVMF in Montclair was also performed (Table 5-6). Because construction activities are anticipated to occur during nighttime hours and weekends to not disrupt existing operations at WVVMF, it would notably increase the number of potentially impacted nearby residences because the nighttime criterion is 10 decibels (dB) lower, at 70 A-weighted decibels (dBA). To assess the extent of impacts, a series of calculations was performed to determine the distance from construction activities previously described where a 70-dBA exposure level would occur over an 8-hour period taking into account the limits for nighttime hours and weekends at residential land uses. Results of this assessment reveal that no construction noise impacts are anticipated at the residential receptors closest to WVVMF, which are located more than 400 feet from the nearest potential construction activities. Also, indicated in the City of Montclair’s noise control regulations (Section 6.12 of the Municipal Code), industrial or commercial construction or public improvements, not otherwise feasible except between the hours of 8:00 p.m. and 7:00 a.m., may be approved on a limited, short-term basis, subject to the approval of the Director of Community Development. Therefore, no noise impacts would occur as a result of construction of the new O&M facility.

Table 5-6. Predicted Construction Equipment Noise Emission Levels

Construction Activity Equipment	Number of Equipment Used	Sound Level at 50 ft (dBA)	Usage Factor ¹	Effective Usage Factor ²	Leq, dBA ^{3, 4}	
					@ 50 ft	@ 100 ft
<u>O&M Facility Construction</u>						
<u>Demolition</u>						
Pavement Breaker	2	82	0.25	0.15	74	68
Front-end loader	2	79	0.50	0.30	74	68
Dozer	1	80	0.50	0.15	72	66
Dump Truck	2	88	0.25	0.15	80	74
			Overall Leq =		82	76
			Noise Impact Distance⁵ = 190 ft			
<u>Removal of Pavement</u>						
Pavement Breaker	2	82	0.50	0.30	77	71
Dozer	1	80	0.25	0.08	69	63
Dump Truck	2	88	0.25	0.15	80	74
			Overall Leq =		82	76
			Noise Impact Distance⁵ = 185 ft			
<u>Excavation and Site Grading</u>						
Backhoe	2	80	0.50	0.30	75	69
Compactor	2	82	0.25	0.15	74	68
Grader	1	85	0.50	0.15	77	71
Front-end loader	2	79	0.25	0.15	71	65
			Overall Leq =		81	75
			Noise Impact Distance⁵ = 160 ft			
<u>Foundation</u>						
Utility Truck	2	84	0.25	0.15	76	70
Concrete Mixer	1	85	0.50	0.15	77	71
Saw	2	78	0.25	0.15	70	64
			Overall Leq =		80	74
			Noise Impact Distance⁵ = 150 ft			
<u>Structure Construction</u>						
Crane, Derrick	1	88	0.50	0.15	80	74
Saw	2	78	0.25	0.15	70	64
Utility Truck	2	84	0.50	0.30	79	73
			Overall Leq =		83	77
			Noise Impact Distance⁵ = 200 ft			

Notes:

- 1 - Usage factor is a percentage of time of the 8-hour construction period through which a hypothetical receptor would be noise impacted by the piece of equipment concerned. This value cannot exceed 0.5 in practical terms.
- 2 - Assuming that the equipment are operating at, or near, their maximum sound levels 30 percent of the time during operation except for the compressor, roller, and generator. These 3 pieces of equipment were assumed to be operational
- 3 - Calculated noise levels do not assume any mitigation measures.
- 4 - Distance is measured from the geometric center of construction activities.
- 5 - Based on the construction noise limit criteria of 70 dBA for nighttime hours and weekends at residential land uses. Distances are measured from the center of the noise producing activities associated with the construction phase.

Source: Parsons

5.10.3 Change to Vibration Impacts

An analysis of vibration impacts was performed qualitatively. It reveals that the replacement of CNG buses with BEBs under Phase I/Milliken Alignment operations would not result in additional vibration impacts.

The Final EIR/FONSI anticipated that vibration from construction activities would exceed the FTA building damage thresholds for Building Categories II, III, and IV (engineered concrete and masonry buildings, non-engineered timber and masonry buildings, and buildings extremely susceptible to vibration damage) buildings situated within 11, 15, and 20 feet, respectively, of the construction areas. No residential or commercial buildings are located less than 20 feet from anticipated construction areas at the new O&M facility.

Therefore, structural damage from vibration associated with anticipated construction-related activities would not be expected from construction of the new O&M facility.

Construction vibration impacts during some construction activities could cause some annoyance at residential locations (FTA Land Use Category III) that are within 63 feet of the construction activity. Because no residences are located within 63 feet of the existing WVMF site, human annoyance due to construction vibration is not anticipated.

Overall, the changes to the project would not introduce additional noise and vibration impacts along the project alignments compared to what was analyzed in the Final EIR/FONSI. No significant noise impacts as a result of construction and operation of the O&M facility at the existing WVMF site are anticipated. The findings of the impact analysis for noise and vibration within the Final EIR/FONSI remain valid for the project.

5.11 Energy

An analysis of energy and fuel consumption as a result of the proposed change from CNG buses to BEBs revealed that less energy and fuel would be consumed from project operations using BEBs instead of CNG buses in both the 2025 Opening Year and 2040 Design Year, as shown in Tables 5-7 and 5-8. Operation of the on-route charger at the Pomona Transit Center Station would be from the same power source that would supply power to the station. No additional power sources would be required.

The Final EIR/FONSI assessed the fossil fuel consumption as a result of the O&M facility operation based on construction of one O&M facility under Phase I implementation and future construction of an O&M facility during Phase II implementation when funding is available. Because there would be no changes to the total number of O&M facilities for the project, there would be no changes to the fossil fuel consumption estimate for construction of the O&M facilities and the energy consumption estimate of the operation of the O&M facilities of the project. Thus, there

would be no increase in energy and fuel consumption with the proposed project changes.

Table 5-7. Comparison of Annual Energy Consumption of Alternative B and No Build Alternative Based on BEB and CNG Buses

Scenario and Year	Total BTU (Million)	Change between Build and No Build Alternatives	Percent Change	Change between Build Alternatives and CEQA Baseline	Percent Change
CEQA Baseline (2016)	23,085,572	--	--	--	--
2025					
No Build Alternative	21,613,507	--	--	-1,472,065	-6.38%
Alternative B with CNG	21,611,094	-2,413	-0.011%	-1,474,478	6.39%
Alternative B with BEB	21,606,682	-6,825	-0.032%	-1,478,889	-6.41%
2040					
No Build Alternative	19,007,867	--	--	-4,077,705	-17.76%
Alternative B with CNG	19,011,366	3,500	0.018%	-4,074,205	-17.6%
Alternative B with BEB	19,003,173	-4,694	-0.025%	-4,082,399	-17.68%

Source: WVCC Energy Study, 2018 (updated 2020) and WVCC Supplemental Energy Study, 2022.

Table 5-8. Comparison of Annual Fuel Consumption of Alternative B and No Build Alternative Based on BEB and CNG Buses

Scenario and Year	Total Gallons	Change between Build and No Build Alternatives	Percent Change	Change between Build Alternatives and CEQA Baseline	Percent Change
CEQA Baseline (2016)	196,483,761	--	--	--	--
2025					
No Build Alternative	183,814,562	--	--	-12,669,199	-6.45%
Alternative B with CNG	183,792,938	-21,624	-0.012%	-12,690,823	-6.46%
Alternative B with BEB	183,755,422	-59,140	-0.032%	-12,728,211	-6.48%
2040					
No Build Alternative	161,462,891	--	--	-35,020,870	-17.8%
Alternative B with CNG	161,492,800	29,908	0.019%	-34,990,961	-17.8%
Alternative B with BEB	161,422,106	-40,786	-0.025%	-35,061,655	-17.8%

Source: WVCC Energy Study, 2018 (updated 2020) and WVCC Supplemental Energy Study, 2022.

Overall, the changes to the project would not introduce any new significant environmental effects related to energy consumption compared to what was analyzed in the Final EIR/FONSI. Rather the use of BEBs instead of CNG propulsion buses would consume less energy than the use of CNG buses. The findings of the energy impact analysis within the Final EIR/FONSI remain valid for the project

In conclusion, the analysis of energy and fuel consumption as a result of the proposed change from CNG buses to BEB revealed that less energy and fuel would be consumed from the project operations; therefore, the conclusion in the Final EIR/FONSI is still valid.

5.12 Demographics and Neighborhoods

The replacement of CNG propulsion buses with BEBs would have no effect on community character within the original study area evaluated in the Final EIR/FONSI.

New facilities proposed for the WVCC Project would be constructed within the existing footprint of the WVVMF and Pomona Transit Center Station and would not physically divide an established community. Similar to the O&M facility in Ontario, the existing WVVMF is located in a light industrial and mixed-use business park area, and additional operations for BEB maintenance would not affect residential areas or other sensitive receptors. Therefore, no adverse impacts to demographics and neighborhoods are expected as a result of the new O&M facility and on-route chargers.

The WVVMF site lies within the Montclair North neighborhood and Census Tract 2.01. Census Tract 2.01 contains more than 50 percent minority population; therefore, communities within this area are considered environmental justice communities (see Section 3 above). The changes to the project would not introduce any new or more severe adverse effects on environmental justice communities compared to the project effects that were addressed in the Final EIR/FONSI. The new O&M facility in Montclair, on-route chargers at the Pomona Transit Center Station, and the use of eighteen 40-foot-long BEBs would meet the project purpose and need and would result in the same transit benefits as outlined in the Final EIR/FONSI. In addition, use of zero-emission BEBs and installation of charging stations would contribute toward the goal established in EO 14008 that 40 percent of the overall benefits of federal investments in clean transit flow to disadvantaged communities. Consistent with the findings of the Final EIR/FONSI, the WVCC Project, including the proposed changes, would not have disproportionately high and adverse effects on environmental justice populations.

5.13 Acquisitions and Displacements

The changes to the WVCC Project would not require any property acquisition or relocations in addition to those described in the Final EIR/FONSI; therefore, the proposed project changes would not result in changes in impacts pertaining to land acquisition.

5.14 Public Services and Utilities

The replacement of CNG propulsion buses with BEBs would require installation of on-route chargers at the existing Pomona Transit Center Station. Construction of the new O&M facility at the existing WVVMF site would require some retrofitting of the facility, but would not result in substantial or significant effect on public service and utilities at the WVVMF site or surrounding areas.

As stated in the Final EIR/FONSI, activities associated with project construction could affect public services during construction. Disruptions would be related primarily to operation of construction equipment in the area, traffic lane closures, noise and vibration, light and glare, and fugitive dust emissions. Because project construction activities would be temporary, no long-term or permanent adverse effects on nearby community facilities are expected.

Construction of the new O&M facility and installation of on-route chargers would be confined to the existing WVVMF and Pomona Transit Center Station, respectively, and no lane closures would be required. Minimal disruption to traffic may occur during transport of construction equipment. As noted in the Final EIR/FONSI, the contractor would coordinate with city traffic departments and with all emergency service providers within the project area when developing traffic handling plans to be used during the construction period. With implementation of these minimization measures, impacts to public services would not be significant or adverse.

Construction of the O&M facility site at the WVVMF would require new service connection and may require partial relocation of existing utilities; however, no long-term disruptions in service are expected. Recent consultations with Southern California Edison (SCE) were also conducted on the needed relocation of a high voltage power line (50kv) pole on Benson Avenue, which is located within the project footprint previously studied. This relocation would not contribute or cause a significant unavoidable impact, and no new impact or increase in the severity of impacts beyond what was addressed in the Final EIR/FONSI would occur. In addition, if additional

conflicts are identified, minor relocations of the utility lines could be required, but they would not result in or contribute to a significant unavoidable impact.

Overall, the changes to the project would not introduce any new significant environmental effects related to public services and utilities compared to what was analyzed in the Final EIR/FONSI. Avoidance, minimization and mitigation measures CI-PS-1 (coordination with the traffic departments of the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and with all corridor emergency service providers) and CI-PS-2 (advance notice of all construction-related street closures and detours) would still be implemented to reduce impacts on public services. The findings of the impact analysis for public services and utilities within the Final EIR/FONSI remain valid for the project.

5.15 Safety and Security

The replacement of CNG propulsion buses with BEBs would not change project effects related to safety and security. The installation of on-route chargers at the Pomona Transit Center Station is not expected to alter the safety and security conditions for pedestrians and transit patrons at the station.

The new O&M facility would be situated within the existing WVVMF, which is located in an industrial-zoned area. No substantial impacts on pedestrian safety are anticipated from operations of the new O&M facility due to the minor increase in the volume of buses and cars entering and exiting the facility.

Construction of the O&M facility within the existing WVVMF and installation of on-route chargers at the Pomona Transit Center Station would be governed by Occupational Safety and Health Administration (OSHA) regulations defined in the CFR, Part 29, Chapter XVII. To establish a safe working environment, the contract documents for the project would require that it is the Contractor's responsibility to provide and maintain all measures required by Construction Safety Orders issued by the Division of Industrial Safety of the California OSHA. The Contractor would also be required to comply with all laws and regulations regarding public health and safety. With adherence to these laws and regulations, safety impacts associated with construction of the proposed facilities are not expected to be adverse.

Construction of the new O&M facility would be confined within the existing WVVMF site. The sites would be fenced off during construction for public safety and workers' security. No new impacts are anticipated beyond that addressed in the Final EIR/FONSI.

5.16 Parks and Recreation

The replacement of CNG propulsion buses with BEBs would have no effect on parks and recreation facilities. The installation of on-route chargers at the Pomona Transit Center Station would be confined within the proposed station footprint and would have no effect on parks and recreation facilities.

Construction of the new O&M facility would occur within the existing footprint of the WVVMF and would not directly affect any park and recreational facilities.

The Pacific Electric Inland Empire Bike Trail is located approximately 500 feet to the north of the WVVMF, across from the existing railroad tracks and a vacant lot. The new O&M facility site at the WVVMF would not be very visible from the trail because of the distance from the site and the existing wall around the WVVMF. Therefore, the new O&M facility would not adversely affect users of the Pacific Electric Inland Empire Bike Trail.

Overall, the changes to the project would not introduce any new significant environmental effects related to parks and recreation compared to what was analyzed in the Final EIR/FONSI. The findings of the impact analysis for parks and recreation within the Final EIR/FONSI remain valid for the project.

5.17 Section 4(f)

Section 4(f) of the Department of Transportation Act requires that FTA may not approve the use of a Section 4(f) property unless a determination is made that there is no feasible and prudent avoidance alternative; the action includes all possible planning to minimize harm; or the use of the property will have a *de minimis* impact on the property. Properties protected under Section 4(f) include publicly owned land of a public park or recreation area; public wildlife and waterfowl refuges of national, state, or local significance; and publicly or privately owned historic properties that are listed in or determined eligible for listing in the NRHP.

The replacement of CNG propulsion buses with BEBs would not change project effects related to Section 4(f) use. The installation of on-route chargers at the Pomona Transit Center Station would not require work within areas outside the original study area evaluated in the Final EIR/FONSI and would not change project effects related to Section 4(f) use.

Four properties that may qualify for protection under Section 4(f) were identified within 0.5 mile of the new O&M facility at the WVVMF in Montclair. These include Moreno Vista Park, El Barrio Park, College Park, and the Pacific Electric Inland Empire Trail.

The changes to the WVCC Project would not require permanent incorporation or temporary use of any of the four parks and recreational facilities. In addition, there would be no proximity impacts (i.e., noise and vibration, visual impacts, seismic activity, traffic, and air quality and greenhouse gas [GHG] emissions) resulting from implementing the project that would be so severe that the protected activities, features, or attributes that potentially qualify these properties for protection under Section 4(f) would be substantially impaired. Therefore, the WVCC Project, with the modifications proposed, would not result in the use of any properties potentially protected under Section 4(f).

5.18 Growth Inducement

As discussed in the Final EIR/FONSI, the project is expected to accommodate existing, approved, and planned growth in the area, but it is not expected to influence the amount, timing, or location of growth in the area. The change in bus type and size, relocation of the O&M facility, and installation of on-route chargers within the existing transit station footprint would also not affect growth in the area. Thus, the findings of the impact analysis pertaining to growth inducement within the Final EIR/FONSI remain valid for the project

5.19 Greenhouse Gas Emissions

The GHG Emissions Study prepared in 2018 (updated 2020) analyzed annual operational emissions of GHG as a result of the project implementation based on the use of CNG propulsion buses and operation of the O&M facility in Ontario by comparing the emissions at the Opening Year (2023) and Design Year (2040) against the no-build conditions. Emissions were quantified based on regional passenger vehicle and truck VMT.

To assess the effect of project changes, the annual operational emissions analysis was conducted for the WVCC Project, taking into account proposed replacement of the CNG propulsion buses with BEBs and operation of the new O&M facility at the WVVMF and the new opening year of 2025. The change in O&M facility location during the Phase I/Milliken Alignment implementation is not anticipated to significantly change the overall VMT generated from the project, and the same VMT data were utilized.

Table 5-9 presents the results of GHG operational emissions analysis of the project (Alternative B) relative to the no-build condition from the use of CNG buses and BEBs. As shown in the table, the use of BEBs would generate less GHG emissions in the Opening Year (2025) and the Design Year (2040) compared to the use of CNG buses. Therefore, the change of CNG buses to BEBs would not result in adverse effects related to GHG emissions, and it would also result in lower emission levels.

Table 5-9. Greenhouse Gas Emissions from the Use of CNG Buses and BEBs Compared with No-Build Conditions

Scenario	Annual Emissions (Metric Tons CO ₂ e)	Build Alternative Relative to No Build Alternative	Percent Difference
Existing (2016)	2,021,030	--	--
Opening Year (2025)			
No Build Alternative	1,898,124	--	--
Alternative B with CNG buses	1,899,229	1,105	0.06
Alternative B with BEBs	1,877,465	-20,659	-1.09
Design Year (2040)			
No Build Alternative	1,475,058	--	--
Alternative B with CNG buses	1,476,277	1,218	0.08
Alternative B with BEBs	1,456,288	-18,770	-1.27

Source: WVVC GHG Emissions Study, 2018 (updated 2020) and WVCC Supplemental GHG Emissions Study, 2022.

Table 5-10 presents the results of GHG operational emissions analysis of the project (Alternative B) relative to the Existing Year (2016) condition (CEQA baseline) from the use of CNG buses and BEBs. As shown in the table, the use of BEBs would generate less GHG emissions in the Opening Year (2025) and the Design Year (2040) compared to the use of CNG buses. This reduction reflects the use of BEBs and associated exhaust emissions decrease in future years as the vehicle fleet continues to turn over to newer, more efficient vehicles and as emission standards become more stringent. Therefore, the change of CNG buses to BEBs would result in lower emission levels.

Table 5-10. Greenhouse Gas Emissions from the Use of CNG Buses and BEBs Compared with the Existing Year (2016)

Scenario	Annual Emissions (Metric Tons CO ₂ e)	Change from the Existing Conditions	Percent Difference
Existing (2016)	2,021,030	--	--
Opening Year (2025)			
No Build Alternative	1,898,124	-122,906	-6.1
Alternative B with CNG buses	1,899,229	-121,801	-6.0
Alternative B with BEBs	1,877,465	-143,565	-7.1
Design Year (2040)			
No Build Alternative	1,475,058	-545,972	-27
Alternative B with CNG buses	1,476,277	-544,754	-27
Alternative B with BEBs	1,456,288	-564,743	-27.9

Source: WVCC GHG Emissions Study, 2018 (updated 2020) and WVCC Supplemental GHG Emissions Study, 2022.

Overall, the changes to the project would not introduce any new or more severe significant environmental effects related to GHG emissions compared to what was analyzed in the Final EIR/FONSI. Rather, the use of BEBs instead of CNG propulsion buses would generate less GHG emissions. The findings of the GHG impact analysis within the Final EIR/FONSI remain valid for the project.

6.0 CHANGES TO ENVIRONMENTAL COMMITMENTS

Based on the results of the analyses in Section 5.0, no new or additional mitigation measures are needed for the project changes. It should be noted that because the proposed O&M facility Site 3 in Ontario will not be constructed during Phase I/Milliken Alignment construction, the following mitigation measure proposed in the Final EIR/FONSI will not need to be implemented during Phase I implementation.

Traffic and Transportation

Because there would be no construction and implementation of the O&M facility in Ontario during the Phase I/Milliken Alignment implementation, impacts at the following intersections would not occur:

- #2 Campus Avenue/Belmont Street (years 2025 and 2040)
- #4 Bon View Avenue/Belmont Street (years 2025 and 2040)
- #6 Grove Avenue/Mission Boulevard (year 2040)

The Final EIR/FONSI stated that no feasible mitigation measures are available to mitigate the impacts at the Campus Avenue/Belmont Street and Bon View Avenue/Belmont Street intersections; therefore, further coordination between SBCTA with local jurisdictions to identify appropriate traffic improvement compensation for these two intersections would be required. Because no O&M facility would be constructed in Ontario during the Phase I/Milliken Alignment implementation, no traffic improvement compensation for these two intersections would be needed.

In addition, the removal of Phase I impacts to intersection #6 Grove Avenue/Mission Boulevard would avoid the need to implement the improvement of this intersection under mitigation measure TRA-2 in the Final EIR/FONSI. This improvement proposed the modification of the traffic signal at the westbound Mission Boulevard approach to include a right-turn overlap phase to minimize impacts at the Grove Avenue/Mission Boulevard intersection by the year 2040. This improvement would not be required until the O&M facility in Ontario is constructed.

Aesthetics and Visual Resources

Mitigation measure AV-8 focused on the need for the project to provide streetscape and screening along the street face of the proposed O&M facility in Ontario. Given the new proposed location and the inherent screening already on the WVMF site, this mitigation measure would not be applicable to the proposed O&M facility at the WVMF

site in Montclair. However, the original proposed O&M facility may be constructed as part of a later phase of the overall project; therefore, the mitigation measure would still be applicable if SBCTA goes forward with constructing the O&M facility in Ontario during the Phase II/Haven Alignment.

Biological Resources

- The burrowing owl mitigation measure (BR-1) is not applicable to project activities at the WVVMF site and Pomona Transit Center Station.
- No CSS or areas with Delhi sands would be disturbed at the WVVMF site and Pomona Transit Center Station, and CSS and Delhi sands flower-loving fly protection under BR-3 and BR-4 are not applicable.
- No environmentally sensitive areas (ESAs) are present, and CI-BR-1 and CI-BR-2 for ESA buffers and fencing are not necessary.
- Mitigation CI-BR-3 is not applicable for the construction areas at the WVVMF and Pomona Transit Center, which are paved. However, it is still applicable for the areas along the BRT corridor with existing vegetation and are subject to excavation. Therefore, the mitigation language of CI-BR-3 is being revised to read: *“Prior to the completion of construction, the Contractor will hydroseed temporarily impacted vegetation communities with appropriate native plant species. Plant species used in the seeding shall be determined in coordination with a qualified biologist. This mitigation measure is not applicable for the construction areas at West Valley Vehicle Maintenance Facility where the O&M facility would be constructed and at the Pomona Transit Center Station where the on-route chargers would be installed”*
- Because the language of CI-BR-4 is duplicative of CI-BR-5, this mitigation has been removed.

Water Quality

The requirement regarding construction of onsite infiltration basins to treat stormwater runoff from the new impervious area created by the proposed O&M facility in Ontario (WQ-3) is not applicable to the O&M facility to be located within the WVVMF site.

Due to the change in circumstances, the following mitigation measure text is being revised.

- **CI-WQ-C3:** If dewatering is required, the Contractor shall follow the requirements specified in the NPDES permit for discharges to surface water that pose an insignificant (*de minimis*) threat to water quality, from either the Santa Ana

RWQCB per Order No. ~~R8-2005-0044~~ R8 2020-0006 (NPDES No. CAG998001) or the Los Angeles RWQCB under Order No. R4-2018-0125 (NPDES No. CAG994004).

The Revised Mitigation Monitoring and Reporting Program (MMRP) is provided in Appendix A of this document.

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7.0 CONCLUSION

None of the conditions as described under Section 15162(a)(1) of the State of California *CEQA Guidelines*, which would call for preparation of a new or supplemental or subsequent EIR, are present. The proposed changes to the project would not create new or more severe significant impacts that were not previously disclosed in the Final EIR/FONSI; therefore, no additional environmental documentation under CEQA is required.

Because the proposed project changes, with consideration of changes to the environmental setting and circumstances, would not result in new or more severe adverse impacts compared to those identified in the Final EIR/FONSI, the Final EIR/FONSI remains valid pursuant to 23 CFR 771.129, and no supplemental environmental document under NEPA is required.

8.0 LIST OF PREPARERS

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Appendix A REVISED MITIGATION MONITORING AND REPORTING PROGRAM

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REVISED MITIGATION MONITORING AND REPORTING PROGRAM

for Phase I/Milliken Alignment of the WEST VALLEY CONNECTOR CORRIDOR PROJECT

In the Counties of Los Angeles and San Bernardino
and the Cities of Pomona, Montclair, Ontario,
Rancho Cucamonga, and Fontana



San Bernardino County
Transportation Authority



Prepared for

**San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
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July 2022

**WEST VALLEY CONNECTOR CORRIDOR PROJECT
PHASE I/MILLIKEN ALIGNMENT
REVISED MITIGATION MONITORING AND REPORTING PROGRAM**

This mitigation monitoring and reporting program (MMRP) has been prepared pursuant to State of California Public Resources Code (PRC) Section 21081.6, which requires adoption of a reporting and monitoring program for projects in which the lead agency has required changes or adopted mitigation to avoid significant environmental effects of Phase I/Milliken Alignment (Project) of the West Valley Connector Corridor Project. Specific reporting or monitoring requirements to be enforced during project implementation must be defined prior to final approval of the project proposal by the decision makers.

This MMRP identifies responsible parties and provides guidelines for implementation and reporting for all mitigation measures outlined in the Final Environmental Impact Report (EIR) and the Finding of No Significant Impact (FONSI) for the Project, as revised based on proposed project changes and the final design plans for the Phase I/Milliken Alignment.

A. Responsible Party

The San Bernardino County Transit Authority (SBCTA) is the California Environmental Quality Act (CEQA) lead agency. The Federal Transit Administration, Region 9 (FTA) is the lead federal agency under the National Environmental Policy Act (NEPA). SBCTA has responsibility for construction management and oversight, and the assurance that mitigation measures are implemented by designated and qualified personnel, which may include design and construction contractors. Therefore, SBCTA will also be responsible for implementing and reporting on the mitigation measures in this MMRP.

B. Mitigation Requirements

Unless otherwise stated in the Final EIR and the FONSI and the EIR Addendum/Environmental Reevaluation of FONSI, the Project will be designed, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted standards (e.g., city municipal codes and standard plans). Construction will follow the uniform practices established by the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* [Greenbook] and the *California Manual on Uniform Traffic Control Devices [MUTCD]*) or other City-approved standards. These measures are generally incorporated as part of SBCTA's bid and specifications package.

A total of 32 mitigation measures for operations and 51 mitigation measures for construction are required to be undertaken to mitigate the potentially significant impacts and unavoidable adverse effects associated with the WVCC. The mitigation measures for operation are presented in Table 1, and the mitigation measures for construction are presented in Table 2. Measures that are not applicable to the Phase I/Milliken Alignment and changes made due to project changes and final design plans are shown as ~~strikeout (text)~~ for deleted texts and underlines for additional texts (text).

C. Schedule and Reporting Frequency

Implementation and monitoring of mitigation tasks, as outlined in the tables below, will be documented in the Mitigation Monitoring Report form (see Exhibit A), which will be issued by SBCTA to the party responsible for task implementation. These forms will be used to demonstrate and document compliance with PRC Section 21081.6 and will be completed by those having designated responsibility for mitigation implementation and monitoring. Completed forms shall be submitted to SBCTA for verification and filing as soon as each mitigation task is completed or reaches a designated completion milestone. Retained mitigation monitoring reports will be made available to the public for a period of 5 years following completion of the project. Duplicate copies of certified forms will also be retained in SBCTA archives together with the 'as-built' drawings for this project.

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
TRA-1	<p>The proposed bus rapid transit (BRT) project design would incorporate the following improvement measures to enhance sbX Operations and sbX Operations at Signalized Intersections:</p> <ul style="list-style-type: none"> • Reconstruction of curb and gutters will only be required for the segment where dedicated bus-only lanes are proposed. • Vehicular lanes where the sbX operates in dedicated bus-only lanes will feature concrete roadways, painted, or striped to visually separate the exclusive lanes from the mixed flow lanes. • Concrete pads will be placed at all station locations for the sbX vehicles. • Wherever possible for exclusive lanes, the bus signals and the adjacent existing intersection signals will be integrated to create one signalized intersection controlling automobiles and buses. • Intersection crossings will be controlled with signals, and pedestrians will be allocated standard crossing time. • Left-turn movements for vehicular traffic from mixed-flow lanes crossing exclusive lanes on the project alignment will require separate signal phases with red arrows when transit vehicles are crossing intersections. • The signal modifications may also include “active” No-Right-Turn indications and “Bus Coming” signs to prevent right turns across the exclusive lanes. • Signal modifications will include upgrades to signal controllers and software to accommodate the transit priority treatment at intersections. • Presignals and queue cutters will be used to prevent traffic from stopping or blocking the exclusive lanes. 	Traffic and Transportation Chapter 3	<ol style="list-style-type: none"> 1. Include the improvement measures in the final design for the project. 2. Include the improvement measures in bid and specification package. 3. Monitor to ensure the contractor implements the improvement measures. 4. Implement the improvement measures. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA
TRA-2	<p>The following improvement measures would be carried out at the following affected intersections and Operations and Maintenance (O&M) facility site location 3:</p> <ol style="list-style-type: none"> A. <u>#2 Garey Avenue/Holt Avenue</u>: Restripe eastbound Holt Avenue approach to add a dedicated right-turn lane (by 2023). B. <u>#4 Towne Avenue/Holt Avenue</u>: Modify the traffic signal to include protected plus permitted phasing at the northbound and southbound Towne Avenue approaches (by 2040). C. <u>#8 East End Avenue/Holt Avenue</u>: Restripe the eastbound Holt Avenue right-turn lane to a shared through/right-turn lane (by 2040). D. <u>#79 Day Creek Boulevard/Foothill Boulevard</u>: Restripe the third northbound through lane to a shared through/right-turn lane (by 2023). E. <u>#96 Sierra Avenue/Foothill Boulevard</u>: Modify the traffic signal to include protected plus permitted phasing at the eastbound and westbound Foothill Boulevard approaches (by 2023). F. <u>#106 Sierra Avenue/San Bernardino Avenue</u>: Modify the traffic signal to include protected plus permitted phasing at the eastbound and 	Traffic and Transportation Chapter 3	<ol style="list-style-type: none"> 1. Include the improvement measures in the final design for the project. 2. Include the improvement measures in bid and specification package. 3. Monitor to ensure the contractor implements the improvement measures. 4. Implement the improvement measures. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	<p>westbound San Bernardino Avenue approaches (by 2040).</p> <p>G. <u>#107 Sierra Avenue/Marygold Avenue</u>: Modify and restripe the eastbound Marygold Avenue shared through/right lane to a right-turn lane with a dedicated eastbound through lane (by 2040).</p> <p>H. <u>#109 Juniper Avenue/Valley Boulevard</u>: Restripe the westbound Valley Boulevard approach to add a dedicated right-turn lane (by 2040).</p> <p>O&M Facility #6 Grove Avenue/Mission Boulevard: Modify the traffic signal to include a right turn overlap phase at the westbound Mission Boulevard approach (by 2040).</p>						
AV-1	<p>Conduct a final tree survey for all trees that will be impacted by the project. Complete survey prior to final design efforts and minimize tree removal to the greatest extent possible.</p>	<p>Aesthetics and Visual Resources Section 4.1</p>	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with tree removal plan. 4. Implement tree removal plan. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	<ol style="list-style-type: none"> 1-4. SBCTA
AV-2	<p>All lighting at the stations shall include shielding and directionality to limit the extent of glare created at these locations.</p>	<p>Aesthetics and Visual Resources Section 4.1</p>	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with lighting plan. 4. Implement lighting plan. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	<ol style="list-style-type: none"> 1-4. SBCTA
AV-3	<p>Install replacement trees at a ratio and size required by either the tree or landscape ordinance, or the landscape development guidelines for the portion of the project developed in each of the corridor cities. If no requirement exists, install replacement trees at a 1:1 ratio with a minimum size of 36-inch box for street trees and 24-inch box for any other project trees.</p>	<p>Aesthetics and Visual Resources Section 4.1</p>	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with tree replacement plan. 4. Implement tree replacement plan. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	<ol style="list-style-type: none"> 1-4. SBCTA
AV-4	<p>Meet any currently established City requirements for streetscape design for the various roadways within the project area that are disturbed by the project construction and work with the community stakeholders to ensure implementation. Relevant goals and policies include Policy 6D.P24 of the Pomona General Plan, Policy CD3-6 of the Ontario General Plan, Policy CM-1.5 of the Rancho Cucamonga General Plan, and Goal #4.1 of the Fontana General Plan, all of which require transit developments to provide elements such as landscaping to enhance the aesthetics, functionality,</p>	<p>Aesthetics and Visual Resources Section 4.1</p>	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with streetscape plan. 4. Implement streetscape plan. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	<ol style="list-style-type: none"> 1-4. SBCTA

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	and sustainability of streetscapes.				Contractor		
AV-5	Develop and implement an Art-in-Transit strategy and incorporate artwork into relevant center- and side-running BRT station designs.	Aesthetics and Visual Resources Section 4.1	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with Art-in-Transit plan. 4. Implement Art-in-Transit plan.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
AV-6	Between Euclid and Sultana avenues, minimize the number of tree removals to the extent possible.	Aesthetics and Visual Resources Section 4.1	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with tree removal plan. 4. Implement tree removal plan.	1. Final design phase 2. Contract documents 3-4. Demolition	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
AV-7	Within the Holt Boulevard/Euclid Avenue intersection, ensure any work complies with requirements of the historic designations of the roadway regarding landscape and other contributing factors.	Aesthetics and Visual Resources Section 4.1	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with streetscape/landscape plan. 4. Implement streetscape/landscape plan.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
AV-8	For the O&M facility, provide streetscape planting, including trees, as well as incorporating screening along the street.	Aesthetics and Visual Resources Section 4.1	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with streetscape/landscape plan. 4. Implement streetscape/landscape plan.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
BR-1	Burrowing Owl (BUOW) Protection. To ensure that any BUOW that may occupy the site in the future are not affected by the construction activities, pre-construction BUOW surveys will be required within 7 to 10 days prior to any ground-disturbing activities in the areas identified as potential BUOW habitat. If any of the preconstruction surveys determine that BUOW are present, one or more of the following mitigation measures may be required: (1) avoidance of active nests and surrounding buffer areas during	Biological Resources Section 4.3	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor/Biologist	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	construction activities; (2) passive relocation of individual owls; (3) active relocation of individual owls; and (4) preservation of on-site habitat with long-term conservation value for the owl.						
BR-2	<p>Nesting Birds Protection. Avoid disturbance of any nests protected by the Migratory Bird Treaty Act (MBTA). If tree and shrub removal activities are scheduled to occur during the breeding season (February 1 through August 31), then SBCTA will implement the following measures to avoid potential adverse effects on birds covered by the MBTA:</p> <ul style="list-style-type: none"> No more than 1 week prior to construction, a qualified wildlife biologist will conduct preconstruction survey of all potential nesting habitat within 500 feet of construction activities where access is available. If active nests are found during preconstruction surveys, then the project proponent will create a no-disturbance buffer (acceptable in size to the California Department of Fish and Wildlife [CDFW]) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with CDFW, and it will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary; however, the "take" (e.g., mortality, severe disturbance to) of any individual birds will be prohibited. <p>If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, then no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the MBTA or that are located outside the no-disturbance buffer for active nests may be removed.</p>	Biological Resources Section 4.3	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor/Biologist 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
BR-3	<p>Coastal Sage Scrub Protection. During final design, the Project Engineer will coordinate with a qualified biologist to delineate all environmentally sensitive areas (ESAs) within the project footprint and immediately surrounding areas. ESAs are not identified as temporarily or permanently impacted in the environmental document.</p> <p>Prior to clearing vegetation or construction within or adjacent to ESAs, the Contractor will install highly visible barriers (e.g., orange construction fencing) adjacent to the project impact area to designate ESAs to be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified</p>	Biological Resources Section 4.3	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement. 	<ol style="list-style-type: none"> 1. Final design phase 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer/Biologist 2. SBCTA Construction Manager 3. Construction Contractor/Biologist 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	biologist will supervise the placement of ESA fencing.						
BR-4	Delhi Sands Flower-Loving Fly (DSF) Protection. In the event that design plans change and would impact undeveloped and/or open space areas, a habitat assessment shall be conducted to determine whether the impacted area is suitable to support DSF. If the findings of the habitat assessment indicate that the area could support DSF, a presence/absence survey for the DSF should be conducted.	Biological Resources Section 4.3	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Final design phase 2-3. Demolition and construction	1. SBCTA Project Engineer/Biologist 2. SBCTA Construction Manager 3. Construction Contractor/Biologist	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
GSS-1	Station platforms and structures at the O&M facility shall be designed to withstand ground motion in accordance with City, State, and geotechnical industry standards and guidelines.	Geology, Soils, Seismicity Section 4.5	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans and geotechnical measures. 4. Implement project plans and geotechnical measures.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
WQ-1	All construction of the side-running stations shall be undertaken within the existing impervious areas along the proposed corridor, resulting in no additional impervious areas.	Hydrology, Water Quality, and Floodplains Section 4.7	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
WQ-2	Additional stormwater runoff from the new impervious area along the 3.5-mile dedicated lane segment shall be treated at the infiltration basin to be constructed as part of the proposed project.	Hydrology, Water Quality, and Floodplains Section 4.7	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
WQ-3	Additional stormwater runoff from the new impervious area created by the proposed O&M facility under either Build Alternative shall be treated at the on-site infiltration basins to be constructed as part of the proposed project. O&M Site 3 does not have on-site stormwater facilities, and will therefore be required to contain, retain and treat its storm water subject to current National Pollutant Discharge Elimination System (NPDES) regulations.	Hydrology, Water Quality, and Floodplains Section 4.7	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
FP-1	Implement recommended best management practices (BMPs) as identified in the Storm Water Data Report prepared for this project.	Hydrology, Water Quality, and Floodplains Section 4.7	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA
FP-2	Develop a contingency plan for unforeseen discovery of underground contaminants in the Storm Water Pollution Prevention Plan (SWPPP).	Hydrology, Water Quality, and Floodplains Section 4.7	<ol style="list-style-type: none"> 1. Include in bid and specification package. 2. Monitor to ensure the contractor complies with contingency plan. 3. Implement contingency plan, as necessary. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-4. SBCTA
FP-3	Provide adequate conveyance capacity at bridge crossings to ensure no net increase in velocity. A more detailed hydraulic analysis shall be completed to assess existing and post-hydraulic conditions.	Hydrology, Water Quality, and Floodplains Section 4.7	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA
NOI-1	To avoid noise impacts from the public address (PA) systems, the noise level from the PA system at the station on Foothill Boulevard should not exceed 74 A-weighted decibels (dBA) at 10 feet in the direction of the residential land uses and the noise level of the PA system at the station on Sierra Avenue should not exceed 71 dBA at 10 feet in the direction of the residential land use.	Noise and Vibration Section 4.9	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. After installation of pa system 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3-4. SBCTA to hire a third-party contractor to perform inspections and tests 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA
ACQ-1	A Real Estate Acquisition Management Plan (RAMP) shall be developed adhering to the requirements pertaining to land acquisition for projects funded by FTA as prescribed in Volume 49 <i>Code of Federal Regulations</i> (CFR) Part 24, Uniform Relocation Assistance and Real Property Acquisition Policies Act for Federal and Federally Assisted Programs, and the California Relocation Assistance Act, 1970. All real property acquired for the project will be appraised to determine fair market value. Just compensation, which shall not be less than the approved appraisal, will be made to each displaced property owner. Displacees who have met eligibility requirements will be provided relocation assistance payments and advisory assistance in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,	Acquisitions and Displacements Section 4.12	<ol style="list-style-type: none"> 1. Prepare RAMP as part of final design. 2. Implement RAMP. 	<ol style="list-style-type: none"> 1. Final design phase 2. Prior to any demolition or construction 	<ol style="list-style-type: none"> 1. SBCTA 2. Relocation Specialist 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 	1-2. SBCTA

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	<p>as amended.</p> <p>The RAMP will address the need to have relocation specialists who have prior experience working with people who may have special needs, especially the elderly, disabled, and low-income population groups. It will also specify that one or more of the relocation specialists be fluent in Spanish. Additionally, the plan will address coordinating with the local Section 8 Housing Authority on the availability of vouchers and other options for displaced low-income households who may face immediate financial hardships.</p> <p>The RAMP will address in advance of potential relocations of minority-owned businesses, the need to coordinate with organizations such as the Inland Empire Region of the California Hispanic Chamber of Commerce, Asian Business Association – Inland Empire, and the Black Chamber of Commerce of the Inland Empire, to identify resources that may be of help to such businesses. The potential application of property lease-back options to allow small businesses to continue to function as long as feasible after acquisition will also be explored in the RAMP.</p>						
ACQ-2	<p>Transportation for displaced persons to inspect potential relocation housing will be offered at no-cost should they be unable to use their own means of transportation. This offer shall be extended to senior citizens, disabled people, and any transit-dependent individuals or households.</p>	<p>Acquisitions and Displacements Section 4.12</p>	<ol style="list-style-type: none"> 1. Include the requirements in RAMP. 2. Implement RAMP. 	<ol style="list-style-type: none"> 1. Final design phase 2. Prior to any demolition or construction 	<ol style="list-style-type: none"> 1. SBCTA 2. Relocation Specialist 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 	<ol style="list-style-type: none"> 1-2. SBCTA
SS-1	<p>All stations and parking facilities shall be equipped with monitoring equipment and/or be monitored by SBCTA security personnel on a regular basis.</p>	<p>Safety and Security Section 4.14</p>	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans. 5. Use monitoring equipment. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Construction 5. As part of daily operations 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 5. Omnitrans security personnel 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 5. Record of compliance kept on file at SBCTA 	<ol style="list-style-type: none"> 1-5. SBCTA
SS-2	<p>SBCTA shall implement a security plan that includes in-vehicle and station surveillance by SBCTA security or other local jurisdiction security personnel.</p>	<p>Safety and Security Section 4.14</p>	<ol style="list-style-type: none"> 1. Implement as part of system operations. 	<ol style="list-style-type: none"> 1. Operations 	<ol style="list-style-type: none"> 1. Omnitrans 	<ol style="list-style-type: none"> 1. Record of operations kept on file at SBCTA 	<ol style="list-style-type: none"> 1. SBCTA
SS-3	<p>All stations shall be lit to standards that avoid shadows, and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated.</p>	<p>Safety and Security Section 4.14</p>	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with lighting plan. 4. Implement lighting plan. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Construction 	<ol style="list-style-type: none"> 1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	<ol style="list-style-type: none"> 1-4. SBCTA

Table 1. Mitigation Measures, Implementation, Scheduling, and Reporting (Operation Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
SS-4	SBCTA shall coordinate and consult with Pomona Police Department (PD), Montclair PD, Ontario PD, Rancho Cucamonga PD, Fontana PD, County of San Bernardino Sheriff's Department, and County of Los Angeles Sheriff's Department to develop safety and security plans for the alignment, parking facilities, and station areas.	Safety and Security Section 4.14	1. Coordinate with police departments during final design. 2. Coordinate with police departments prior to start of operations.	1. Final design phase 2. Prior to start of operations	1-2. SBCTA	1-2. Record of compliance kept on file at SBCTA	1-2. SBCTA
SS-5	The station design shall not include design elements that obstruct visibility or observation, nor provide discrete locations favorable to crime; pedestrian access at stations shall be ground-level with clear sight lines.	Safety and Security Section 4.14	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans.	1. Final design phase 2. Contract documents 3-4. After installation of pa system	1. SBCTA Project Engineer 2. SBCTA 3-4. SBCTA to hire a third-party contractor to perform inspections and tests	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
SS-6	For motorist safety, SBCTA shall engage the public with educational campaigns to make the public aware of changes in roadway conditions.	Safety and Security Section 4.14	1. SBCTA to implement Educational Campaign.	1. Prior to and after construction	1. SBCTA	1. Record of compliance kept on file at SBCTA	1. SBCTA
SS-7	Before reaching the intersection, private automobile drivers shall be warned by presignals of approaching intersections that cross exclusive lanes. The exclusive lane shall be painted or striped to separate it visually from the general purpose roadway or other additional safety devices (e.g., colored textured concrete, pavers, or embedded lights) may be placed to help alert motorists to the presence of the center exclusive lane.	Safety and Security Section 4.14	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
SS-8	Platforms shall be well-lit and include amenities such as canopies, seating, and trash receptacles. The platforms will also include some or all of the following safety and security equipment: security cameras, light fixtures, PA system, and emergency telephones.	Safety and Security Section 4.14	1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans.	1. Final design phase 2. Contract documents 3-4. Construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
CI-AQ-1	Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emission or at the right-of-way (ROW) line as required by the South Coast Air Quality Management District (SCAQMD).	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-2	Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-3	Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations (CCR) Title 17, Section 93114.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-4	Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation as needed to minimize construction impacts to existing communities.	Air Quality Sections 5.2.2 and 5.3.2	1. Develop Dust Control Plan. 2. Include Dust Control Plan requirements in bid and specification package. 3. Monitor to ensure the contractor complies with the requirements included in the Dust Control Plan. 4. Implement Dust Control Plan.	1. Final design phase 2. Contract documents 3-4. Demolition and construction	1. SBCTA Project Engineer 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
CI-AQ-5	Locate equipment and material storage sites at least 500 feet from the sensitive receptors. Keep construction areas clean and orderly.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-6	Extended idling, material storage, and equipment maintenance should be prohibited within 500 feet of sensitive air receptors, to the extent feasible.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-7	The project shall not allow track-out to extend 25 feet or more from the point of origin from an active operation. Use track-out reduction measures	Air Quality Sections 5.2.2	1. Include the requirements in bid and specification package.	1. Contract documents	1. SBCTA 2. SBCTA	1. Record of compliance kept on	1-3. SBCTA

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. Notwithstanding the preceding, all track-out from an active operation shall be removed after each workday or evening shift.	and 5.3.2	2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	2-3. Demolition and construction	Construction Manager 3. Construction Contractor	file at SBCTA 2-3. Record of compliance kept on jobsite	
CI-AQ-8	Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (particulate matter [PM]) during transportation.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-9	Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease PM.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-10	Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-11	Rule 401 – Visible Emissions: Contractors shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminants for a period or periods aggregating more than 3 minutes in any 1 hour that are as dark or darker in shade as that designated as No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view to a degree equal to or greater than smoke.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-12	Contractors shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endangers the comfort, repose, health, or safety of any such persons or the public; or that cause or have a natural tendency to cause injury or damage to business or property.	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-AQ-13	Contractors shall control fugitive dust in accordance with Rule 403 using the best available control measures to reduce dust so it does not remain visible in the atmosphere beyond the property line of the project. The dust control plan shall describe all applicable dust control measures to be implemented at the project; and shall describe types of dust suppressant, surface treatments and other measures to be utilized at the construction sites to comply with the Rule. The relevant specifics of Rule 403 are as	Air Quality Sections 5.2.2 and 5.3.2	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA

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	<p>follows:</p> <ul style="list-style-type: none"> No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the dust remains visible in the atmosphere beyond the property line of the emission source; or the dust emission exceeds 20 percent opacity, if the dust emission is the result of movement of a motorized vehicle. No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of Rule 403 to minimize fugitive dust emissions from each fugitive dust source type within the active operation. No person shall cause or allow particulate matter less than 10 microns in diameter (PM₁₀) levels to exceed 50 micrograms per cubic meter (µg/m³) when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other United States Environmental Protection Agency (EPA)-approved equivalent methods for PM₁₀ monitoring. No person shall conduct an active operation with a disturbed surface area of 5 or more acres or with a daily import or export of 100 cubic yards or more of bulk material without utilizing approved control measure/measures at each vehicle egress from the site to a paved public road. 						
CI-AQ-14	<p>To the extent possible and applicable, construction activities that will involve excavation will be scheduled when school is off session. Contractors shall not cause or allow PM₁₀ levels to exceed 50 µg/m³ when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume samplers reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.</p>	Air Quality Sections 5.2.2 and 5.3.2	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
CI-AQ-15	<p>A temporary construction sign shall be installed at the construction site displaying contact information of the Resident Engineer, who will be the point of contact to address dust, noise, and construction-related impacts.</p>	Air Quality Sections 5.2.2 and 5.3.2	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor installs the sign. 3. install construction sign mitigation measure requirement. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
CI-AQ-16	<p>To the extent possible, any applicable heavy construction (e.g., structure demolition excavation) that could affect air quality near any school along the route will be scheduled during off-school hours.</p>	Air Quality Sections 5.2.2 and 5.3.2	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
CI-BR-1	<p>During final design, the Project Engineer will coordinate with a qualified</p>	Biological	<ol style="list-style-type: none"> 1. Include in project plans. 	<ol style="list-style-type: none"> 1. Final design phase 	<ol style="list-style-type: none"> 1. SBCTA Project 	<ol style="list-style-type: none"> 1-2. Record of 	1-4. SBCTA

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	biologist to delineate all ESAs within the project footprint and immediately surrounding areas.	Resources Sections 5.2.3 and 5.3.3	2. Include the requirements in bid and specification package. 3. Monitor to ensure the ESA flags/fences as in place. 4. Avoid any activity near ESA.	2. Contract documents 3-4. Prior to ground-disturbance/demolition & during demolition and construction	Engineer/Biologist 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor/Biologist	compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	
CI-BR-2	Prior to clearing vegetation or construction within or adjacent to ESAs, the Contractor will install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified biologist will supervise the placement of ESA fencing.	Biological Resources Sections 5.2.3 and 5.3.3	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2. Demolition and construction 3. Prior to ground-disturbance/demolition & during demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-BR-3	Prior to the completion of construction, the Contractor will hydroseed temporarily impacted vegetation communities with appropriate native plant species. Plant species used in the seeding shall be determined in coordination with a qualified biologist. <u>This mitigation measure is not applicable for the construction areas at West Valley Vehicle Maintenance Facility where the O&M facility would be constructed and at the Pomona Transit Center Station where the on-route chargers would be installed.</u>	Biological Resources Sections 5.2.3 and 5.3.3	1. Coordinate with Biologist in order to include planting list with native plants in landscape /streetscape plans. 2. Include the requirements in bid and specification package. 3. Monitor to ensure the contractor complies with the requirements for hydroseeding per landscape /streetscape plans. 4. Implement requirements for hydroseeding per landscape /streetscape plans.	1. Final design phase 2. Contract documents 3-4. Prior to completion of construction	1. SBCTA Project Engineer / Biologist 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
CI-BR-4	Avoid disturbance of any nests protected by the MBTA. Alternatively, tree and shrub removal activities can be scheduled to occur during the non-breeding season (September 1 through January 31).	Biological Resources Sections 5.2.3 and 5.3.3	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-BR-5	Avoid disturbance of any nests protected by the MBTA. If tree and shrub removal activities are scheduled to occur during the breeding season (February 1 through August 31), then SBCTA will implement the following measures to avoid potential adverse effects on birds covered by the MBTA: <ul style="list-style-type: none">No more than 1 week prior to construction, a qualified wildlife biologist will conduct a preconstruction survey of all potential nesting habitat	Biological Resources Sections 5.2.3 and 5.3.3	1. SBCTA shall hire a Biologist. 2. Biologist shall conduct surveys and provide SBCTA with report documenting survey. If nesting birds or potential habitat is found on the survey, the report prepared by the biologist will include this information.	1. Prior to start of demolition and construction 2. No more than 1 week prior to construction	1. SBCTA 2. Biologist 3. SBCTA Construction Manager and Biologist	1. Record of compliance kept on file at SBCTA 2. Nesting bird survey report provided by Biologist kept on	1-3. SBCTA

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	<p>within 500 feet of construction activities where access is available.</p> <ul style="list-style-type: none"> If active nests are found during preconstruction surveys, then the project proponent will create a no-disturbance buffer [acceptable in size to CDFW] around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with CDFW, and it will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary; however, the “take” (e.g., mortality, severe disturbance to) of any individual birds will be prohibited. <p>If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, then no further mitigation is required.</p>		<p>3. SBCTA to coordinate with Biologist in order to create no-disturbance buffers around nests or nesting habitat in compliance with mitigation measure, if nests or potential nesting habitat is found. No disturbance buffers shall be set between 250-500 feet unless modified by consultation with CDFW.</p>	<p>3. During demolition and construction if active nests are present</p>		<p>file at SBCTA. 3. Active nest monitoring report kept on file at SBCTA</p>	
<p>CI-CR-1</p>	<p>Archaeological and Native American monitoring shall be limited to any project-related, ground-disturbing construction activities (e.g., grading, excavation, drilling) that may affect previously undisturbed sediments anticipated within the Holt Boulevard Corridor to be between 3 feet and 5 feet below the existing ground surface where electrical and communication utilities have been placed, and up to 20 feet below ground surface in areas in which the sewer main is located. Project activities involving utility relocation and establishment of storm drain laterals along Holt Boulevard may involve previously undisturbed sediments as would construction activities associated with the proposed O&M facility in Ontario. Archaeological monitoring, when applicable, shall be conducted by a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for Archaeology. Tribal monitor(s) shall be retained and compensated and are required to be approved by the consulting Tribal Government(s) and are listed under the Native American Heritage Commission’s (NAHC) Tribal Contact list for the area of the project location. That list of individuals, however, would need to be provided to SBCTA for review and final selection. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be finalized prior to the start of ground-disturbing activities outlining the roles and responsibilities of the monitors, describing the protocols and procedures for monitoring, identifying locations or construction activities requiring monitoring, and defining the procedures for the recordation and treatment of new finds. No information regarding the discovery of human remains shall be publicized.</p>	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<p>1. SBCTA shall hire both an Archaeologist and Native American Monitor. 2. Archaeologist and Native American Monitor shall coordinate with SBCTA Construction Manager in order to identify areas that require monitoring. 3. A CRMMP shall be developed in accordance with this mitigation measure. 4. Archaeologist and Native American Monitor shall monitor during ground-disturbance activities to implement the CRMMP.</p>	<p>1-3. Prior to start of demolition and construction 4. During ground-disturbance activities in previously undisturbed sediments</p>	<p>1. SBCTA 2-3. Archaeologist, Native American Monitor, and SBCTA Construction Manager 4. Archaeologist and Native American Monitor</p>	<p>1-3. Record of compliance kept on file at SBCTA 4. Monitoring Report provided by Archaeologist and Native American Monitor kept on file at SBCTA.</p>	<p>1-4. SBCTA</p>
<p>CI-CR-2</p>	<p>If previously unidentified cultural materials are unearthed during construction, work shall be halted within 100 feet of the find and the area clearly delineated as a restricted area by flagging and/or fencing, until the resource can be fully documented and evaluated by a qualified archaeologist meeting the Secretary of Interior’s Professional Qualification Standards. All discoveries shall be treated as significant until</p>	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<p>1. Include the requirements in bid and specification package. 2. SBCTA to hire Archaeologist to evaluate any uncovered cultural materials, as needed.</p>	<p>1. Contract Documents 2-4. During ground-disturbance activities if cultural materials</p>	<p>1-2. SBCTA 3. SBCTA Construction Manager 4. Archaeologist</p>	<p>1-2. Record of compliance kept on file at SBCTA 3-4. Evaluation Report provided by</p>	<p>1-4. SBCTA</p>

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

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	<p>a formal evaluation can be made. If the cultural materials are determined to be Native American in origin, additional consultation with the appropriate Tribe(s) will be conducted, and whose representative(s) will be permitted to perform a site visit when the archaeologist makes their assessment on the resource, so as to provide Tribal input.</p> <p>If it is determined by SBCTA's qualified archaeologist that an inadvertently discovered archaeological resource constitutes a historical resource or a unique archaeological resource as defined by CEQA, an appropriate time allotment and sufficient funding to allow for implementation of avoidance measures or other appropriate mitigation shall be available. Avoidance and preservation in place is the preferred manner of mitigation. As identified in CEQA Section 21083.2(b), preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. SBCTA, the lead agency under CEQA, shall determine if avoidance and preservation in place is feasible. If it is determined that data recovery through excavation is the only feasible mitigation available, then a Cultural Resources Treatment Plan that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource will be prepared by a qualified archaeologist in consultation with the appropriate Tribal representatives. The qualified archaeologist(s) will consult with appropriate Native American Tribal representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.</p>		<p>3. Stop work where cultural resources are found and monitor that Archaeologist complies with the requirements.</p> <p>4. Archaeologist to evaluate cultural materials.</p>	are found		Archaeologist kept on file at SBCTA.	
CI-CR-3	<p>If human remains are encountered during ground-disturbing activities, work shall be halted within 100 feet of the find, and the area clearly delineated as a restricted area by flagging and/or fencing, or other suitable approaches, and protected by posting a monitor or construction worker to ensure no additional disturbance occurs. If the human remains cannot be fully assessed, documented, and housed on the same day, the area will be secured by posting a guard onsite outside of working hours or by covering the discovery area with muslin cloth and heavy metal plates (if the human remains are found below grade) or with other impervious material, or by making other provisions commonly accepted by professional archaeologists to prevent damage or vandalism to the remains.</p> <p>The San Bernardino or Los Angeles County Coroner shall be contacted within 24 hours of discovery of human remains in compliance with CEQA Guidelines Section 15064.5(e), California Health and Safety Code Section 7050.5(b), and PRC 5097.98. Work will continue to be diverted while the County Coroner determines whether the remains are Native American. If the remains are determined to be Native American, the County Coroner will contact the NAHC, which will designate a Most Likely Descendant (MLD) to offer guidance on the appropriate and respectful treatment and disposition of the remains per California PRC 5097.98.</p>	Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4	<p>1. Include the requirements in bid and specification package.</p> <p>2. Stop work where human remains are found and report to County Coroner.</p> <p>3. County Coroner to contact NAHC to determine MLD.</p> <p>4. MLD to recommend treatment of remains.</p>	<p>1. Contract documents</p> <p>2-4. During ground-disturbance activities if human remains are found</p>	<p>1. SBCTA</p> <p>2. SBCTA Construction Manager</p> <p>3. County Coroner</p> <p>4. MLD</p>	<p>1. Record of compliance kept on file at SBCTA</p> <p>2-4. Record of compliance kept on file at SBCTA</p>	1-4. SBCTA

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	<p>Human remains and any associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation with the MLD has taken place and a plan of action has been developed.</p> <p>If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after being granted access to the project area to examine the remains, SBCTA, in coordination with FTA, shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. After the appropriate actions are taken, as outlined above, the excavation work associated with project construction, may resume.</p>						
CI-CR-4	<p>SBCTA will include an environmentally sensitive buffer in the plans and specifications to alert contractors to avoid character-defining features of each built environment historic property. Should any proposed project activities change in a manner that would be expected to cause an impact to character-defining features of the resource, SBCTA will be responsible for consulting with FTA and the State Historic Preservation Officer (SHPO) to develop and apply appropriate treatment measures under the Secretary of the Interior's Standards for the Treatment of Historic Properties, as determined by a qualified Architectural Historian (as defined at 36 CFR 61). No project construction work will occur within 50 feet of any of the character-defining features of the specific historic property in question until agreement has been reached among consulting parties under Section 106.</p>	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans. 5. Consult with FTA and SHPO and develop treatment measures. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition and construction 6. Alteration of historic property 	<ol style="list-style-type: none"> 1. SBCTA Project Architect 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 5. SBCTA 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 5. Consultation letters with FTA and SHPO kept on file at SBCTA 	1-5. SBCTA
CI-CR-5	<p>Alterations to each of the historic properties will adhere to the Secretary of the Interior's Standards (SOIS) for the Treatment of Historic Properties (36 CFR 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building's site and environment. The historic character of each property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a historic property will be avoided. The new work will protect the historic integrity of each historic property and its environment.</p> <p>BMPs will be incorporated to minimize short-term, temporary noise and vibration impacts to each of the following historic properties, with the exception of the National Old Trails Road/Route 66 (see Mitigation Measure CI-NC-2). These include provisions for vibration monitoring by the contractor and having a plan in place before construction begins for the use of alternative equipment and techniques when established thresholds may be exceeded. In addition to the common measures stated above that will applied to the historic properties, additional property-specific measures to minimize harm to these properties are specified below.</p> <p><u>Southern Pacific Railroad Depot (100 W. Commercial Street, Pomona)</u> The existing sidewalks at the railroad station property will be connected to</p>	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<p>SBCTA to hire Certified Arborist to propose protective measures for historic date palms at the Jacob Lerch House (541 E. Holt Boulevard).</p> <ol style="list-style-type: none"> 1. Implement as part of final design. 2. Include in bid and specification package. 3. Monitor to ensure the contractor complies with project plans. 4. Implement project plans. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA Project Architect 2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

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	<p>the new sidewalk area so as to match pre-project conditions. Any disturbed turf grass and landscaping not used by the project will be replaced to match pre-project conditions in consultation with the property owner, the City of Pomona, during and at the completion of construction.</p> <p><u>National Old Trails Road/Historic Route 66 (Rancho Cucamonga; Fontana)</u></p> <p>The affected area of the historic linear property consists of small pavement areas needed to construct bus pads. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment.</p> <p><u>Vince's Spaghetti (1206 W. Holt Boulevard, Ontario)</u></p> <p>A historic neon sign near the edge of the easternmost driveway will be retained. The driveways will be reconstructed to pre-project conditions in consultation with the property owner during and at the completion of construction. The new work will protect the historic integrity of the property and its environment. Temporarily disturbed surface areas will be returned to pre-project conditions once construction is completed; therefore, the visual changes associated with the project are considered minor, and the project will not substantially alter or destroy any primary views of the historic property.</p> <p><u>A.C. Moorhead House (961 W. Holt Boulevard, Ontario)</u></p> <p>The affected area of the historic property consists of the two driveway areas, the front lawn, and landscaping. The two driveways will be reconstructed, and turf grass and landscaping will be replaced. Original landscaping on the property will be retained. The new work will protect the historic integrity of the property and its environment.</p> <p><u>The Grinder Haven (724 W. Holt Boulevard, Ontario)</u></p> <p>A historic neon sign near the edge of the property, between the two driveways, will be retained and protected from and placed in a secured location until it can be reinstalled. The new work will protect the integrity of the property and its environment and will be carried out under the supervision of a person meeting at a minimum the Secretary of the Interior's professional qualifications for Historic Architecture found at 36 CFR Part 61. Project features will not damage or destroy character-defining materials or features associated with the historic property, or substantially alter or destroy any primary views of the historic property. Access to The Grinder Haven will be maintained at all times during project construction. No impacts to parking spaces within the lot are anticipated. The historic neon sign would be relocated as a result of the driveway improvements but would be re-established on the same parcel and with the same street orientation as present.</p> <p><u>Jacob Lerch House (541 E. Holt Boulevard, Ontario)</u></p> <p>The affected area of the historic property consists of a sliver portion, which is currently lawn. Turf grass will be replaced in areas to match pre-</p>						

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	<p>project conditions in consultation with the property owner during and at the completion of construction. Two historic Canary Island date palms would be relocated within 8 to 10 feet of their existing location, in parallel fashion. If the certified Arborist determines that their condition would not allow for successful survival, two replacement Canary Island date palms, 17 feet in height, would be installed. In addition, a curb-wall and columns adjacent to the sidewalk will be reconstructed. The new work will protect the historic integrity of the property and its environment, and will be reviewed and approved by a California-licensed Historic Architect. Project features will not be close to the historic residential building, and they will not damage or destroy character-defining materials or any features associated with the historic property, or substantially alter or destroy any primary views of the historic property.</p>						
<p>CI-CR-6</p>	<p>Prepare and implement a Paleontological Monitoring Plan (PMP), which will include the following:</p> <ul style="list-style-type: none"> Workers Environmental Awareness Program (WEAP). The WEAP shall be presented to all construction personnel prior to the start of ground-disturbing activities. Periodic paleontological spot checks shall be conducted by a qualified paleontologist in any location along the alignment where excavation exceeds depths of 5 feet into the younger Quaternary deposits to check for the presence of older, more paleontologically sensitive geologic units (including older Quaternary alluvium). The specific locations where excavation will exceed the 5-foot threshold will be determined once final construction plans are available, and will be included in the PMP. If paleontologically sensitive geologic units are observed during spot checking, full-time monitoring shall be implemented during excavations into the sensitive sediments. The 5-foot depth at which spot checking shall be triggered will initially be implemented, but it shall be modified as needed by the qualified paleontologists, in consultation with SBCTA and FTA, based on the sediment types, depths, and distributions observed during monitoring during the life of the project. If unanticipated paleontological resources are discovered during project-related activities, work must be halted within 100 feet of the discovery until it can be evaluated by a qualified paleontologist. Upon completion of ground-disturbing activities, a Paleontological Monitoring Report (PMR) shall be prepared and submitted to SBCTA, FTA, and the fossil repository. 	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<ol style="list-style-type: none"> SBCTA to hire Paleontologist. Paleontologist to prepare PMP and WEAP, and submit to SBCTA for approval. Paleontologist to monitor and conduct field checks during ground-disturbance activities per PMP. Paleontologist to stop work if paleontological resources are found and evaluate the discovery. Prepare PMR. 	<ol style="list-style-type: none"> 1-2. Prior to start of ground-disturbance activities 3-4. During ground-disturbance activities 5. After ground-disturbance activities 	<ol style="list-style-type: none"> SBCTA 2-5. Paleontologist 	<ol style="list-style-type: none"> Record of compliance kept on file at SBCTA 2-4. PMP provided by Paleontologist kept on file at SBCTA. 5. PMR kept on file at jobsite. 	<ol style="list-style-type: none"> 1-5. SBCTA
<p>CI-CR-7</p>	<p>In compliance with the City of Ontario's Historic Preservation regulations, the following measures will be implemented to mitigate impacts on the City's locally designated historical resources:</p> <ol style="list-style-type: none"> Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including but not limited to: (i) preparation of site plans, 	<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<ol style="list-style-type: none"> Prepare HABS/HAER. Pay mitigation fee. Obtain Certificate of Appropriateness. Salvage historic items. 	<ol style="list-style-type: none"> 1-4. Prior to demolition or alteration of historic property 	<ol style="list-style-type: none"> SBCTA Project Architect 2-3. SBCTA 4. SBCTA Project Architect 	<ol style="list-style-type: none"> 1-4. Record of compliance (i.e., HABS/HAER, payment receipt, Certificate of Appropriateness, and inventory of salvaged items) kept 	<ol style="list-style-type: none"> 1-4. SBCTA

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	<p>floor plans, exterior and interior elevations, and detailed drawings of character-defining features (e.g., moldings, stairs); and (ii) photographs of the resource, including interior and exterior character-defining features (e.g., moldings, light fixtures, trim patterns).</p> <p>2. A mitigation fee established pursuant to Ontario Development Code Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the EIR process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.</p> <p>3. A Certificate of Appropriateness shall not be issued for the demolition of a historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure have been approved by the City, and appropriate permits have been issued for its construction, unless (i) a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050 of the Ontario Development Code; (ii) a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050 of the Ontario Development Code; or (iii) demolition is required pursuant to Ontario Development Code Section 7.01.055 (Unsafe or Dangerous Conditions).</p> <p>4. To preserve features and artifacts from historic resources, a determination of the items within or on the resource that should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, dimension (as necessary), and location of each item on the floor plan.</p>					on file at SBCTA	
CI-GSS-1	During construction, the appropriate level of inspections and tests shall be performed by a third-party contractor to confirm soil and subsurface conditions within the corridor.	Geology, Soils, Seismicity Sections 5.2.5 and 5.3.5	<ol style="list-style-type: none"> 1. SBCTA to hire a third-party contractor to perform inspections and tests. 2. Monitor to ensure the third-party contractor complies with the requirements. 3. Follow mitigation measure requirement regarding soil testing. 	<ol style="list-style-type: none"> 1. contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Third-party Geotechnical Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
CI-GSS-2	Final grading and construction plans shall be reviewed by a qualified geotechnical contractor to confirm that geotechnical recommendations outlined in the <i>Preliminary Geotechnical Report</i> were applied to the design and that no additional recommendations are required.	Geology, Soils, Seismicity Sections 5.2.5 and 5.3.5	<ol style="list-style-type: none"> 1. Implement as part of final design. 2. SBCTA to hire a third-party contractor to perform inspections and tests. 	1-2. Final design phase	<ol style="list-style-type: none"> 1. SBCTA 2. Third-party Geotechnical Contractor 	1-2. Record of compliance kept on file at SBCTA	1-2. SBCTA
CI-HAZ-1	If unexpected groundwater is encountered during construction, groundwater sampling shall be conducted to determine contaminants and	Hazardous	1. Include in bid and specification package.	1. Contract	1. SBCTA	1. Record of compliance kept on	1-4. SBCTA

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	contamination levels. If contamination is found, a work plan shall be developed by the project geotechnical engineer to protect the health of construction workers.	Waste Sections 5.2.6 and 5.3.6	2. Monitor to ensure the contractor implements sampling procedures. 3. Implement sampling plan if groundwater is found. 4. Prepare and implement work plan if contamination is present in groundwater.	documents 2-3. During excavation activities, if groundwater is found 4. If contamination is present in groundwater	2. SBCTA Construction Manager 3. Construction Contractor 4. Construction Contractor/ Geotechnical Engineer	file at SBCTA 2-4. Record of compliance and work plan kept on jobsite	
CI-HAZ-2	A survey shall be conducted to screen for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to demolition of aboveground structures. If ACMs are found, then the Contractor shall comply with SCAQMD Rule 1403 notification and removal process activities at the project site during construction. In addition, disposal of ACMs will comply with local, State, and federal requirements.	Hazardous Waste Sections 5.2.6 and 5.3.6	1. SBCTA to hire Certified Professionals to perform ACM and LBP surveys. 2. Conduct ACM and LBP surveys. 3. Include the requirements in bid and specification package. 4. Monitor to ensure the contractor complies with the requirements. 5. Follow mitigation measure requirement.	1-2. Prior to demolition 3. Contract Documents 4-5. During demolition	1. SBCTA 2. Certified Professionals 3. SBCTA 4. SBCTA Construction Manager 5. Construction Contractor	1-3. Record of compliance kept on file at SBCTA 4-5. Record of compliance kept on jobsite	1-5. SBCTA
CI-HAZ-3	Any hazardous materials or wastes encountered before or during the demolition stage of the project shall be disposed of according to current regulatory guidelines.	Hazardous Waste Sections 5.2.6 and 5.3.6	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Prior to and during demolition	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-HAZ-4	A worker health and safety plan (HSP) that meets the provisions of CCR Title 22, Section 5192, shall be developed by the project Contractor. HSP procedures will address the identification, excavation, handling, and disposal of hazardous wastes and materials that may be found in construction areas.	Hazardous Waste Sections 5.2.6 and 5.3.6	1. Include the requirements in bid and specification package. 2.. Prepare HSP. 2. Monitor to ensure the contractor implements HSP. 3. Implement HSP.	1. Contract documents 2. Prior to the start of demolition and construction 3-4. Demolition and construction	1. SBCTA 2. Construction Contractor 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
CI-HAZ-5	A Soil Management Plan shall be developed by the project Contractor that includes soil management requirements if contaminated media is encountered.	Hazardous Waste Sections 5.2.6 and 5.3.6	1. Include the requirements in bid and specification package. 2. Prepare Soil Management Plan. 3. Monitor to ensure the contractor implements Soil Management Plan, if contaminated soils found 4. Implement Soil Management Plan, if contaminated soils found.	1. Contract documents 2. Prior to the start of ground-disturbance activities 3-4. During ground-disturbance activities, if contaminated soils found	1. SBCTA 2. Construction Contractor 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA

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CI-HAZ-6	If the utility poles that contain creosote-treated wood are removed during the project, the poles shall be managed as treated wood waste (TWW) in accordance with Department of Toxic Substances Control (DTSC) Alternative Management Standards for TWW.	Hazardous Waste Sections 5.2.6 and 5.3.6	1. Include the requirements in bid and specification package. 2. Test utility poles to be removed for creosote. 2. Monitor to ensure the contractor complies with DTSC requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2. Prior to the removal of utility poles 3-4. During the removal of utility poles with creosote	1. SBCTA 2. Construction Contractor 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
CI-HAZ-7	Overhead transformers along Holt Boulevard may contain polychlorinated biphenyls (PCBs). If alteration is required, it shall be managed in accordance with the current regulatory requirement.	Hazardous Waste Sections 5.2.6 and 5.3.6	1. Include the requirements in bid and specification package. 2. Test transformers to be relocated or altered for PCBs. 3. Monitor to ensure the contractor complies with regulations for the handling PCBs. 3. Follow current regulations for the handling PCBs.	1. Contract documents 2. Prior to the alteration/removal of transformers 3-4. During the alteration/removal of transformers with PCBs	1. SBCTA 2. Construction Contractor 3. SBCTA Construction Manager 4. Construction Contractor	1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite	1-4. SBCTA
CI-HAZ-8	Demolition and construction activities, hazardous material abatement activities, and the transport of hazardous materials and wastes shall not be conducted within 200 feet of schools during school hours when school is in session.	Hazardous Waste Sections 5.2.6 and 5.3.6	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement.	1. Contract documents 2-3. Demolition	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-WQ-C1	The Contractor shall implement erosion control BMPs during construction, including: <ul style="list-style-type: none"> • Limitation of construction access routes and stabilization of cleared access points; • Stabilization of cleared excavated areas by providing vegetative buffer strips and plastic coverings, and applying ground base on areas to be paved; • Protection of adjacent properties by installing sediment barriers or filters, or vegetative buffer strips; • Stabilization and prevention of sediments from surface runoff from discharging into storm drain outlets; and • Use of sediment control and filtration to remove sediment from water generated by dewatering, if required. 	Hydrology, Water Quality, and Floodplains Sections 5.2.7 and 5.3.7	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirements, as included in the SWPPP.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite	1-3. SBCTA
CI-WQ-C2	The Contractor shall follow the guidelines and regulations established by the CGP for Discharges Associated with Construction Activities, Order No. 2009-0009-DWQ, amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ (Construction General permit [CGP]). In addition, an SWPPP will be prepared and implemented, which will	Hydrology, Water Quality, and Floodplains Sections 5.2.7 and 5.3.7	1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with SWPPP requirements.	1. Contract documents 2-3. Demolition and construction	1. SBCTA 2. SBCTA Construction Manager 3. Construction	1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on	1-3. SBCTA

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	<p>identify BMPs to minimize erosion and ensure the proper handling and storage of materials that may have the potential to affect water quality. During construction, materials will be stored properly in upland locations to avoid affecting the receiving waters. The SWPPP will also include a Construction Site Monitoring Program, which will be based on the project's risk level to ensure that the implemented BMPs are effective and prevent any discharge that will result in exceeding any water quality standard.</p> <p>Implementation of BMPs will include the following measures to reduce potential construction-related events that could impact water quality:</p> <ul style="list-style-type: none"> • Implementation of proper vehicle and equipment cleaning, fueling, and maintenance practices; • Control and prevention of the discharge of all potential pollutants (e.g., petroleum products, solid wastes, construction chemicals); and • Implementation of federal, State, and local policies regarding hazardous materials use, storage, and transport and hazardous materials mitigation measures. <p>A contingency plan shall be prepared before construction to address construction-related spills and pollutant discharges.</p>		3. Follow requirements in SWPPP.		Contractor	jobsite	
CI-WQ-C3	<p>If dewatering is required, the Contractor shall follow the requirements specified in the NPDES permit for discharges to surface water that pose an insignificant (<i>de minimis</i>) threat to water quality, from either the Santa Ana Regional Water Quality Control Board (RWQCB) per Order No. R8-2020-006 2005-0044 (NPDES No. CAG998001) or the Los Angeles RWQCB under Order No. R4-2018-0125 2013-0095 (NPDES No. CAG994004).</p>	Hydrology, Water Quality, and Floodplains Sections 5.2.7 and 5.3.7	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with NPDES dewatering requirements. 3. Implement NPDES dewatering requirements, if groundwater is present. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
CI-FP-1	<p>Provide positive drainage during construction and refrain from filling designated floodplains.</p>	Hydrology, Water Quality, and Floodplains Sections 5.2.7 and 5.3.7	<ol style="list-style-type: none"> 1. Incorporate BMPs into final design. 2. Include BMPs in the Storm Water Data Report in bid and specification package. 3. Monitor to ensure the contractor implements BMPs. 4. Implement BMPs in the Storm Water Data Report. 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition and construction 	<ol style="list-style-type: none"> 1-2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA
CI-FP-2	<p>Include erosion control and water quality protection during in-river construction and post-construction as identified in the Storm Water Data Report prepared for this project.</p>	Hydrology, Water Quality, and Floodplains Sections 5.2.7 and 5.3.7	<ol style="list-style-type: none"> 1. Incorporate erosion control and water quality BMPs into final design. 2. Include erosion control and water quality BMPs in the Storm Water Data Report in bid and specification package. 3. Monitor to ensure the contractor implements erosion control and water quality BMPs. 4. Implement erosion control and water quality BMPs in the Storm Water Data 	<ol style="list-style-type: none"> 1. Final design phase 2. Contract documents 3-4. Demolition and construction 	<ol style="list-style-type: none"> 1-2. SBCTA 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA

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			Report.				
CI-FP-3	Limit construction activities between October and May to those actions that can adequately withstand high flows and entrainment of construction materials. The Contractor shall prepare a Rain Event Action Plan (REAP) and discuss high flows mitigation.	Hydrology, Water Quality, and Floodplains Sections 5.2.7 and 5.3.7	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement, including preparing a REAP. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
CI-TRA-1	<p>SBCTA or its contractor shall prepare a Traffic Management Plan (TMP) in cooperation with local municipalities prior to construction. The TMP will be submitted with the construction plan to the police and fire departments of affected cities prior to commencement of construction activities. The TMP will outline necessary street closures and detours. A restriction on large size trucks shall be imposed to confine travel to and from the construction site during off-peak commute times.</p> <p>If temporary blockage of bicycle lanes is necessary, a bicycle detour lane with barriers or the latest bicycle detour standard per the California MUTCD or other City-approved standard will be included in the TMP at each station location during construction to ensure no interruption to the bicyclists. Similarly, for pedestrians, a sidewalk detour, rerouting pedestrians to an alternative sidewalk path or a sidewalk diversion, which provides a protected pathway near, but safely away from the station construction, would be included in the TMP, used in accordance with the California MUTCD or other City-approved standard. Signs will be posted to direct bicyclists and pedestrians to intersections where they may cross.</p>	Traffic and Transportation Sections 5.2.9 and 5.3.9	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Prepare TMP. 3. Monitor to ensure the contractor complies with the requirements in TMP. 4. Implement measures and terms in TMP. 	<ol style="list-style-type: none"> 1. Contract documents 2. Prior to demolition and construction 3-4. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. Construction Contractor 3. SBCTA Construction Manager 4. Construction Contractor 	<ol style="list-style-type: none"> 1-2. Record of compliance kept on file at SBCTA 3-4. Record of compliance kept on jobsite 	1-4. SBCTA
CI-TRA-2	Business access shall be maintained at all times during construction, and work will be scheduled to avoid unnecessary inconvenience to the public and abutting property owners. Undue delays in construction activities will be avoided to reduce the public's exposure to construction.	Traffic and Transportation Sections 5.2.9 and 5.3.9	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor complies with the requirements. 3. Follow mitigation measure requirement. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA
CI-NC-1	<p>The Contractor shall implement the following control measures, as applicable, to minimize noise disturbances at sensitive areas during construction:</p> <ul style="list-style-type: none"> • All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the jobsite without an appropriate muffler. • Construction methods or equipment that will provide the lowest level of noise impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used. 	Noise and Vibration Sections 5.2.10 and 5.3.10	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor implements the noise control measures. 3. Follow mitigation measure requirements. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA

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EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	<ul style="list-style-type: none"> • Idling equipment shall be turned off. • Truck loading, unloading, and hauling operations shall be restricted through residential neighborhoods to the greatest possible extent. • Temporary noise barriers shall be used, as necessary and practicable, to protect sensitive receptors against excessive noise from construction activities. • Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding). • Construction activities shall be minimized in residential areas during evening, nighttime, weekend, and holiday periods. Coordination with each city shall occur before construction can be performed in noise-sensitive areas. • Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 200 feet from any noise-sensitive land use (e.g., residences). • Perform noise and vibration monitoring during construction. The Contractor shall perform independent monitoring to check compliance in particularly sensitive areas. Contractors must modify and/or reschedule construction activities if monitoring determines that maximum limits are exceeded at residential land uses. 						
CI-NC-2	<p>The Contractor shall implement the following control measures, as applicable, to minimize the potential impacts from construction vibration:</p> <ul style="list-style-type: none"> • Hours of vibration-intensive activities, such as vibratory rollers, shall be restricted to minimize adverse impacts to the residents (e.g., weekdays during daytime hours only). • When possible, the use of construction equipment that creates high vibration levels, such as vibratory rollers operating within 20 feet of commercial buildings, within 26 feet of residential buildings, and within 36 feet of sensitive land uses, such as historic properties, shall be limited. • Contractors will be required to have a plan in place to use alternative procedures of construction, selecting the proper combination of equipment and techniques to generate the least overall vibration, in those cases where vibration from construction activities would exceed the established thresholds for buildings susceptible to vibration damage. • Conduct a preconstruction building inspection/survey to document the preconstruction condition of building structures that are located within approximately 30 feet of planned construction activities that could 	Noise and Vibration Sections 5.2.10 and 5.3.10	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor implements the vibration control measures. 3. Follow mitigation measure requirements. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	1-3. SBCTA

Table 2. Mitigation Measures, Implementation, Scheduling, and Reporting (Construction Phase)

EIR/EA Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measures	Impact Category/ Section in Final EIR/FONSI	Implementation Tasks	Schedule of Implementation	Implementation Responsibility	Record of Implementation	Verification and Record Keeping
	<p>generate high vibration levels (e.g., activities associated with vibratory rollers).</p> <ul style="list-style-type: none"> • Conduct vibration monitoring at nearest buildings (within approximately 30 feet of activity) during vibration-intensive construction activities. • To the extent practicable, construction activities near the school would be scheduled outside of school hours. 						
CI-PS-1	<p>Contractor shall coordinate with the traffic departments of the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and with all corridor emergency service providers in developing detour routes and other traffic handling plans to be used during the construction period.</p>	<p>Public Services and Utilities Sections 5.2.14 and 5.3.14</p>	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor coordinates with the traffic departments and emergency service providers of the affected cities. 3. Coordinate with the traffic departments and emergency service providers of the affected cities. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	<ol style="list-style-type: none"> 1-3. SBCTA
CI-PS-2	<p>Contractor shall provide advance notice of all construction-related street closures and detours to the affected local jurisdictions, community groups, emergency service providers, and motorists.</p>	<p>Public Services and Utilities Sections 5.2.14 and 5.3.14</p>	<ol style="list-style-type: none"> 1. Include the requirements in bid and specification package. 2. Monitor to ensure the contractor provides the required advance notices. 3. Provide the required advance notices. 	<ol style="list-style-type: none"> 1. Contract documents 2-3. Demolition and construction 	<ol style="list-style-type: none"> 1. SBCTA 2. SBCTA Construction Manager 3. Construction Contractor 	<ol style="list-style-type: none"> 1. Record of compliance kept on file at SBCTA 2-3. Record of compliance kept on jobsite 	<ol style="list-style-type: none"> 1-3. SBCTA

EXHIBIT A
MITIGATION MONITORING REPORT FORM

DRAFT



MITIGATION MONITORING REPORT

SECTION 21081.6 PUBLIC RESOURCES CODE



SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY 1170 WEST THIRD STREET, 2ND FLOOR SAN BERNARDINO, CA 92410	MITIGATION NO. _____ Page _____ of _____				
Project West Valley Connector Corridor Project	Location				
Mitigation Description:	Implementation Responsibility:				
Implementation Task:	Implementation Schedule:				
Record of Implementation:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">Start Date</td> <td style="width: 50%; padding: 5px;">Complete Date</td> </tr> <tr> <td style="height: 100px;"></td> <td style="height: 100px;"></td> </tr> </table>	Start Date	Complete Date		
Start Date	Complete Date				
Remarks:					
<p><i>The information contained in this report is an independent evaluation based on my personal observations and information provided to me. In accordance with Section 21081.6 of the California Public Resources Code, I hereby certify that the information contained herein is true and correct to the best of my knowledge.</i></p> <p>Name of Person Completing Form _____ Title _____</p> <p>Signature _____ Date Signed _____</p>					
VERIFICATION: Form Received by: _____ Signature: _____ Title: _____ Department/Division: _____ Date Rec'd: _____					
Compliance Acceptance: <input type="checkbox"/> Yes <input type="checkbox"/> No	Mitigation Completed: <input type="checkbox"/> Yes <input type="checkbox"/> No				

Attach additional sheets if necessary.

Appendix B CORRESPONDENCE WITH THE SHPO

DRAFT

West Valley Connector Corridor

Summary of Correspondence with the SHPO

From	To	Date	Purpose of Consultation
FTA	SHPO	2016-12-22	Initiation of Section 106 Consultation
SHPO	FTA	2017-01-23	Requested for APE delineation clarification
FTA	SHPO	2017-10-26	Provided clarification on APE delineation
SHPO	FTA	2017-11-14	Agreed with APE delineation methodology
FTA	SHPO	2018-03-01	Revised APE to include three O&M facility optional sites in Ontario
SHPO	FTA	2018-03-29	Agreed that revised APE is sufficient
FTA	SHPO	2018-05-15	Submission of HPSR, HRER, and ASR (April 2018)
SHPO	FTA	2018-06-14	Requested additional information to substantiate HPSR findings
FTA	SHPO	2018-07-19	Provided information, per request
SHPO	FTA	2018-08-07	Agreed with HPSR (2018) Findings
FTA	SHPO	2020-01-07	Submission of Finding of No Adverse Effect on historic properties
SHPO	FTA	2020-02-04	Requested more information on measures to minimize impacts to The Grinder Haven and the Jacob Lerch House properties
FTA	SHPO	2020-02-26	Provided information on these above two historic properties, per request
SHPO	FTA	2020-03-19	No objection to the FTA's Finding of No Adverse Effect
FTA	SHPO	2021-10-05	Submission of Supplemental HPSR (October, 2021)
SHPO	FTA	2022-03-09	Agreed that revised APE is sufficient and the Finding of No Adverse Effects with the implementation of the CRMMP remains valid. However, the SHPO withheld the review of the revised CRMMP until the tribal consultation is concluded.
FTA	SHPO	2022-05-25	Submission of revised CRMMP following the tribal consultation conclusion
SHPO	FTA	2022-06-13	Requested clarification on CRMMP implementation plan
FTA	SHPO	2022-07-12	Submission of revised CRMMP (updated June 2022) in response to the SHPO comment.
SHPO	FTA	2022-08-04	The SHPO informed the FTA of no further comment on the June 2022 CRMMP.



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

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
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San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

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
Page 2 of 2

FTA_2016_1227_001

- 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

DRAFT



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

OCT 26 2017

Subject: Section 106 Continuing Consultation
for the West Valley Connector Bus Rapid
Transit Project

Dear Ms. Polanco:

The Federal Transportation Agency (FTA) and San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans, wish to continue 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. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. SBCTA is the local Lead Agency under the California Environmental Quality Act (CEQA). This letter requests concurrence on the definition of the Area of Potential Effect (APE) pursuant to 36 CFR § 800.4 and the methodology to streamline the identification and evaluation of historic properties as provided in 36 CFR 800.4(b)(1).

Thank you for your comments on January 23, 2017. The letter and attachments below address the SHPO responses by providing the following:

- A more detailed and complete narrative description of the APE.
- Describing the maximum vertical extent of the APE and estimations of the locations. Please see Table 1 Summary of Maximum Excavation Depth for Stations and Utilities, as well as the depictions on the map.
- The methodology for the delineation of the architectural APE has been updated to include locations which may have temporary construction easements (TCE), partial acquisitions, or

full acquisitions.

- A general summary of the undertaking has been updated on the map to include TCE and the phasing of construction.

Overview of the Proposed Project

The Project is a 35-mile-long BRT corridor project 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 (see Attachment A Project Location Map and Attachment B Project Vicinity/Build Alternatives Map).

More specifically, the project alignment runs primarily along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project alignment consists of two phases. Phase I of the project would construct the “Milliken Alignment”, from Pomona 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. Phase I/Milliken Alignment would be constructed first and is proposed to have 10-minute peak and 15-minute off-peak headways. Phase II/Haven Alignment is intended to be constructed immediately following the completion of Phase I, depending on the availability of funding, and is proposed to have 20-minute peak and 30-minute off-peak headways.

Phase I/Milliken Alignment

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

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

Several full and partial parcel acquisitions and permanent building acquisitions are proposed within the City of Ontario as part of this alignment. These proposed property acquisitions may be necessary to widen the road to accommodate dedicated bus lane(s), stations with amenities and utility relocations.

On Inland Empire Boulevard, the alignment goes east to go 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 Metrolink Station from 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, 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, 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 to go east on Inland Empire Boulevard. From Inland Empire Boulevard, the alignment turns left to go 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.

The project includes 55 to 60 stations (5 center-running and 50 to 60 side-running stations) at 33 locations/major intersections and associated improvements, premium transit service, Transit Signal Priority, dedicated lanes, and integration with other bus routes.

Two build alternatives (Alternatives A and B) and a No Build Alternative are considered for the project and are described below (see Attachment B Project Vicinity/Build Alternatives Map).

- No Build Alternative – No improvements to the existing local bus services.
- Build Alternative A – Full BRT corridor with 60 side-running stations at 33 locations/major intersections. No dedicated bus-only lanes.
- Build Alternative B – Full BRT with Dedicated Bus-only lanes in Ontario. With exception of the 3.5-mile Dedicated Bus-only lanes in Ontario, the remainder of “Alternative B” is identical to “Alternative A”. Within the 3.5-mile Dedicated Bus-only segment proposed for “Alternative B”, “Alternative A” incorporates side running stations instead of center running stations.

Area of Potential Effects

Please see the proposed APE map for this project for your review and comment as part of the consultation process, pursuant to 36 CFR 800.4(a)(1). 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 impacts 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 and includes existing and proposed right-of-way (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 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. 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 the Architectural APE and Archaeological APE 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 right-of-way and parcels along proposed side and center stations of the above-mentioned alignment. The Archaeological APE covers only the right-of-way within proposed side and center stations, as well as TCEs, proposed staging areas, and parcels proposed for full or partial acquisition.

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 TCE's 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, 54 parcels with TCEs, and parking impacts to 4 parcels that are within the City of Ontario's right-of-way. As the topography is

consistently flat throughout this segment of the project, 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 for 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 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 1 – Summary of Maximum Excavation Depth for Stations and utilities

Location	Type of Work Requiring Excavation	Maximum Depth in Feet
Side-running BRT Stations (see Attachment 3)	Shelter construction, electrical and communication equipment installation, bus pads	2.5
All Stations (see Attachment 3)	Station pylons	4
Holt Blvd (between Benson Avenue and Vine Avenue)	Construction of center-running BRT Stations	2.5
	Utility relocation	6
	Storm drain laterals	15

Project Status

The project is currently in the preliminary engineering design and environmental document phase. SBCTA is preparing a Draft Environmental Impact Report/Environmental Assessment (EIR/EA). A Notice of Preparation for the project was sent to federal, State, regional, and local government agencies, business groups, and other interested parties on March 21, 2016. Public circulation of the Draft EIR/EA is anticipated to start in January 2018.

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

- Completion of the environmental compliance phase (10-month duration, ending in July 2018)
- Completion of preliminary engineering (10-month duration, ending in July 2018)
- Completion of final design (18-month duration, ending in December 2019)
- Construction and testing (24-month duration, ending in June 2022)
- System operation – (begin revenue operation in July 2022)

Outreach and Consultation Efforts

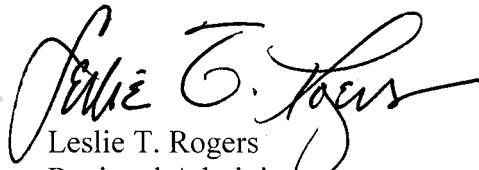
In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE will be reviewed. The historic built environment research and outreach has also been initiated with potentially interested heritage societies. Investigations have been prepared by consultants who meet the Secretary of the Interior's Professional Qualifications Standards in archaeology, history, and architectural history. Eight letters were mailed to historical societies and museums on May 13, 2016. No response was received other than Ontario Heritage Society which requested that their address be updated.

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. 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, whom were contacted via letter on May 13, 2016, via e-mail August 2, 2016, and via letter again on August 10, 2016. To date, four responses have been received. FTA will continue its consultation efforts.

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



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
Page 2 of 2

FTA_2016_1227_001

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
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
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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. Alternatives 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.

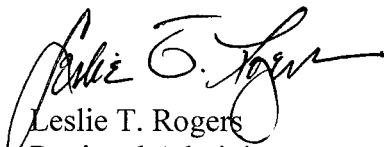
The architectural history portion of the APE for the O&M facility includes not only the direct impact area of the O&M facility as cited above as the archeological APE, but also any surrounding parcels which may contain built-environment resources and that may experience indirect impacts from construction 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 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.

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



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

REGION IX
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MAY 15 2018

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Section 106 Consultation on
Historic Property Survey Report for the
Proposed West Valley Connector – Counties
of San Bernardino and Los Angeles,
California

OHP File: FTA_2016_1227_001

Attention: Ms. Kathleen Forrest, State Historian

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector 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) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)¹.

Consultation on the Undertaking was initiated on December 22, 2016, with a letter providing additional information on the Area of Potential Effects (APE) sent to you on October 26, 2017, and for which concurrence was received from the SHPO on November 14, 2017. On March 1, 2018, FTA consulted with the SHPO concerning a revision to the APE to include potential operations and maintenance (O&M) facility sites for which concurrence was received on March 29, 2018. This letter requests concurrence on the determinations of eligibility of properties for the National Register of Historic Places (NRHP). Enclosed with this transmittal letter are the

¹ Note that Omintrans was originally a CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In January 2017, SBCTA entered into a cooperative agreement with Omintrans designating SBCTA as the Lead Agency for the WVC project.

Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and the Historic Resources Evaluation Report (HRER). The HPSR summarizes consulting party and public participation, and identification efforts of historic properties located within the Project's APE.

Project Description

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. Phase I of the Project would construct the "Milliken Alignment", from the Pomona Metrolink Transit Center Station to Victoria Gardens in Rancho Cucamonga. Construction of Phase I is scheduled to begin in early 2020 with completion in early 2023. Phase II of the Project would construct the "Haven Alignment", which would go from Ontario International Airport and terminate at the Kaiser Permanente Medical Center in Fontana. Phase II/Haven Alignment is intended to be constructed immediately following the completion of Phase I, depending on the availability of funding. A more detailed description of the proposed Undertaking is included in the accompanying HPSR.

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.

Delineation of the Area of Potential Effects

For this Undertaking, the proposed APE was established in accordance with 36 CFR § 800.4(a)(1). FTA consulted with your office in December 2016 and October 2017, then again concerning a revision to the Undertaking's APE to account for construction of an O&M facility, for which concurrence was received in March 2018.

The proposed APE was determined to encompass the ROW and parcels along the proposed side and center stations of the above-mentioned alignment for purposes of the built-environment resources study, and cover only the ROW within the proposed side and center stations, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels proposed for full or partial acquisition for the archaeological resources study.

The archaeological portion of the APE is defined as the area of direct impacts that could occur as a result of project construction and includes existing and proposed ROW, TCEs, proposed staging areas, and parcels proposed for full or partial acquisition. The architectural portion of the 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.

Study Methodology and Results

FTA has made a reasonable and good faith effort to identify historic properties within the APE, with the work conducted by cultural resources professionals who meet the professional standards established by the Secretary of the Interior. Background research was conducted to identify historic and archaeological resources previously recorded and located in the study area. This included visiting local historical archives and libraries, checking city historic preservation elements and landmark lists, and reviewing state and federal historic resources inventories. Background research also included a literature and records search to identify known built-environment, prehistoric, and historic archaeological resources within 0.25 mile of the Project APE at the South Coast Central Coastal Information Center (SCCIC) at California State University, Fullerton on April 16 and 17, May 7, September 12, 2016, with supplemental records searches conducted on October 12, 2017 and February 21, 2018. A review of SCCIC's records indicate 91 previously recorded cultural resources within the records search radius, 21 of which are located within the West Valley Connector APE. A total of 70 cultural resources were previously documented outside the APE but within a 0.25-mile radius of 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 considered archaeological resources, one of which no longer exists (P-36-007144) and another (P-36-002910) is the NRHP-

listed National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga).

During the archaeological investigations conducted as part of the Project, 13 archaeological resources were identified within the APE, including the 2 previously-recorded resources as mentioned above, and 11 newly identified historic archaeological sites. One of the previously recorded resources (P-36-007144) and all 11 newly identified sites (Lots 1 through 11) identified and recorded during the field surveys have been evaluated and been determined by FTA as ineligible for inclusion in the NRHP. Detailed information regarding these 11 new archaeological resources, and one no longer extant (P-36-007144), is provided in the ASR, attached to the HPSR as Appendix B.

During the architectural history background investigations conducted as part of the Project, it was determined 19 previously recorded built-environment resources are in 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). The Project's cultural team conducted a field review of the previously identified 5 NRHP-listed or eligible resources and confirmed each continues to possess sufficient integrity to meet the established criteria as historic properties.

Of the 496 parcels in the West Valley Connector APE containing built-environment resources, 159 were built in or before 1968 and had not been previously evaluated for the NRHP; therefore, they were evaluated as part of the survey conducted for this Undertaking. Holt Avenue/Boulevard (a segment of former U.S. Route 99) was also evaluated for its eligibility for listing in the NRHP. These resources were photographed in the field and have been recorded on DPR 523 Primary Record and Building, Structure and Object Record forms, which can be found in Appendix B of the HRER, attached to the HPSR as Appendix C.

There are 12 additional properties (all commercial) constructed within the 5-year span, 1969-1973, within the APE, as identified in Table 1. These properties fall within the 45-year time-frame survey window for completion of 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; building dates were determined by County Assessor's data and historical research, including a review of historic aerial photographs, and supported by field reviews. The table below also appears as Table 6.1 in the HPSR and as Table 4.3 in the HRER.

Table 1
Built-Environment Resources constructed between 1969-1973 within APE

Property#	Address/Location	Parcel Number	City	Year Built	Property Function
1	399 N. Garey Avenue	8336-022-008	Pomona	1971	Ceramics Museum
2	4889 Holt Boulevard	1012-101-07-0000	Montclair	1972	Retail Clothing Store
3	5064 Holt Boulevard	1010-643-32-0000	Montclair	1972	Car Wash
4	5200 Holt Boulevard	1010-611-31-0000	Montclair	1971	Car Sales Lot
5	5391 Holt Boulevard	1011-051-05-0000	Montclair	1972	Car Sales Lot
6	5650 Holt Boulevard	1010-581-48-0000	Montclair	1970	Motel
7	1542 W. Holt Boulevard	1010-552-14-0000	Ontario	1970	Bar and Grill
8	1363 W. Holt Boulevard	1011-111-18-0000	Ontario	1973	Retail Trailer Supplies
9	934 W. Holt Boulevard	1010-501-77-0000	Ontario	1973	Car Sales Lot
10	803 E. Holt Boulevard	1011-141-16-0000	Ontario	1971	Car Sales Lot
11	1336 E. Holt Boulevard	0110-131-28-0000	Ontario	1970	Custom Built Cars
12	1366 E. Holt Boulevard	0110-121-08-0000	Ontario	1970	Rental Cars

Determinations of Eligibility

The vast number of extant built-environment properties constructed in 1968 or before are predominantly commercial or retail in nature, are not functionally related to one another by a common historic theme, and are likewise not sufficiently unified by periods of significance or architectural styles. Of the newly-identified 159 built-environment resources within the APE that were surveyed and formally evaluated, 4 were determined to be eligible for inclusion in the NRHP, as listed in Table 2.

Table 2
Built-Environment Resources within APE Determined Eligible for Listing in NRHP

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
2	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
3	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
4	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901

The FTA has formally evaluated the following 155 built-environment properties for the West Valley Connector Project, listed in Table 3, and has determined that they do not appear to be eligible for listing in the NRHP either individually or as part of a historic district because of a lack of significance or integrity.

Table 3
Built-Environment Resources within APE Determined Ineligible for Listing in NRHP

No.#	Address/Location	Parcel Number	City	OHP Status Codes
1	550 N. Garey Avenue	8336-016-028	Pomona	6Z
2	485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z
3	445 N. Garey Avenue	8336-022-007	Pomona	6Z
4	415-425 N. Garey Avenue	8336-022-008	Pomona	6Z
5	130 E. Holt Avenue	8336-021-005	Pomona	6Z
6	173 E. Center Street	8336-021-022	Pomona	6Z
7	416-442 N. Garey Avenue	8336-021-027	Pomona	6Z
8	155 W. Commercial Street	8336-032-011	Pomona	6Z
9	167 W. Commercial Street	8336-032-010	Pomona	6Z
10	295 N. Garey Avenue	8336-032-014	Pomona	6Z
11	472-478 E. Holt Avenue	8337-025-002	Pomona	6Z
12	468 E. Holt Avenue	8337-025-003	Pomona	6Z
13	450-454 E. Holt Avenue	8337-025-004	Pomona	6Z
14	440 E. Holt Avenue	8337-025-015	Pomona	6Z
15	519 E. Holt Avenue	8337-016-010	Pomona	6Z
16	520 E. Holt Avenue	8337-021-002	Pomona	6Z
17	540 E. Holt Avenue	8337-020-011	Pomona	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
18	1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z
19	1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z
20	1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z
21	1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z
22	1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z
23	1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z
24	1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z
25	1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z
26	1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z
27	1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z
28	1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z
29	1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z
30	1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z
31	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	960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z
42	940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z
43	943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z
44	900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z
45	909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z
46	830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z
47	863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z
48	755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z
49	745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1
50	739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z
51	729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z
52	627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z
53	625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z
54	212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
55	220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1
56	230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z
57	444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1
58	500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z
59	517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z
60	522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z
61	523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z
62	527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z
63	526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z
64	545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1
65	111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z
66	601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z
67	616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1
68	636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z
69	640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z
70	635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z
71	639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1
72	654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z
73	660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z
74	668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z
75	720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z
76	717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z
77	727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z
78	741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1
79	745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1
80	728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z
81	736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z
82	744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z
83	748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1
84	752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1
85	755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z
86	765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z
87	800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z
88	810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z
89	814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z
90	813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
91	824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z
92	831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z
93	932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z
94	958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z
95	1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z
96	1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z
97	1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z
98	103 Virginia Avenue	1048-471-13-0000	Ontario	6Z
99	1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z
100	1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z
101	1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z
102	1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z
103	1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z
104	1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z
105	1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z
106	1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z
107	9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z
108	9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z
109	122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z
110	1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z
111	541 E. Emporia Street	1049-091-05-0000	Ontario	5S1
112	518 Sierra Court	1048-522-04-0000	Ontario	6Z
113	524 Sierra Court	1048-522-05-0000	Ontario	6Z
114	108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z
115	113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z
116	114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z
117	753 E. Emporia Street	1049-101-36-0000	Ontario	6Z
118	757 E. Emporia Street	1049-101-35-0000	Ontario	6Z
119	767 E. Emporia Street	1049-101-34-0000	Ontario	6Z
120	763 E. Emporia Street	1049-101-33-0000	Ontario	6Z
121	765 E. Emporia Street	1049-101-32-0000	Ontario	6Z
122	817 E. Emporia Street	1049-101-30-0000	Ontario	6Z
123	111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z
124	730 E. Willow Street	1048-512-04-0000	Ontario	6Z
125	13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z
126	635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
127	1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1
128	1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1
129	1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z
130	1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z
131	1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z
132	204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1
133	659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z
134	1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z
135	1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z
136	1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z
137	1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z
138	1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z
139	925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z
140	756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z
141	766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z
142	1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z
143	1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z
144	1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z
145	1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z
146	609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z
147	1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z
148	1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z
149	1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z
150	Holt Avenue/Holt Boulevard	N/A	Pomona Montclair Ontario	6Z
151	1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z
152	862 Woodlawn Street	1099-462-07-0000	Ontario	6Z
153	1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z
154	1301-1315-1325 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z
155	1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z

Request for Concurrence on NRHP Eligibility Determinations

Pursuant to 36 CFR § 800.4, the FTA respectfully requests your concurrence in the determination that the no longer extant P-36-007144 and all 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP. FTA also requests your concurrence with the determination that the 4 built environment resources listed in Table 2 are eligible for inclusion in the NRHP, and the 155 built environment resources listed in Table 3 are ineligible for listing in the NRHP.

Status of Native American Consultation

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.

In compliance with the 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.

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, on April 11, 2018, 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.

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 provided 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. FTA is in the process of sending an invitation letter to the 14 new contacts representing 9 new Native American groups identified by the NAHC in February 2018. In addition, SBCTA is continuing its consultation with Gabrieleno Band of Mission Indians – Kizh Nation and SMBMI by sending the updated information about the project and by making a telephone contact with the groups' representatives. The Tribes have been invited to contact FTA directly if they have any questions or concerns.

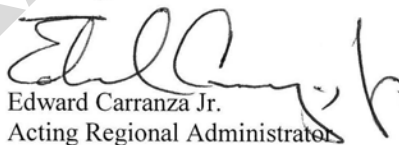
Assessment of Effects (36 CFR § 800.5)

As the FTA and SBCTA are considering two Build Alternatives (A and B) for the West Valley Connector Project, as well as a No Build Alternative, the FTA will continue consultation with your Office concerning Project effects once we have concurrence on the adequacy of our identification and evaluation efforts. At that time, we will submit a finding of effects, pursuant to 36 CFR § 800.5.

In conclusion, FTA requests concurrence with the determination as presented in the HPSR that four newly-identified properties are eligible for the NRHP, and apart from five previously-listed or determined NRHP-eligible properties, the remaining resources in the APE are not eligible for listing in the NRHP either individually or as part of a potential historic district.

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,



Edward Carranza Jr.
Acting Regional Administrator

cc: Ted Matley, FTA
Andres Ramirez, SBCTA
Anna Jaiswal, Omnitrans

Attachments: West Valley Connector, Historic Property Survey Report, April 2018
West Valley Connector; Archaeological Survey Report, April 2018
West Valley Connector, Historic Resources Evaluation Report, April 2018



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

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.

- o While the residential site at P-36-007144/CA-SBR-7144H is no longer extent, 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



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

REGION IX
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JUL 18 2018

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Section 106 Consultation on Historic
Property Survey Report for the Proposed West
Valley Connector – Counties of San
Bernardino and Los Angeles, California

OHP File: FTA_2016_1227_001

Attention: Ms. Kathleen Forrest, State Historian

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector 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) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)¹.

Consultation on the Undertaking was initiated on December 22, 2016, with a letter providing additional information on the Area of Potential Effects (APE) sent to you on October 26, 2017, and for which concurrence was received from the SHPO on November 14, 2017. On March 1, 2018, FTA consulted with the SHPO concerning a revision to the APE to include potential operations and maintenance (O&M) facility sites for which concurrence was received on March 29, 2018. In a letter dated May 15, 2018, FTA requested concurrence on the eligibility of properties for the National Register of Historic Places (NRHP) based on the Historic Property

¹ Note that Omintrans was originally a CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In January 2017, SBCTA entered into a cooperative agreement with Omintrans designating SBCTA as the Lead Agency for the WVC project.

Survey Report (HPSR), Archaeological Survey Report (ASR), and the Historic Resources Evaluation Report (HRER). This letter is in response to comments from the SHPO that were received on June 14, 2018, in response to the May 15, 2018 concurrence request. The SHPO provided a non-concurrence with the FTA's determination that the no longer extant P-36-007144 and the 11 newly identified archaeological sites (Lots 1 to 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.

The 11 newly identified archaeological sites (Lots 1 to 11) all contain limited surface manifestations of building foundations and remnants of parking lots that are not eligible for the NRHP or CRHR. Following demolition and removal of historic-age buildings and features that once existed at these locations, many of these lots have had subsequent modern development in the 1980s and 1990s that also has since been demolished and removed. While the exact depth of previous disturbances in these 11 lots is unknown, it is likely that the lots have all been disturbed to at least 2 to feet in depth. The deepest existing pavement sections along Holt Boulevard currently are in the range of 1.5 to 2 feet. Excavations for the proposed project in all 11 lots will be limited to a depth of 2 feet for the construction of pavement, curbs, gutters, sidewalk, and driveways adjacent to Holt Boulevard. Given previous disturbances, these limited excavations are unlikely to encounter significant, intact buried materials associated with the 11 archaeological sites. Specific comments from the SHPO and responses by FTA are provided below.

Comment: Please explain the potential scope of work for Lots 1 – 11, and whether there is ground-disturbing activity planned for these 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 the previous ground disturbance, depth of fill, and 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.”

Response: Ground disturbing activities will occur with the 11 lots, but will be limited to a depth of 2 feet adjacent to Holt Boulevard. This information has been added to the ASR. In the City of Ontario, as documented in the ASR, and accounted for in the approved APE, the addition of a lane on either side of Holt Boulevard along 3.5 miles of the roadway is expected to cause ground disturbance up to a maximum depth of 2.5 feet to account for widening. Installation of side-running stations throughout the project footprint would extend to a maximum depth of 2.5 feet, utility relocations would be 6 feet maximum depth, and storm drain construction would have a 15-foot maximum excavation depth. 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.

- Section 6.2 of the ASR has been revised and expanded to more thoroughly apply the four NRHP criteria under 36 CFR § 63, to each of the 11 lots, including the results of additional archival research conducted in historic maps (Sanborn maps, where available; highway as-builts), and a further investigation of past land uses and property ownership through available city directories, aerial and street-level historic photographs, and newspaper archives. The potential for subsurface historical archaeological materials to exist was also further investigated, including up to date pedestrian surveys undertaken in July 2018. The CRHR's four evaluation criteria was also applied to each of the 11 lots.
- Additional discussion has also been added to Section 6.3 of the ASR discussing the depth of proposed excavation compared to the likely depth of previous disturbance for the 11 lots and P-36-007144 (CA-SBR-7144). Subsurface archaeological materials associated with P-36-007144 (CA-SBR-7144) may exist underneath the medical facility that was constructed in between 1992 and 1994; however, it is likely that construction activities associated with development of that facility destroyed or significantly disturbed any intact deposits. Grading with associated fill and compaction for the medical building likely extended to a depth of at least 4 to 5 feet. Excavations for a side station and pylon in this parcel for the proposed project will not exceed a depth of four feet and therefore, are unlikely to encounter intact buried archaeological materials.
- The site previously recorded as P-36-007144 (CA-SBR-7144) in Fontana was surveyed in the field in 2016 by Parsons Archaeologist Monica Corpuz, M.A., and was found to no longer be extant due to construction of a medical office building. A follow up field survey of the location was conducted in July 2018 by Paleo Solutions Archaeologist Evelyn Chandler, M.A., who confirmed that the lot encompassing the recorded location of the site has been completely developed with a modern medical building, a parking lot, landscaping, and concrete sidewalk. No original ground surface remains within the parcel. Section 6.1 of the ASR has been revised to include more information about the construction of the medical office building that now stands in the location of CA-SBR-7144H.

Comment: Please provide information regarding the depth of artificial fill throughout the APE as discussed in Section 6.3 of the Archeological Survey Report (ASR).

Response: Section 6.3 of the ASR has been revised to include more information about the potential depths of artificial fill and previous disturbances. The Preliminary Geotechnical Report does not include data regarding the depth of the artificial fill within the project limits. However, the deepest existing pavement sections along Holt Boulevard currently are in the range of 1.5 to 2 feet.

A review of the Holt Boulevard roadway as-built drawings, dating back to 1934, indicates that Holt Boulevard, then known as 'A' Street, was 30' wide and was originally constructed of concrete pavement, to be surfaced with asphalt concrete. No depths of the roadway were provided in the 1934 as-builts. In 1937, Holt Boulevard was widened to an overall width 40'. The 1937 plans confirm that Holt Boulevard was lined with developed properties, at the time of the widening. This confirms that it would have been necessary to grade the adjacent property pads to provide adequate and proper drainage. The grading depths necessary to conduct those construction operations would have varied and reasonably reached grade differences of 5', which is deeper than the road cut depths anticipated by the West Valley Connector project.

Comment: Please provide information as to why the depths of previous disturbance discussed in Section 6.3 of the ASR are "unknown at this time".

Response: Section 6.3 of the ASR has been revised to state, 'Previous construction activities may have extended below this depth for utilities and storm drain installation, although the exact depths of previous disturbance are unknown at this time. Research of as-built information along Holt Boulevard indicates that subsurface improvements such as water, drainage, sewer and other utilities reside within the roadway between the depths of 3 feet and 20 feet. Dry utilities such as electrical and communication cables are located within 3 to 4 feet from the existing roadway surface. The sewer main is the deepest utility and located approximately 20 feet below the existing surface as indicated by as-built data. The WVC project is not anticipated to exceed the depths of previous disturbance along Holt Boulevard.

Comment: 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.

Response: The DPR 523 site records were not submitted to the Information Center, pending review of the report and site records by the agencies and SHPO. The DPR 523 records have been revised to address comments received and will be submitted to the Information Center upon concurrence from SHPO of the revised report.

Comment: 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 historic properties (archaeological) within the APE for the purposes of Section 106.

Response: The ASR, including recent revisions, documents the efforts taken by FTA to identify (archaeological) historic properties within the APE. These efforts have included a records search, Sacred Lands File search, consultation with multiple tribes, field survey, archival research, site recordation and evaluation, and review of a geotechnical report and as-built drawings of Holt Boulevard and associated subsurface utilities to assess the potential of the APE to contain buried deposits. As a result of these efforts, all surface archaeological resources within the APE have been identified and evaluated. The CRMMP shall be developed specifically to address ground-disturbing construction activities (e.g., grading, excavation, drilling) that would occur within previously undisturbed (i.e., native) sediments, if any are encountered within the APE. The purpose of the CRMMP is to avoid or minimize potential impacts to unknown, buried resources, if any are extant, that could not be identified by the field survey and research conducted for the ASR.

Project Description

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. Phase I of the Project would construct the “Milliken Alignment”, from the Pomona Metrolink Transit Center Station to Victoria Gardens in Rancho Cucamonga. Construction of Phase I is scheduled to begin in early 2020 with completion in early 2023. Phase II of the Project would construct the “Haven Alignment”, which would go from Ontario International Airport and terminate at the Kaiser Permanente Medical Center in Fontana. Phase II/Haven Alignment is intended to be constructed immediately following the completion of Phase I, depending on the availability of funding. A more detailed description of the proposed Undertaking is included in the accompanying HPSR.

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.

Delineation of the Area of Potential Effects

For this Undertaking, the proposed APE was established in accordance with 36 CFR § 800.4(a)(1). FTA consulted with your office in December 2016 and October 2017, then again concerning a revision to the Undertaking's APE to account for construction of an O&M facility, for which concurrence was received in March 2018.

The proposed APE was determined to encompass the ROW and parcels along the proposed side and center stations of the above-mentioned alignment for purposes of the built-environment resources study, and cover only the ROW within the proposed side and center stations, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels proposed for full or partial acquisition for the archaeological resources study.

The archaeological portion of the APE is defined as the area of direct impacts that could occur as a result of project construction and includes existing and proposed ROW, TCEs, proposed staging areas, and parcels proposed for full or partial acquisition. The architectural portion of the 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.

Study Methodology and Results

FTA has made a reasonable and good faith effort to identify historic properties within the APE, with the work conducted by cultural resources professionals who meet the professional standards established by the Secretary of the Interior. Background research was conducted to identify historic and archaeological resources previously recorded and located in the study area. This included visiting local historical archives and libraries, checking city historic preservation elements and landmark lists, and reviewing state and federal historic resources inventories. Background research also included a literature and records search to identify known built-

environment, prehistoric, and historic archaeological resources within 0.25 mile of the Project APE at the South Coast Central Coastal Information Center (SCCIC) at California State University, Fullerton on April 16 and 17, May 7, September 12, 2016, with supplemental records searches conducted on October 12, 2017 and February 21, 2018. A review of SCCIC's records indicate 91 previously recorded cultural resources within the records search radius, 21 of which are located within the West Valley Connector APE. A total of 70 cultural resources were previously documented outside the APE but within a 0.25-mile radius of 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 considered archaeological resources, one of which no longer exists (P-36-007144) and another (P-36-002910) is the NRHP-listed National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga).

During the archaeological investigations conducted as part of the Project, 13 archaeological resources were identified within the APE, including the 2 previously-recorded resources as mentioned above, and 11 newly identified historic archaeological sites. One of the previously recorded resources (P-36-007144) and all 11 newly identified sites (Lots 1 through 11) identified and recorded during the field surveys have been evaluated and been determined by FTA as ineligible for inclusion in the NRHP, as documented in the revised Section 6.1 of the ASR. Detailed information regarding these 11 new archaeological resources, and one no longer extant (P-36-007144), is provided in the ASR, attached to the HPSR as Appendix B.

During the architectural history background investigations conducted as part of the Project, it was determined 19 previously recorded built-environment resources are in 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). The Project's cultural team conducted a field review of the previously identified 5 NRHP-listed or eligible resources and confirmed each continues to possess sufficient integrity to meet the established criteria as historic properties.

Of the 496 parcels in the West Valley Connector APE containing built-environment resources, 159 were built in or before 1968 and had not been previously evaluated for the NRHP; therefore, they were evaluated as part of the survey conducted for this Undertaking. Holt Avenue/Boulevard (a segment of former U.S. Route 99) was also evaluated for its eligibility for listing in the NRHP. These resources were photographed in the field and have been recorded on DPR 523 Primary Record and Building, Structure and Object Record forms, which can be found in Appendix B of the HRER, attached to the HPSR as Appendix C.

There are 12 additional properties (all commercial) constructed within the 5-year span, 1969-1973, within the APE, as identified in Table 1. These properties fall within the 45-year time-frame survey window for completion of 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; building dates were determined by County Assessor's data and historical research, including a review of historic aerial photographs, and supported by field reviews. The table below also appears as Table 6.1 in the HPSR and as Table 4.3 in the HRER.

Table 1
Built-Environment Resources constructed between 1969-1973 within APE

Property#	Address/Location	Parcel Number	City	Year Built	Property Function
1	399 N. Garey Avenue	8336-022-008	Pomona	1971	Ceramics Museum
2	4889 Holt Boulevard	1012-101-07-0000	Montclair	1972	Retail Clothing Store
3	5064 Holt Boulevard	1010-643-32-0000	Montclair	1972	Car Wash
4	5200 Holt Boulevard	1010-611-31-0000	Montclair	1971	Car Sales Lot
5	5391 Holt Boulevard	1011-051-05-0000	Montclair	1972	Car Sales Lot
6	5650 Holt Boulevard	1010-581-48-0000	Montclair	1970	Motel
7	1542 W. Holt Boulevard	1010-552-14-0000	Ontario	1970	Bar and Grill
8	1363 W. Holt Boulevard	1011-111-18-0000	Ontario	1973	Retail Trailer Supplies
9	934 W. Holt Boulevard	1010-501-77-0000	Ontario	1973	Car Sales Lot
10	803 E. Holt Boulevard	1011-141-16-0000	Ontario	1971	Car Sales Lot
11	1336 E. Holt Boulevard	0110-131-28-0000	Ontario	1970	Custom Built Cars
12	1366 E. Holt Boulevard	0110-121-08-0000	Ontario	1970	Rental Cars

Determinations of Eligibility

The vast number of extant built-environment properties constructed in 1968 or before are predominantly commercial or retail in nature, are not functionally related to one another by a common historic theme, and are likewise not sufficiently unified by periods of significance or

architectural styles. Of the newly-identified 159 built-environment resources within the APE that were surveyed and formally evaluated, 4 were determined to be eligible for inclusion in the NRHP, as listed in Table 2.

Table 2
Built-Environment Resources within APE Determined Eligible for Listing in NRHP

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
2	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
3	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
4	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901

The FTA has formally evaluated the following 155 built-environment properties for the West Valley Connector Project, listed in Table 3, and has determined that they do not appear to be eligible for listing in the NRHP either individually or as part of a historic district because of a lack of significance or integrity.

Table 3
Built-Environment Resources within APE Determined Ineligible for Listing in NRHP

No.#	Address/Location	Parcel Number	City	OHP Status Codes
1	550 N. Garey Avenue	8336-016-028	Pomona	6Z
2	485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z
3	445 N. Garey Avenue	8336-022-007	Pomona	6Z
4	415-425 N. Garey Avenue	8336-022-008	Pomona	6Z
5	130 E. Holt Avenue	8336-021-005	Pomona	6Z
6	173 E. Center Street	8336-021-022	Pomona	6Z
7	416-442 N. Garey Avenue	8336-021-027	Pomona	6Z
8	155 W. Commercial Street	8336-032-011	Pomona	6Z
9	167 W. Commercial Street	8336-032-010	Pomona	6Z
10	295 N. Garey Avenue	8336-032-014	Pomona	6Z
11	472-478 E. Holt Avenue	8337-025-002	Pomona	6Z
12	468 E. Holt Avenue	8337-025-003	Pomona	6Z
13	450-454 E. Holt Avenue	8337-025-004	Pomona	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
14	440 E. Holt Avenue	8337-025-015	Pomona	6Z
15	519 E. Holt Avenue	8337-016-010	Pomona	6Z
16	520 E. Holt Avenue	8337-021-002	Pomona	6Z
17	540 E. Holt Avenue	8337-020-011	Pomona	6Z
18	1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z
19	1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z
20	1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z
21	1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z
22	1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z
23	1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z
24	1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z
25	1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z
26	1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z
27	1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z
28	1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z
29	1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z
30	1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z
31	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	960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z
42	940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z
43	943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z
44	900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z
45	909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z
46	830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z
47	863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z
48	755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z
49	745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1
50	739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
51	729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z
52	627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z
53	625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z
54	212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1
55	220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1
56	230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z
57	444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1
58	500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z
59	517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z
60	522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z
61	523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z
62	527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z
63	526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z
64	545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1
65	111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z
66	601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z
67	616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1
68	636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z
69	640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z
70	635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z
71	639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1
72	654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z
73	660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z
74	668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z
75	720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z
76	717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z
77	727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z
78	741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1
79	745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1
80	728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z
81	736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z
82	744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z
83	748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1
84	752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1
85	755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z
86	765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
87	800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z
88	810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z
89	814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z
90	813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1
91	824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z
92	831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z
93	932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z
94	958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z
95	1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z
96	1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z
97	1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z
98	103 Virginia Avenue	1048-471-13-0000	Ontario	6Z
99	1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z
100	1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z
101	1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z
102	1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z
103	1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z
104	1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z
105	1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z
106	1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z
107	9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z
108	9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z
109	122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z
110	1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z
111	541 E. Emporia Street	1049-091-05-0000	Ontario	5S1
112	518 Sierra Court	1048-522-04-0000	Ontario	6Z
113	524 Sierra Court	1048-522-05-0000	Ontario	6Z
114	108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z
115	113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z
116	114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z
117	753 E. Emporia Street	1049-101-36-0000	Ontario	6Z
118	757 E. Emporia Street	1049-101-35-0000	Ontario	6Z
119	767 E. Emporia Street	1049-101-34-0000	Ontario	6Z
120	763 E. Emporia Street	1049-101-33-0000	Ontario	6Z
121	765 E. Emporia Street	1049-101-32-0000	Ontario	6Z
122	817E. Emporia Street	1049-101-30-0000	Ontario	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
123	111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z
124	730 E. Willow Street	1048-512-04-0000	Ontario	6Z
125	13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z
126	635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1
127	1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1
128	1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1
129	1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z
130	1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z
131	1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z
132	204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1
133	659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z
134	1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z
135	1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z
136	1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z
137	1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z
138	1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z
139	925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z
140	756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z
141	766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z
142	1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z
143	1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z
144	1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z
145	1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z
146	609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z
147	1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z
148	1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z
149	1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z
150	Holt Avenue/Holt Boulevard	N/A	Pomona Montclair Ontario	6Z
151	1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z
152	862 Woodlawn Street	1099-462-07-0000	Ontario	6Z
153	1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z
154	1301-1315-1325 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z
155	1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z

Request for Concurrence on NRHP Eligibility Determinations

Pursuant to 36 CFR § 800.4, the FTA respectfully requests your concurrence in the determination that the no longer extant P-36-007144 and all 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP. FTA also requests your concurrence with the determination that the 4 built environment resources listed in Table 2 are eligible for inclusion in the NRHP, and the 155 built environment resources listed in Table 3 are ineligible for listing in the NRHP.

Status of Native American Consultation

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.

In compliance with the 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 Gabriellino Band of Mission Indians– Kizh Nation and the San Manuel Band of Mission Indians (SMBMI), requested consultation under AB 52. The SMBMI also requested that mitigation measures be incorporated into the project permits and/or plans to address inadvertent discoveries of Native American cultural resources and/or human remains. 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, on April 11, 2018, 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 Gabriellino 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.

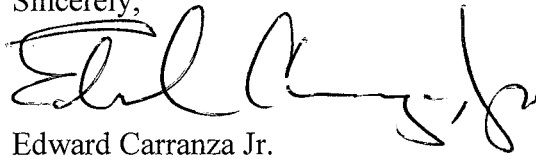
FTA has also initiated Native American and Tribal consultation under Section 106 of the NHPA and its implementing regulations, 36 CFR § 800.2 (c)(4) and 36 CFR § 800.2 (c)(5). On August 10, 2016, FTA sent an invitation letter to all original 11 Native American contacts provided by the NAHC in March 2016.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

Assessment of Effects (36 CFR § 800.5)

As the FTA and SBCTA are considering two Build Alternatives (A and B) for the West Valley Connector Project, as well as a No Build Alternative, the FTA will continue consultation with your Office concerning Project effects once we have concurrence on the adequacy of our identification and evaluation efforts. At that time, we will submit a finding of effects, pursuant to 36 CFR § 800.5.

In conclusion, FTA requests concurrence with the determination as presented in the HPSR that four newly-identified properties are eligible for the NRHP, and apart from five previously-listed or determined NRHP-eligible properties, the remaining resources in the APE are not eligible for listing in the NRHP either individually or as part of a potential historic district.

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,

Edward Carranza Jr.
Acting Regional Administrator

cc: Ted Matley, FTA
Andres Ramirez, SBCTA
Anna Jaiswal, Omnitrans

Attachments: West Valley Connector, Historic Property Survey Report, July 2018
West Valley Connector; Archaeological Survey Report, July 2018
West Valley Connector, Historic Resources Evaluation Report, July 2018

DRAFT



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 7, 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 July 19, 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 July, 2018
- *Historic Resources Evaluation Report, West Valley Connector Project (HRER)*, prepared by Parsons for the SBCTA and Omnitrans in July, 2018
- *Archaeological Survey Report, West Valley Connector Project (ASR)*, prepared by Parsons and PaleoSolutions for the SBCTA and Omnitrans in July, 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. FTA also consulted on the identification efforts and OHP issued comments on those efforts on June 14, 2018. The current consultation addresses those comments.

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 159 built environment parcels that were constructed prior to 1968. These resources were recorded and evaluated for NRHP eligibility. Four built environment properties were recommended as eligible for listing in the NRHP. Those properties include:

Built-Environment Resources within APE Determined Eligible for Listing in NRHP

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
2	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
3	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
4	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901

The remaining 155 parcels were recommended as ineligible and are included in the table attached to this letter.

All 11 newly identified historical archaeological resources (Lots 1 through 11), as well as the no longer extant P-36-007144 were also recommended as ineligible. Lots 1 through 11 include:

Archaeological Resources within APE Determined Ineligible for Listing in NRHP

Lot #	Address/Location	Parcel Number
1	570, 590, and 610 E. Holt Boulevard, Ontario	1049-092-01-0000, 1049-092-02-0000, 1049-092-13-0000
2	914 and 918 E. Holt Boulevard, Ontario	1049-131-03-0000, 1049-131-04-0000
3	957 E. Holt Boulevard, Ontario	1048-481-06-0000, 1048-481-29-0000, 1048-481-28-0000
4	1044 and 1050 E. Holt Boulevard, Ontario	1049-131-15-0000, 1049-131-16-0000
5	1373, 1381, and 1387 E. Holt Boulevard, Ontario	0110-061-01-0000, 0110-071-06-0000, 0110-071-07-0000, 0110-071-02-0000
6	120 S. Walker Ave, 1486 E. Holt Boulevard, Ontario	0110-121-04-0000, 0110-121-05-0000
7	1660 E. Holt Boulevard, Ontario	0110-111-11-0000, 0110-111-12-0000
8	1202-1212 E. Holt Boulevard, Ontario	0110-121-19-0000, 0110-31-01-0000
9	1625 and 1667 E. Holt Boulevard, Ontario	0110-081-10-0000, 0110-081-03-0000
10	1207 E. Holt Boulevard, Ontario	0110-061-10-0000
11	1170, 1176, 1194 E. Holt Boulevard	1049-141-20-0000, 1049-141-23-0000, 1049-141-24-0000

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:

- I agree that the no longer extant P-36-007144 is not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).

Mr. Edward Carranza, Jr.
August 7, 2018
Page 4 of 9

FTA_2016_1227_001

- I agree that Lots 1 through 11, as listed in the Archaeological Resources table above, are not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- I agree that the four built environment properties listed in Built Environment Resources table above are eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- I agree that the 155 resources listed in the attached table are not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- In the future, it is not necessary to prepare separate HASR/HPSR documents for the built environment. A single report is sufficient.

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

DRAFT

Built-Environment Resources within APE Determined Ineligible for Listing in NRHP

No.#	Address/Location	Parcel Number	City	OHP Status Codes
1	550 N. Garey Avenue	8336-016-028	Pomona	6Z
2	485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z
3	445 N. Garey Avenue	8336-022-007	Pomona	6Z
4	415-425 N. Garey Avenue	8336-022-008	Pomona	6Z
5	130 E. Holt Avenue	8336-021-005	Pomona	6Z
6	173 E. Center Street	8336-021-022	Pomona	6Z
7	416-442 N. Garey Avenue	8336-021-027	Pomona	6Z
8	155 W. Commercial Street	8336-032-011	Pomona	6Z
9	167 W. Commercial Street	8336-032-010	Pomona	6Z
10	295 N. Garey Avenue	8336-032-014	Pomona	6Z
11	472-478 E. Holt Avenue	8337-025-002	Pomona	6Z
12	468 E. Holt Avenue	8337-025-003	Pomona	6Z
13	450-454 E. Holt Avenue	8337-025-004	Pomona	6Z
14	440 E. Holt Avenue	8337-025-015	Pomona	6Z
15	519 E. Holt Avenue	8337-016-010	Pomona	6Z
16	520 E. Holt Avenue	8337-021-002	Pomona	6Z
17	540 E. Holt Avenue	8337-020-011	Pomona	6Z
18	1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z
19	1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z
20	1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z
21	1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z
22	1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z
23	1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z
24	1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z
25	1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z
26	1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z
27	1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z
28	1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z
29	1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z
30	1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z
31	1150 W. Holt Boulevard	1010-522-13-0000	Ontario	6Z
32	1136-1142 W. Holt Boulevard	1010-522-06-0000	Ontario	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
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	960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z
42	940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z
43	943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z
44	900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z
45	909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z
46	830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z
47	863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z
48	755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z
49	745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1
50	739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z
51	729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z
52	627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z
53	625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z
54	212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1
55	220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1
56	230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z
57	444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1
58	500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z
59	517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z
60	522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z
61	523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z
62	527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z
63	526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z
64	545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1
65	111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
66	601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z
67	616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1
68	636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z
69	640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z
70	635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z
71	639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1
72	654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z
73	660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z
74	668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z
75	720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z
76	717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z
77	727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z
78	741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1
79	745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1
80	728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z
81	736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z
82	744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z
83	748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1
84	752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1
85	755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z
86	765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z
87	800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z
88	810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z
89	814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z
90	813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1
91	824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z
92	831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z
93	932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z
94	958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z
95	1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z
96	1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z
97	1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z
98	103 Virginia Avenue	1048-471-13-0000	Ontario	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
99	1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z
100	1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z
101	1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z
102	1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z
103	1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z
104	1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z
105	1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z
106	1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z
107	9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z
108	9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z
109	122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z
110	1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z
111	541 E. Emporia Street	1049-091-05-0000	Ontario	5S1
112	518 Sierra Court	1048-522-04-0000	Ontario	6Z
113	524 Sierra Court	1048-522-05-0000	Ontario	6Z
114	108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z
115	113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z
116	114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z
117	753 E. Emporia Street	1049-101-36-0000	Ontario	6Z
118	757 E. Emporia Street	1049-101-35-0000	Ontario	6Z
119	767 E. Emporia Street	1049-101-34-0000	Ontario	6Z
120	763 E. Emporia Street	1049-101-33-0000	Ontario	6Z
121	765 E. Emporia Street	1049-101-32-0000	Ontario	6Z
122	817 E. Emporia Street	1049-101-30-0000	Ontario	6Z
123	111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z
124	730 E. Willow Street	1048-512-04-0000	Ontario	6Z
125	13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z
126	635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1
127	1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1
128	1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1
129	1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z
130	1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z
131	1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
132	204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1
133	659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z
134	1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z
135	1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z
136	1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z
137	1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z
138	1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z
139	925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z
140	756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z
141	766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z
142	1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z
143	1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z
144	1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z
145	1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z
146	609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z
147	1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z
148	1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z
149	1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z
150	Holt Avenue/Holt Boulevard	N/A	Pomona Montclair Ontario	6Z
151	1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z
152	862 Woodlawn Street	1099-462-07-0000	Ontario	6Z
153	1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z
154	1301-1315-1325 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z
155	1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z



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

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
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Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

JAN 07 2020

Subject: Section 106 Consultation on Finding
of Effect for the Proposed West Valley
Connector – Counties of San Bernardino and
Los Angeles, California

OHP File: FTA_2016_1227_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector 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 § 800). FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)¹.

Consultation on the undertaking was initiated with the SHPO in December 2016, with consultation continuing in 2017 and 2018. On August 7, 2018, the SHPO concurred with the FTA's determinations of eligibility in the identification and evaluation phase of Section 106 compliance. This letter requests your concurrence on the FTA's Finding of Effect (FOE) for the undertaking pursuant to the documentation standards at 36 CFR § 800.11. As indicated in the attached FOE analysis, the FTA applied the Criteria of Adverse Effect per 36 CFR § 800.5(a) and has determined that the undertaking would result in a finding of no adverse effect on historic properties.

¹ Omnitrans was the CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In December 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as Lead Agency for the West Valley Connector project.

Following four public hearings and a 45-day public review period for the West Valley Connector Project Draft Environmental Impact Report/Environmental Assessment, SBCTA, with approval from each of the affected cities, was selected Alternative B, Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario, as the preferred alternative.

Overview of the Undertaking - Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

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. Phase I of the Project would construct the "Milliken Alignment" from the Pomona Metrolink Transit Center Station to Victoria Gardens in Rancho Cucamonga. Phase II of the Project would construct the "Haven Alignment" from Ontario International Airport and terminate at the Kaiser Permanente Medical Center in Fontana; it includes 3.5 miles of dedicated bus-only lanes in Ontario, and 5 center-running stations and 50 side-running stations at up to 33 locations/major intersections. The complete project description and more specific details on the preferred alternative can be found in Section 2.3 of the FOE.

Area of Potential Effects (APE)

For this undertaking, the proposed APE was established in accordance with 36 CFR § 800.4(a)(1). FTA consulted with your office on December 22, 2016 and October 26, 2017, for which concurrence was received on November 14, 2017. FTA consulted with the SHPO on March 1, 2018 concerning a revision to the APE to account for construction of an operations and maintenance (O&M) facility in Ontario, for which concurrence was received on March 29, 2018.

The APE was determined to encompass the right of way (ROW) and parcels along the proposed side and center stations of the Project's alignment for purposes of the built-environment resources study, and cover only the ROW within the proposed side and center stations, in addition to properties that may be subject to impacts from visual, noise, vibration, or changes to setting, typically established as the adjacent legal parcel, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels subject to full or partial acquisition for the archaeological resources study.

Study Results

Identification efforts for the proposed undertaking determined five previously-listed or NRHP determined eligible properties in the APE, and as a result of the survey conducted for this undertaking, four additional built-environment resources within the APE were determined eligible for inclusion in the NRHP. The nine historic properties are listed below. No archaeological properties in the APE were determined eligible for the NRHP. On August 8, 2018, the SHPO concurred in all determinations of eligibility (see Appendix A of the FOE).

Historic Properties within the APE

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Southern Pacific Railroad Depot	100 W. Commercial Street, Pomona	8336-031-90	A; C	1940
2	Lincoln Park Historic District	Bounded by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue, Pomona	N/A	A; C	1890-1954
3	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
4	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
5	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
6	Euclid Avenue/ State Route 83	Project alignment crosses Euclid Avenue along Holt Boulevard, between N. Laurel Avenue and S. Lemon Avenue, Ontario	N/A	A; C	Early 20 th Century
7	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901
8	National Old Trails Road/Route 66	Project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue, Rancho Cucamonga and Fontana, respectively.	N/A	A; C	1926-1964
9	Malaga Underpass Bridge	Route 66/Foothill Boulevard, Fontana	N/A	A	1931

Status of Native American Consultation

FTA 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) beginning in August 10, 2016, when it sent an invitation letter with proposed project summaries and location maps to all 11 Native American contacts provided in a list sent by the Native American Heritage Commission (NAHC). Two Native American groups, the Gabrieleño Band of Mission Indians –

Kizh Nation and the San Manuel Band of Mission Indians (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 contact list was later expanded by the NAHC to include 25 individuals or contacts representing 19 Native American groups, and FTA likewise contacted all the Native American interested parties identified by the NAHC. No new individuals or tribal contacts responded, but the Gabrieleño Band of Mission Indians – Kizh Nation again requested consultation. The SMBMI reiterated their request for permits to address inadvertent discoveries, but also concluded consultation under Section 106 of the NHPA. The Agua Caliente Band of Mission Indians deferred to other tribes (none specifically named) for the undertaking and concluded consultation under Section 106.

On July 16, 2018, FTA and SBCTA conducted consultation with tribal representatives of the Gabrieleño Band of Mission Indians – Kizh Nation concerning project features and anticipated construction activities. Consultation with the tribe continued on October 10, 2018, in a field trip with FTA and SBCTA. FTA has continued to follow up with the Gabrieleño Band of Mission Indians – Kizh Nation during the environmental review phase, responding on June 24, 2019 to an email received from the Tribe on that same date.

Going forward, FTA will send Native American outreach letters seeking tribal review and input including notification on the selected alternative for the Finding of No Significant Impact (FONSI) under NEPA, project schedules, and other updated information related to forthcoming construction activities. The tribe(s) who have expressed interest in Native American monitoring will be contacted and provided with updated information prior to the initiation of any ground-disturbing activities, consistent with a Cultural Resources Mitigation and Monitoring Plan (CRMMP), the initial draft of which was shared with the Gabrieleño Band of Mission Indians – Kizh Nation and the SMBMI for review and comment. The CRMMP establishes procedures and provides guidelines for the treatment of inadvertent discoveries during all ground-disturbing activities associated with the Project. FTA will also engage in consultation at any point in the Project timeline a request is made by a Tribe.

In compliance with California Assembly Bill (AB) 52, on May 13, 2016, notification letters were sent on behalf of the local transit agency to the 11 original Native American contacts identified by the NAHC. Two Native American groups, the Gabrieliño Band of Mission Indians– Kizh Nation and the SMBMI, requested consultation under AB 52. To continue the AB 52 outreach effort, on April 11, 2018, notification letters regarding the proposed project were sent by SBCTA to 14 new contacts provided by the NAHC. In addition, SBCTA sent a continuing consultation letter to the two tribes who had previously requested consultation, providing a project update and to solicit comments under AB 52. On April 25, 2018, follow-up letters were mailed to the other nine Native American groups who had been initially contacted in May 2016, but had not responded to that communication. The follow-up letters provided a project update and a new invitation to once again consult under AB 52. The Morongo Band of Mission Indians requested

consultation and a copy of the HPSR and ASR, which were subsequently forwarded. SBCTA consulted with the Gabrieliño Band of Mission Indians– Kizh Nation under AB 52 in tandem with FTA's consultation under Section 106, as discussed above, in a teleconference and field review. SBCTA has also consulted and will continue consulting with the SMBMI and the Morongo Band of Mission Indians.

During the public circulation period for the draft environmental document for this undertaking (June 24 to August 8, 2019), the Notice of Availability and the digital copy of the Draft EIR/EA were sent to all Native American and Tribal contacts. Four public meetings were also held during the 45 day public review period. The Gabrieliño Band of Mission Indians – Kizh Nation commented generally on the need for construction monitoring in areas proposed for ground disturbance. The Augustine Band of Cahuilla Mission Indians commented they were unaware of any cultural resources that would be affected by the West Valley Connector Project, but recommended other Native American Tribes and individuals (none specifically named) be contacted for information and that a full-time monitor with knowledge of Native American cultural resources be present on-site during any project activities. The tribe also requested they be immediately notified if any cultural resources were discovered during project activities; the tribe's contact information has been included in Appendix C of the CRMMP (Contact Information).

The comments received on the Draft EIR/EA will be addressed as an attachment on Public Comments to accompany the FONSI to be published in the Federal Register and posted on any associated project websites.

Consultation with Others

In compliance with Section 106 of the NHPA, on May 13, 2016, letters were sent to eight historical associations, municipalities, and other potentially interested parties likely to have knowledge of or concerns with historic properties in the West Valley Connector project area. The letters briefly described the proposed project and requested information about cultural resources near the project area. No organizations identified resources or expressed any concerns regarding the project. On April 27, 2018, letters were sent to these same organizations informing them of proposed project changes, including a revised APE due to the addition of an O&M facility in Ontario, and inviting them to express any concerns, comments or a desire for further consultation under Section 106 of the NHPA. No organizations requested further consultation or expressed any concerns regarding the project. During the public circulation period for the Draft EIR/EA for this Project (June 24 to August 8, 2019), both the City of Fontana and City of Ontario provided general comments on historic resources within their jurisdictions, but neither expressed concern with specific activities associated with the undertaking and its effects on historic properties (see FOE Section 3.4).

Summary and Conclusion

In accordance with 36 CFR § 800.5, FTA respectfully requests your concurrence with a finding of no adverse effect on the historic properties from this undertaking. We also want to notify you that under the Section 4(f) regulations at 23 CFR § 774.5(b)(2), it is FTA's intent to make a *de minimis* impact determination based on the SHPO's written concurrence in the "no adverse effect" finding under Section 106 of the NHPA.

We appreciate your continued assistance with this undertaking. We look forward to your concurrence and/or comments on FTA's findings. If you have any questions, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



For Ray Tellis
Regional Administrator

cc: Ted Matley, FTA
Victor Lopez, SBCTA
Anna Jaiswal, Omnitrans

Enclosure: West Valley Connector Project, Finding of Effect, January 2020



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

February 4, 2020

VIA EMAIL

Reply To: FTA_2016_1227_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Finding of Effect for the Proposed West Valley Connector – Counties of San Bernardino and Los Angeles, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of January 7, 2020, 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 FTA is proposing a 35-mile long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino Counties. For a full description of the project please reference Section 2.3 of the Finding of Effect (FOE) document.

Based on previous consultations on this project the FTA determined there are nine resources within the APE for the project that were previously determined eligible for the National Register of Historic Places (NRHP):

- Southern Pacific Railroad Depot, 100 W. Commercial Street, Pomona
- Lincoln Park Historic District, bounded by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue, Pomona
- Vince's Spaghetti, 1206 W Holt Boulevard, Ontario
- A.C. Moorhead House, 961 W Holt Boulevard, Ontario
- The Grinder Haven, 724 W Holt Boulevard, Ontario
- Euclid Avenue/State Route 83, project alignment along Holt Boulevard, between N. Laurel Avenue and S Lemon Avenue, Ontario
- Jacob Lerch House, 541 E Holt Boulevard, Ontario

- National Old Trails Road/Route 66, project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue, Rancho Cucamonga and Fontana respectively
- Malaga Underpass Bridge, Route 66/Foothill Boulevard, Fontana

The FTA has also applied the Criteria of Adverse Effect as outlined in 36 CFR 800.5 and found that the proposed undertaking will have no adverse effect on these historic properties if the conditions as outlined in the FOE are implemented as described. The undertaking will not diminish the characteristics of the historic properties that make them eligible for the NRHP.

After reviewing the information submitted with your letter, I offer the following comments:

- The Grinder Haven – The FOE states that the neon sign may be temporarily relocated as a result of driveway improvements. The sign would be re-established in close proximity and with the same street orientation.

Provide more information with regards to the protection measures that will be put in place to assure the integrity of the neon sign. Describe who will be moving the sign and what their qualifications are to do so. In addition provide the location where the sign will be stored and any protective measures that will be taken. If the sign is damaged as part of the relocation, explain the measures the FTA will take to restore the sign back to its current condition.

- Jacob Lerch House - The FOE states the undertaking requires the removal of two date palms. The two large palms date to the historic period and are considered contributors to the Jacob Lerch House. The FTA will fully restore disturbed areas to pre-project conditions once construction is complete. Depending on the condition of the trees and the extent to which a certified arborist believes them capable of being moved without harm, the existing palms will be either replanted or replaced by palms of a similar variety to be installed in close proximity to their current location.

Provide information regarding any avoidance alternatives the FTA might have considered. If the date palms need to be replaced, describe the types of trees they might be replaced with (species, size, etc.) and who will be supervising the choice and planting of these trees. In addition please define what "close proximity" means in relation to the relocation of the trees.

Mr. Tellis
February 4, 2020
Page 3 of 3

FTA_2016_1227_001

If you have any questions, please contact Natalie Lindquist, Historian, at natalie.lindquist@parks.ca.gov or (916) 445-7014.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal stroke extending to the right.

Julianne Polanco
State Historic Preservation Officer

DRAFT



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

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Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

FEB 26 2020

Subject: Section 106 Consultation on Finding
of Effect for the Proposed West Valley
Connector – Counties of San Bernardino and
Los Angeles, California

OHP File: FTA_2016_1227_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector 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 § 800). FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)¹.

Consultation on the undertaking was initiated with the SHPO in December 2016, with consultation continuing up to the present. Thank you for your letter dated February 4, 2020, in response to the Finding of Effect (FOE) prepared for this undertaking which your office received on January 7, 2020. Your February 4, 2020 letter concurred with FTA's determination that the undertaking would result in a finding of no adverse effect on the nine historic properties in the Area of Potential Effects in accordance with 36 CFR § 800.5, provided that the conditions as outlined in the FOE were implemented as described.

¹ Omnitrans was the CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In December 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as Lead Agency for the West Valley Connector project.

Your correspondence of the same date requested some additional information on contributors associated with two historic properties, a historic neon sign at The Grinder Haven property, located at 724 West Holt Boulevard, and two historic date palms at the Jacob Lerch House property, located at 541 East Holt Boulevard, both in the City of Ontario, for which we have further considered, and provide the following minimization measures:

The Grinder Haven – 724 West Holt Boulevard, Ontario -- Historic Neon Sign

Contractors shall be required to ensure the historic free-standing outdoor neon sign is protected during and after construction of the undertaking until it is reinstalled at the location specified in plans (see Figure 1 on the following page, indicating placement of the sign at one of two alternative sites on the same parcel, either approximately 50 to 60 feet east, or approximately 60 to 70 feet west, of its current location, and oriented in the same east-west direction facing vehicles). FTA shall ensure that all work associated with the historic sign is carried out under the direct supervision of a person meeting at a minimum the Secretary of the Interior's professional qualifications for Historic Architecture found at 36 CFR Part 61.

The historic sign would be listed as a separate item in the bid and specifications package: "Sign Preservation." The contractor shall be required to exercise due caution in ensuring the historic sign is carefully removed and properly stored to prevent accidental damage or vandalism, or other harm during the interim period between construction removal and placement back on the parcel. The contractor shall minimize the risk of vandalism or theft by instituting appropriate protective measures, including placement of the sign in a secure location monitored by 24-hour video surveillance cameras and/or security personnel. The contract specifications will have explicit language indicating special care be taken during its removal, transfer, placement into temporary storage, and ultimate functional re-establishment on the site, so as to avoid any damage to the historic sign. The contractor shall be required to develop a plan for approval by FTA. SBCTA has identified businesses in Southern California specializing in the repair and restoration of neon signs and will list the businesses in the construction package, in the event that restoration work should become necessary.

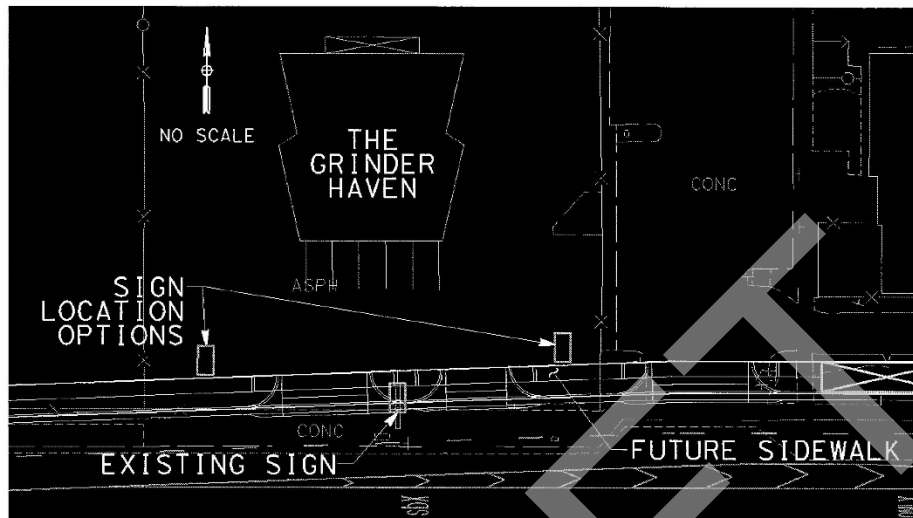


Figure 1 - The historic sign could be relocated to either site on The Grinder Haven parcel, as indicated.

Jacob Lerch House – 541 E. Holt Boulevard, Ontario - Two Canary Island Date Palms

In response to SHPO's question as to what alternative(s) have been considered to avoid the removal of the two Canary Island date palms (*Phoenix canariensis*) located in the front yard of the Jacob Lerch House at 541 E. Holt Boulevard, SBCTA developed a design variation which would have entailed removing the proposed parkway element that was in front of the Jacob Lerch House property; Instead the roadway tapered to terminate closer to the intersection of Holt Boulevard and North Pleasant Avenue. A five-foot sidewalk would have replaced the existing and been extended south, away from the house. Under this modified engineering schematic (see Figure 2 on the following page), both date palms would have remained at their current location. In consultation with the City of Ontario in consideration of the redesign outlined above, however, the Planning Director Cathy Wahlstrom's preference, as expressed to SBCTA, is to install the new parkway and sidewalk, relocate the two historic date palms further back on the property in parallel relationship to one another, as they are now, and to reconstruct curb-high rock wall and columns adjacent to the sidewalk.

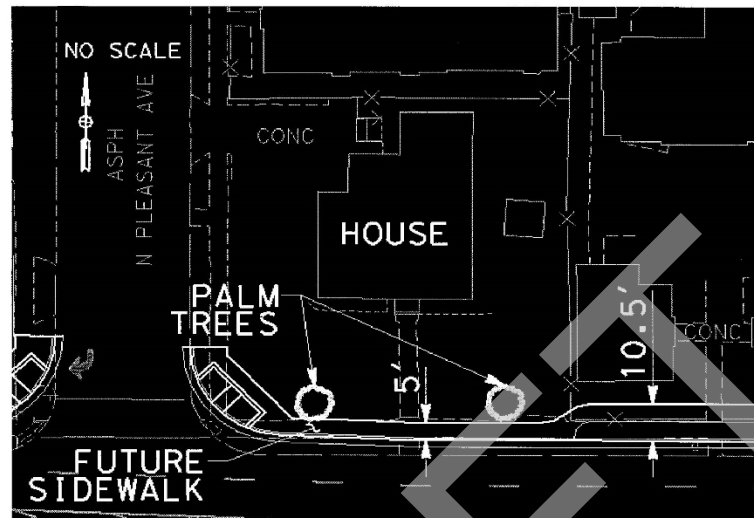


Figure 2 - The City of Ontario reviewed but did not accept plans which would have removed a proposed parkway, which would have left the two historic date palms in their current location.


Therefore, FTA and SBCTA propose as mitigation to relocate the existing date palms on the same property, provided a certified arborist with experience working with date palms believes they can be successfully transplanted. The project team spoke to a number of landscaping firms, including South Coast Date Palms, BrightView, Arborwell and the Landscaping Center, about the Canary Island date palm. This date palm variety is slower growing as compared with others found in the region, but tends to be quite hardy. Because they have a root ball, non-invasive root system, they can usually be transplanted by means of a lift crane without them sustaining major damage. The warmer spring and summer months is the optimal time to transplant date palms to maintain their health and minimize stress to their systems. As we understand, the new receiving hole for the transplanted palm would need to be approximately 8 feet by 8 feet. It is anticipated that the date palms would be relocated approximately 8-10 feet directly back (north) of their current position. The work would be under the direction of a certified arborist, and conducted by firms and personnel experienced with the Canary Island date palm variety. Plans for both the date palms and careful reconstruction of curb-wall and columns would be reviewed and approved by a California-licensed Historic Architect, and would also need to be approved by the City of Ontario, a Certified Local Government (CLG), responsible for administering the National Historic Preservation Program.

During the final design phase, a certified Arborist with previous experience working with Canary Island date palms will be retained to inspect the condition of the date palms and recommend the

measures to be incorporated into the design to ensure their protection. The letter report by the Arborist will be submitted by SBCTA to the City of Ontario's CLG coordinator for review. If a certified arborist believed transplanting would cause extreme harm to the two date palms, or if their reinstallation proved unsuccessful, SBCTA would engage with an experienced firm and personnel to install replacement 17-foot height date palms of the same genus and species, and placed in such a manner as to frame the historic house, as was the historic orientation. All protective measures as recommended by the Arborist shall be shown on the final design/construction plans and will be adhered to during construction.

We appreciate and thank you once again for your continued assistance with this undertaking. We welcome any additional comments you may have on FTA's more detailed proposal, as presented above, for these two historic properties, and would be pleased to discuss further with you, if it would be of benefit. If you have any questions, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



for Ray Tellis
Regional Administrator

cc: Ted Matley, FTA
Victor Lopez, SBCTA
Anna Jaiswal, Omnitrans



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

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March 19, 2020

VIA EMAIL

Reply To: FTA_2016_1227_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Finding of Effect for the Proposed West Valley Connector – Counties of San Bernardino and Los Angeles, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of February 26, 2020, 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.

In your letter you stated that the State Historic Preservation Officer (SHPO) concurred with your finding of no adverse effect for the undertaking in a letter of February 4, 2020. Please note that while the letter did request additional information with regards to the effect of the project on historic properties, the SHPO did not concur with FTA's effect finding.

Based on review of the additional information you submitted in your current documentation, I have no objections to your finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist, Historian, at natalie.lindquist@parks.ca.gov or (916) 445-7014.

Sincerely,

Julianne Polanco
State Historic Preservation Officer



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

REGION IX
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October 5, 2021

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Section 106 Consultation on the
Re-evaluation of the Proposed West Valley
Connector Corridor – Counties of San
Bernardino and Los Angeles, California
(OHP file: FTA_2016_1227_001)

Dear Ms. Polanco,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Office (SHPO) for the West Valley Connector Corridor (WVCC) Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles under Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR § 800. The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and the SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project is being re-evaluated based on Project changes. A Supplemental Historic Property Survey Report (HPSR) has been prepared, which addresses changes to the Preferred Alternative, a revised Area of Potential Effects (APE), the results of an updated records search, additional survey work, and consultation efforts. The Supplemental HPSR is enclosed with this letter.

Project Background

The FTA and the SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, have approved construction of the 35-mile-long project. The Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The environmental review process for the Project was completed in accordance with CEQA and NEPA requirements. A Notice of Availability (NOA) and a digital copy of the Draft EIR/EA was sent to all Native American and Tribal contacts during the public circulation period, from June 24 to August 8, 2019.

The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. The SBCTA and the participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the Preferred Alternative, as described below. The SBCTA Board certified the Final EIR in May 2020 and FTA issued a FONSI for the Project shortly after the Final EIR was certified.

The Project will be constructed in two phases: 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. Based on the current schedule, Phase I is scheduled for completion in late 2024. Construction of the Phase II/ Haven Alignment is scheduled to occur after completion of Phase I when funding is available. Figure 1 in the Supplemental HPSR presents the original feature map of the Project.

Preferred Alternative

Alternative B, the Preferred Alternative, includes the full 35-mile-long BRT corridor, which is composed of the Phase I/Milliken Alignment, Phase II/Haven Alignment, 3.5 miles of dedicated bus-only lanes in Ontario, and five (5) center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment includes two (2) mixed-flow lanes and one (1) transit lane in each direction and five (5) center-running stations. To accommodate the dedicated lanes, which involves roadway widening and additional utilities construction such as for placement of electrical and fiber-optic lines, right-of-way acquisition and temporary construction easements are required, a process that is currently ongoing and is scheduled to be completed by late 2022.

The Project's bus fleet would be composed of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new Operations and Maintenance (O&M) facility for light maintenance activities would be constructed as part of the Project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site through the CEQA/NEPA process.

Subsequent to environmental approval of the WVCC Project in 2020, as described earlier, the SBCTA proceeded with project design of the Phase I Milliken Alignment. To stay within the Small Starts Program maximum project cost, currently \$300 million, and to deliver the most cost-effective project, the SBCTA continued to review the WVCC Project for cost savings. Subsequently, the SBCTA has identified changes that could be implemented to help achieve significant cost savings and also meet California's health-based air quality standards and greenhouse gas emission reduction goals while adhering to the Project's purpose and need.

Proposed Project Changes

The following paragraphs summarize the proposed changes to the WVCC Project description stated in the Final EIR/FONSI (March 2020). A more detailed description is included in the Supplemental HPSR. Figure 2 in the Supplemental HPSR presents the changes to the Project.

Change in Bus Type and Length

The SBCTA had identified the use of 40-foot-long buses over the 60-foot-long CNG buses (proposed in the environmental document) as one of the opportunities for savings. Based on the evaluation, the SBCTA determined that the seated passenger capacity of the 40-foot and 60-foot buses is similar and can accommodate ridership projections for the Project. Design adjustments can be incorporated that allow for the loading of bikes on the front of the 40-foot bus, and platforms can be designed to accommodate both 40-foot buses and 60-foot buses in the future.

As the final design proceeded, the SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVCC Project. Due to the unavailability of the 60-foot-long BEBs, the SBCTA decided to purchase 18 of the 40-foot-long BEBs as part of Phase I operations to take advantage of available grant funding.

Change in O&M Facility Location and Charging Infrastructure

The Omnitrans recently implemented the Connect Forward service reduction plan at its West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway, Montclair, which reduces the number of fixed route buses in service thus freeing up capacity. The SBCTA, working in partnership with Omnitrans, has identified that the 18 bus fleet required for Phase I operations can be serviced at the WVVMF, and allows deferral of construction for the new O&M facility at 1333 S. Bon View Avenue in Ontario until funding is available or when the bus fleet is expanded as part of the Phase II/Haven Alignment operations. Other than the phasing, there are no additional changes to the new O&M facility (e.g., description, anticipated impacts, or previous mitigation measures pertaining to the new facility).

To use the existing WVVMF facility in Montclair as an O&M facility to service the BEBs for the WVCC Project, some retrofits would be required, including electrical infrastructure upgrades and installation of charging stations within the facility's premises. The use of BEBs would also require installation of on-route chargers at the Pomona Transit Center Station. Installation of the on-route chargers would occur concurrently with the WVCC Project's station construction program. No additional property acquisition is required to convert the existing WVVMF in Montclair to handle the new O&M needs associated with implementation of the WVCC Project.

The BRT buses accessing the proposed O&M site in Montclair are expected to follow the current routes used by the Omnitrans' local buses and all other WVCC Project elements as described in the 2020 Final EIR/FONSI would remain the same.

Summary of Previous SHPO Consultation

On December 22, 2016, the FTA submitted the Section 106 Initiation and Area of Potential Effects (APE). The SHPO responded with comments on January 23, 2017.

The FTA resubmitted Section 106 Initiation and APE to the SHPO with additional information regarding the methodology on October 17, 2017, and the SHPO responded with no comments on November 14, 2017. On March 1, 2018, the FTA consulted with the SHPO on a revision to the APE to include three potential O&M facility sites in Ontario. The SHPO responded with concurrence on March 29, 2018. On May 15, 2018, the FTA submitted the WVCC HPSR package, which included the Archaeological Survey Report (ASR), and the Historic Resources Evaluation Report (HRER). The HPSR package identified the historic properties in the APE, as well as information on those parcels which did not meet National Register of Historic Places (NRHP) Criteria. On June 14, 2018, the SHPO requested additional information to substantiate the HPSR findings, which the FTA provided on July 19, 2018. The concurrence on the HPSR was received from the SHPO on August 7, 2018. The attached Supplemental HPSR includes tables listing these previous eligibility determinations.

On January 7, 2020, the FTA submitted a Finding of Effect (FOE) to the SHPO for review and requested concurrence with the agency that the WVCC Project would not have an adverse effect on the nine historic properties in the APE under 36 CFR § 800.5. On February 4, 2020, the SHPO requested additional information concerning avoidance and minimization measures for two historic properties in Ontario; the Grinder Haven and the Jacob Lerch House, which was subsequently provided by the FTA on February 26, 2020. These measures are included in Section 5.0 of the Supplemental HPSR. On March 19, 2020, the SHPO expressed it had no objections to the finding of no adverse effect for the WVCC Project. A copy of consultation letters between the FTA and the SHPO is included in Appendix D of the Supplemental HPSR.

Revised Area of Potential Effects

For this undertaking, the proposed revised APE was established in accordance with 36 CFR § 800.4(a)(1). The definition in the Council on Environmental Quality's implementing regulations states that the direct effects are caused by the action and occur at the same time and place while indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable [40 CFR § 1508.8(a)-(b)]. When determining an undertaking's area of potential effects, a federal agency must consider both direct and indirect effects. Further, in assessing effects, the regulations note that an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of historic properties, historic resources, archaeological resources and/or cultural resources.

The APE has been revised to incorporate the project changes which include the proposed use of the existing Omnitrans WVVMF (located at 4748 E. Arrow Highway in Montclair), as well as, the routes to and from the Omnitrans WVVMF and the Pomona Transit Center Station. Any parcels immediately adjacent to the WVVMF which may experience effects from the construction and operation of the new O&M facility have also been included. The APE does not extend to the north of the Montclair WVVMF because the existing property wall at the back of the WVVMF, and beyond that, double set of railroad tracks, serve as a buffer from properties on the north side experiencing potential effects identified under 36 CFR § 800.5. The vacant parcel directly north of the WVVMF is a former sand and gravel quarry site and does not have buildings. Sheet 47 of the revised APE map (Appendix A of the Supplemental HPSR) depicts the parcels in the updated portion of the APE. No other changes in the previous APE map which received the SHPO concurrence have been made.

The expanded APE limits of ground disturbance encompass a small area within the 5.3-acre parcel comprising the existing WVVMF in Montclair to account for site improvements and required retrofits, including electrical infrastructure upgrades and installation of charging stations, within the facility’s premises. All Project activities, including construction staging and equipment storing areas, are anticipated to be contained entirely within the WVVMF site, and none of the existing buildings will be removed. As indicated in Table 1, the maximum depth of ground disturbance is estimated to be a 15-foot pile length below current ground surface for infrastructure upgrades and charging station installation; therefore the 15-feet represents the maximum vertical APE for project work at the WVVMF site.

Table 1: Maximum Excavation Depth for WVCC Stations, Facilities, 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
New O&M site at existing Omnitrans WVVMF Facility in Montclair (Phase I)	Pole structures to support steel canopy associated with the charging structure	15
New O&M site in Ontario (Phase II) when funding is available	Elevator shaft; maintenance trench; building foundation	12
Holt Boulevard (between Benson Avenue and Vine Avenue)	Construction of center-running BRT Stations	2.5
	Utility relocation	6
	Storm drain laterals	15

Study Methodology and Results

The FTA has made a reasonable and good faith effort to identify historic properties within the revised Project APE, with the work conducted by cultural resources professionals who meet the Secretary of Interior's professional qualification standards established at 36 CFR § 61.

Background research was conducted to identify built environment and prehistoric and historic archaeological resources that may have been previously identified. This included reviewing local planning and environmental documents, secondary literature, historical materials, including maps and aerial photographs, local landmark lists, and state and federal historic resources inventories. Background research also included a records search at the South Coast Central Coastal Information Center (SCCIC) at California State University, Fullerton on May 17, 2021, for previously recorded resources located within 0.25-mile radius of the WVVMF site. One previously recorded cultural resource, identified as “Russian Village” or “Rock Houses” (P-19-180776), is a National Register-listed historic district of 15 houses, and is located approximately 0.25 mile distant from the WVVMF site in Montclair and is not located within the revised portion of the APE. The May 2021 records search did not indicate any previously recorded archaeological or architectural history resources were located within or immediately adjacent to the updated APE.

The baseline outer limit year for studying built-environment resources within the expanded APE was established as 1974, the year that buildings or structures would achieve 50 years of age in 2024, considered the undertaking's end of construction in Phase I. None of the five parcels within the APE, which are identified in Table 2, possess exceptional significance under NRHP Criteria Consideration G as a property that has achieved significance in the past 50 years. Due to their age, they were not formally evaluated for significance and no DPR 523 forms were prepared.

Table 2. Parcels with Built Environment Resources in Revised 2021 APE

Address	Parcel Number	City	Year Built	Building Function
4748 E. Arrow Highway	1007-071-06-0000	Montclair	1986	Omnitrans WVVMF
4650 E. Arrow Highway	1007-733-20-0000	Montclair	1980	Montclair Business Center
4661 E. Arrow Highway	1009-021-15-0000	Montclair	1976	Laird Industrial Park
4771 E. Arrow Highway	1009-021-16-0000	Montclair	1976	Laird Industrial Park
4870 E. Arrow Highway	1007-733-12-0000	Montclair	2005	Montclair Police Department

Native American Consultation

The Native American Heritage Commission (NAHC) conducted a search of their Sacred Lands File (SLF) on May 13, 2021, for the revised WVCC Project area. The results were determined negative, and also provided an updated list of Native American contacts for Native American Tribal Consultation (36 CFR § 800.2). The NAHC identified 15 individuals or contacts representing 12 tribal governments to be contacted about the Project (see list of tribal contacts in Supplemental HPSR). On June 7, 2021, the FTA sent a continuing consultation letter to those tribal governments with whom they had previously consulted on this undertaking under Section 106, as well as an invitation letter to consult with those tribal contacts who had not previously responded or been listed on previous lists provided by the NAHC.

To date, the FTA has received three responses. The Quechan Indian Tribe of Fort Yuma Reservation on June 11, 2021 expressed they had no comments on the WVCC Project and deferred to more local tribal governments, supporting any of their decisions regarding the Project. The San Manuel Band of Mission Indians on June 15, 2021 stated they had no concerns with the revised WVCC Project plans. The Gabrieleño Band of Mission Indians – Kizh Nation on June 23, 2021, requested to continue consultation and a meeting was held with them on August 19, 2021. The SBCTA staff described the proposed Project changes and the results of the recent cultural resources investigations to the tribe representatives. The tribe, which provided comments on the draft Cultural Resources Monitoring and Mitigation Plan (CRMMP) in 2018, is in the process of reviewing the updated document to determine whether it remains adequate. A copy of the updated CRMMP is included as Appendix E of the Supplemental HPSR.

The SBCTA is continuing to conduct Native American consultations to meet their requirements under Assembly Bill (AB) 52 and CEQA. Letters were sent to the agency's tribal contacts on June 4, 2021. The Agua Caliente Band of Cahuilla Indians on June 15, 2021 responded that the WVCC Project was not within the tribe's traditional use area and concluded consultation. See Supplemental HPSR Appendix C-1 and C-2 for copies of correspondence with the NAHC, Native American Tribes, and/or individuals.

Consultation with Local Government

In compliance with 36 CFR § 800.2(c)(3), based on comments received on the Draft EIR/ EA on August 8, 2019, the FTA invited the City of Ontario to continue consultation on the WVCC Project on June 16, 2021. The invitation described the current status of the WVCC Project, the status of historic properties in Ontario, and informed them of changes to the Project. No response has been received. A copy of the letter is provided in Supplemental HPSR Appendix C-3.

Coordination with Local Historic Preservation Groups

On June 8, 2021, the SBCTA sent a letter to seven local historical societies and museums which were previously contacted in 2016 and 2018 to inform them of the Project changes. From the most recent outreach efforts to date, the SBCTA has received no responses from these organizations, nor have any of the organizations previously expressed concerns or requested additional information on the WVCC Project. A copy of the letters sent to interested parties is provided in Supplemental HPSR Appendix C-4.

Request for Concurrence

Pursuant to Section 106, the FTA respectfully requests that the SHPO concurrence based on the revised 2021 APE and the efforts made to identify historic properties within the revised 2021 APE, and the March 19, 2020 determination of a finding of no adverse effect on the historic properties from this undertaking and avoidance and minimization measures developed for this Project, remains valid.

If you have any questions or concerns, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

Ray Tellis
Regional Administrator

Enclosure: Supplemental Historic Property Survey Report



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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March 9, 2022

VIA ELECTRONIC MAIL

In reply refer to: FTA_2016_1227_001

Mr. Ray Tellis, Regional Administrator
U.S. Department of Transportation Federal Transit Administration
888 South Figueroa Street, Suite 440 Los Angeles, CA 90017-5467

RE: Continuing Section 106 Consultation for the West Valley Connector Corridor, San Bernardino and Los Angeles Counties, California – Proposed Design Changes and Revisions to Area of Potential Effects.

Dear Mr. Tellis:

The Office of Historic Preservation (OHP) is in receipt of a letter dated October 5, 2021 from the Federal Transit Administration (FTA). FTA, in coordination with the San Bernardino County Transportation Authority (SBCTA) is continuing consultation with the State Historic Preservation Officer (SHPO) on the above referenced undertaking. Modifications to the project design necessitated revisions to the area of potential effects (APE) for this undertaking. As such, FTA is currently seeking SHPO review and comment on the revised APE and that FTA's original finding of no adverse effect for this undertaking remains valid. FTA has submitted a September 2021 Supplemental Historic Properties Survey Report (HPSR) with appendices with their consultation letter. FTA has also submitted for SHPO review and comment a revised Cultural Resources Monitoring and Mitigation Plan (CRMP), which FTA developed in earlier consultation with the SHPO as a condition to the original finding of no adverse effect for this undertaking.

As described in FTA's consultation letter, FTA and SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana propose to construct a 35-mile-long bus rapid transit (BRT) corridor. The undertaking also includes up to 60 station platforms at 33 locations/major intersections and associated improvements. Changes to the project design include modification of the bus type and length and changes to the Operations and Maintenance (O&M) Facility location and charging infrastructure. The existing West Valley Vehicle Maintenance Facility (WVVMF) located in Montclair will now be used as an O&M facility. This project change will require retrofitting the existing WVVMF, including electrical infrastructure upgrades and installation of charging stations within the facility's premises. On-route chargers to accommodate zero-emission battery electric buses (BEB) will also be installed at the Pomona Transit Center Station and the WVVMF. Further information regarding the project design changes can be found in the Supplemental HPSR.

FTA has revised the APE to incorporate the above project design changes, including the existing WVVMF and the routes to and from the WVVMF and the Pomona Transit Center Station. APE maps are in Appendix A of the Supplemental HPSR. Changes to the vertical APE include ground disturbing activities within the existing WVVMF to account for site improvements and required retrofits. Table 1 in FTA's consultation letter describes the maximum excavation depth for the undertaking, including the addition of a 15 foot vertical disturbance at the existing WVVMF.

The results of FTA's supplemental identification efforts within the revised APE are documented in the Supplemental HPSR and the Supplemental Archaeological Survey Report (ASR) which is Appendix B of the Supplemental HPSR. FTA also updated their consultation efforts with the Native American Heritage Commission (NAHC) and Native American tribes, groups and individuals listed on the NAHC contact list. As a result of this outreach, FTA is currently in active consultation with the Gabrieleño Band of Mission Indians-Kizh Nation on revising the CRMMP. No cultural resources were identified because of FTA's supplemental identification efforts of the revised APE.

Following a review of the documentation submitted, the below comments are provided:

1. The revised APE appears adequately delineated to account for direct and indirect effects to historic properties.
2. Based on the results of FTA's supplemental identification efforts conducted within the revised APE, the SHPO agrees that FTA's original finding of no adverse effect with the condition to implement a CRMMP remains appropriate. However, the SHPO will withhold review and comment on the revised CRMMP until FTA has modified the document in response to their consultation with the Gabrieleño Band of Mission Indians-Kizh Nation. Following consultation with the Gabrieleño Band of Mission Indians-Kizh Nation, please provide the draft CRMMP to the SHPO for review and comment.

If you require further information, please contact Alicia Perez at Alicia.Perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



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

REGION IX
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May 25, 2022

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Alicia Perez

RE: Continuing Section 106 Consultation for the
West Valley Connector Corridor – Counties of
San Bernardino and Los Angeles, California
(OHP file: FTA_2016_1227_001)

Dear Ms. Polanco,

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Corridor (WVCC) Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles under Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR § 800. The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and the SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA).

The FTA and SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana propose to construct a 35-mile-long BRT corridor, which includes up to 60 station platforms at 33 locations/major intersections and associated improvements and conversion of the existing West Valley Vehicle Maintenance Facility (WVVMF) in Montclair to serve as an operations and maintenance (O&M) facility. Further details concerning the project design changes and a summary of the previous SHPO consultation can be found in the Supplemental Historic Property Survey Report (HPSR) prepared for this undertaking, dated September 2021, submitted to your office on October 5, 2021.

The FTA received concurrence from your office on March 9, 2022, concerning the adequacy of the revised area of potential effects (APE) and supplemental identification efforts conducted as a result of project modifications described in the aforementioned September 2021 Supplemental HPSR. Your office agreed with the FTA's original finding of no adverse effect with the condition to implement a Cultural Resources Monitoring and Mitigation Plan (CRMMP), a revised draft of which was included as Appendix E of the Supplemental HPSR package submittal. However, because consultation between the Gabrieleño Band of Mission Indians (GBMI)-Kizh Nation and the FTA had not yet been concluded, your office expressed it would

withhold comment on the CRMMP until it had an opportunity to review the revised document submitted by the FTA once it had concluded tribal consultation.

The GBMI-Kizh Nation, which had been provided a copy of the draft Cultural Resources Monitoring and Mitigation Plan (CRMMP) in 2018, along with the other tribes as identified in the September 2021 Supplemental HPSR, was invited to initiate or continue consultation with the FTA in May 2021, when changes were proposed to the previously-approved WVCC BRT undertaking. The GBMI-Kizh Nation requested to continue consultation with the FTA, for which a meeting was conducted on August 19, 2021, and which also included participation from the SBCTA and their cultural resources specialists and project managers.

Following the teleconference call, the FTA forwarded the updated version of the CRMMP (dated September 2021) that incorporated the changes in the project description to the tribe and invited them to review and provide any comments or concerns in light of the proposed project changes and revisions to the APE. The FTA consulted with GBMI – Kizh Nation via a conference call on November 2, 2021, at which time the tribe had various questions to which the FTA responded; at the time the tribe said it would provide written comments on the CRMMP. The FTA welcomed the tribe to send the CRMMP comments on several occasions, and scheduled additional government-to-government consultation meetings. However, the additional consultation meetings were repeatedly postponed by the tribe, though this is not to indicate any acrimony. The FTA repeatedly expressed in good faith its strong interest in receiving the tribe's views on the updated CRMMP, which the tribe provided to the FTA on April 20, 2022.

Enclosed for your office review is the updated CRMMP (dated May 2022) that has incorporated the acceptable edits made by the GBMI-Kizh Nation. We have also enclosed a copy of the FTA correspondence with the tribe providing an explanation to questions raised by the tribe during a November 2, 2021, conference call with the FTA, as well as a general explanation as to why certain edits made to the CRMMP by the tribe on April 20, 2022, could not be wholly adopted.

Request for Concurrence

Pursuant to Section 106, the FTA respectfully requests the SHPO concurrence that the revised May 2022 CRMMP developed for this Project remains valid.

If you have any questions or concerns, please contact Ms. Candice Hughes, FTA Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov. As always, we appreciate your efforts and thank you for your attention.

Sincerely,

A handwritten signature in black ink that reads "Ted Matley". The signature is written in a cursive style and is positioned above the typed name and title.

for Ray Tellis
Regional Administrator

Enclosures:

- West Valley Connector Corridor, CRMMP (Updated May 2022)
- Copy of FTA conclusion of correspondence with GBMI – Kizh Nation



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

REGION IX
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May 25, 2022

Mr. Andrew Salas
Chairperson
Gabrieleño Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91763

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

Dear Chairman Salas,

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), is writing to continue consultation under Section 106 of the National Historic Preservation Act (NHPA) on the proposed construction of the West Valley Connector Corridor Project (the WVCC Project), a 35-mile-long bus rapid transit (BRT) project. On June 4, 2021, the FTA initiated consultation by invitation per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) on the WVCC Project Re-evaluation. On June 23, 2021, your tribe accepted the invitation to continue consultation.

As part of our continuing consultation with you under Section 106 of the National Historic Preservation Act (NHPA), and in partnership with the San Bernardino County Transportation Authority (SBCTA), we thank you for participating in the teleconference call with the Federal Transit Administration (FTA) on November 2, 2021, and later providing the suggested edits to the Cultural Resources Monitoring and Mitigation Plan (CRMMP) on April 20, 2022. This letter summarizes our responses to your comments, concerns, and input on the CRMMP.

Questions and Comments on November 2, 2021, teleconference call

1. Gabrieleño Band of Mission Indians (GBMI) – Kizh Nation question: Is the CRMMP finalized or a draft?

Response: The CRMMP was first drafted in 2017 as part of the Draft EIR/EA preparation. The CRMMP has gone through a number of edits to incorporate comments received from various parties including GBMI – Kizh Nation. The last revision of the CRMMP, before the current revision, was dated March 2020, which was edited to be consistent with the Final EIR/EA. Due to the changes to the project description in 2021, the FTA is in the process of preparing the NEPA re-evaluation of the EA/FONSI. All technical studies including the CRMMP (September 2021) have been revised to reflect the changes in project description and the project impacts. That is the version that the FTA requested the GBMI – Kizh Nation review the document once again to ensure that it still adequately addressed the measures discussed during consultation.

2. GBMI – Kizh Nation comment: The CRMMP should provide additional clarification regarding the tribal history of the area for the San Manuel Band of Mission Indians (SMBMI) and GBMI – Kizh Nation because the tribal history defines the potential resources and discoveries, as well as level of involvement by the SMBMI and GBMI – Kizh Nation.

Response: The FTA acknowledged GBMI – Kizh Nation’s comments and had scheduled subsequent conference calls with the tribe on several occasions to further discuss the comments, and finalize any changes. GBMI – Kizh Nation provided edits to the CRMMP to the FTA on April 20, 2022. The areas recommended for monitoring, as indicated through tribal consultation, have been incorporated into the CRMMP and are further discussed below.

3. GBMI – Kizh Nation question: If a previously uninterested tribe develops interest in the project and would like involvement in the CRMMP, can the tribe be involved? What would be the process?

Response: If the FTA is notified of interest by a previously uninterested or previously unnotified tribal government that is federally-recognized, the tribe would be invited to participate. The NHPA Section 106 process is designed to ensure inclusiveness of those parties who have an interest in cultural resources that may be affected by proposed federal undertakings.

4. GBMI – Kizh Nation comment: The CRMMP should more clearly separate the archaeological discoveries from the tribal inadvertent discoveries. The steps and process for the archaeological discovery and tribal discovery should not be the same (e.g. chapter 3, treatment, collection, records and site assessment, etc.)

Response: The FTA acknowledged GBMI – Kizh Nation’s comments. We understand that California Public Resources Code 13 PRC § 21080.3.1, also known as Assembly Bill (AB) 52, may create a distinction in the ultimate evaluation and treatment of finds than those which apply National Register of Historic Places evaluation criteria and Secretary of the Interior treatment standards, as required by federal undertakings conducted under NHPA Section 106. The FTA has included clarifying language in the CRMMP to acknowledge that the CRMMP is a federal compliance document and does not specifically address any requirements under the California Environmental Quality Act (CEQA).

Recommended Edits to the CRMMP by GBMI – Kizh Nation, April 20, 2022

The FTA is grateful for your time reviewing the CRMMP. A revised final version of the CRMMP is attached for your records. In addition, the FTA is providing further explanation below in response to your comments.

The CRMMP is intended to satisfy National Environmental Policy Act (NEPA) requirements as an avoidance, minimization and/or mitigation requirement (CI-CR-1) for the Final Environmental Impact Report/Finding of No Significant Impact (EIR/FONSI) prepared for the

project, approved May 12, 2020. The FTA acts as the lead agency for the NEPA requirements. Consequently, as discussed in response number 4 above, the CRMMP does not address CEQA requirements for which the SBCTA, as the lead agency, has separate consultation responsibilities under AB 52, which amended CEQA to create tribal cultural resources as a new category of resources. Therefore, we have added clarifying language in the introduction to better explain that the CRMMP was prepared to solely comply with federal environmental requirements. As a result, further references to AB 52 or tribal cultural resource protocols and the distinction between archaeological resources and tribal cultural resources have been omitted from the CRMMP text, although the information you have provided is a very useful summary and has been shared with SBCTA.

Section 106 of the NHPA and its implementing regulations at 36 CFR § 800.3(f)(2) state that "The [federal] agency official shall make a reasonable and good faith effort to identify any Indian tribes...that may attach religious and cultural significance to historic properties in the area of potential effects [APE] and invite them to be consulting parties." The Native American Heritage Commission provided the FTA a tribal consultation list. In addition to the GBMI – Kizh Nation, other tribes also accepted the FTA's invitation to consult under Section 106. Therefore, suggested edits to replace the CRMMP's original broader term "consulting tribes" with the singular GBMI – Kizh Nation tribe name cannot be utilized in this document. Other specific references inserted by the tribe, including to the GBMI – Kizh Nation's cultural resources training program, are not included for similar reasons. Therefore, the consulting party contacts were also reinserted in the Appendix.

With regard to specific suggested edits, the FTA offers the following explanations:

- On page 19, we cannot determine the ultimate deposition of any artifacts inadvertently discovered that fail to meet National Register of Historic Places criteria, as the FTA would need to conduct tribal consultation with all interested parties, as is mentioned in Section 3.4, on page 34.
- On page 20, relative to monitoring ground disturbance, we have identified the sensitive project locations that the GBMI – Kizh Nation indicated to the FTA during previous consultations. We have also inserted maps (Appendix A) to visually indicate the approximate locations where archaeological and Native American monitoring will occur during construction of Phase I/Milliken Alignment; Phase II/Haven Alignment monitoring areas will be shown in an updated CRMMP once funding for that phase becomes available. These monitoring areas are located within the APE, which has received SHPO concurrence and can be found within the original and supplemental Historic Property Survey Reports.
- Edits were made to Sections 2.3 (page 23) and 2.5 (page 25) to clarify requirements for creating daily monitoring logs and monthly reports.

- On page 28, concerning the level of effort needed to assess finds, the term "standard practice guidelines" may possibly be open to varying interpretations, so we have reiterated that the field practitioners should use the framework established in the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (1983) and the National Park Service publication *The Archaeological Survey: Methods and Uses* (1978).
- On page 29, regarding unanticipated discoveries that would require avoidance, we removed "isolated artifacts" from the first bullet because these are already addressed in the next paragraph.

The FTA thanks you again for participating in the tribal consultation and your review of the CRMMP. 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,

A handwritten signature in black ink that reads "Ted Matley". The signature is written in a cursive style with a large, sweeping "T" and a long, trailing "y".

for Ray Tellis
Regional Administrator

Attachments: West Valley Corridor Connector CRMMP – May 2022



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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June 13, 2022

VIA ELECTRONIC MAIL

In reply refer to: FTA_2016_1227_001

Mr. Ray Tellis, Regional Administrator
U.S. Department of Transportation Federal Transit Administration
888 South Figueroa Street, Suite 440 Los Angeles, CA 90017-5467

RE: Continuing Section 106 Consultation for the West Valley Connector Corridor, San Bernardino and Los Angeles Counties, California –Cultural Resources Monitoring and Mitigation Plan.

Dear Mr. Tellis:

The Office of Historic Preservation (OHP) is in receipt of a letter dated May 25, 2022 from the Federal Transit Administration (FTA). FTA, in coordination with the San Bernardino County Transportation Authority (SBCTA) is continuing consultation with the State Historic Preservation Officer (SHPO) on the above referenced undertaking.

As a result of previous consultation, FTA has submitted for SHPO review and comment an Updated May 2022 Cultural Resources Monitoring and Mitigation Plan (CRMMP), which was developed in earlier consultation with the SHPO as a condition to the original finding of no adverse effect for this undertaking. FTA has also submitted supplemental documentation regarding their efforts to consult with the Gabrieleño Band of Mission Indians (GBMI)-Kizh Nation on the Updated May 2022 CRMMP. This information can be found in the body of FTA's consultation letter and in a copy of FTA's May 25, 2022 correspondence with the GBMI-Kizh Nation, which is enclosed with their consultation letter.

The SHPO has reviewed the Updated May 2022 CRMMP. Comments are provided in the document which is enclosed with this consultation letter. Please consider the SHPO's comments, revise the document accordingly, and submit the modified CRMMP in track changes for further SHPO review. If you require further information, please contact Alicia Perez at Alicia.Perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer



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

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

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415-734-9490

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

July 12, 2022

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Ms. Alicia Perez, Associate State Archaeologist

RE: Continuing Section 106 Consultation for the
West Valley Connector Corridor – Counties
of San Bernardino and Los Angeles,
California (OHP file: FTA_2016_1227_001)

Dear Ms. Polanco,

The Federal Transit Administration (FTA) in coordination with the San Bernardino County Transportation Authority (SBCTA) is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Corridor (WVCC) Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles under Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR § 800. The FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and the SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA).

On June 13, 2022, we received your office's review comments on the updated May 2022 Cultural Resources Monitoring and Mitigation Plan (CRMMP), which the FTA had submitted on May 25, 2022. We appreciate and thank you for the helpful comments provided to us, which were inserted within the document, and we have subsequently revised the CRMMP (June 2022) in response. Per your request, we have attached the latest version incorporating those modifications in track change mode to facilitate your secondary review of the plan. We have also prepared a clean and complete CRMMP in PDF format for your reference.

Pursuant to Section 106, the FTA respectfully requests the SHPO concurrence on the revised CRMMP. If you have any questions or concerns, please contact Ms. Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

Ray Tellis
Regional Administrator

Enclosures:

West Valley Connector Corridor, CRMMP (Updated June 2022, in track change mode)

West Valley Connector Corridor, CRMMP (Updated June 2022, clean, PDF version)



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 4, 2022

VIA ELECTRONIC MAIL

In reply refer to: FTA_2016_1227_001

Mr. Ray Tellis, Regional Administrator
U.S. Department of Transportation Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Continuing Section 106 Consultation for the West Valley Connector Corridor, San Bernardino and Los Angeles Counties, California –Updated June 2022 Cultural Resources Monitoring and Mitigation Plan.

Dear Mr. Tellis:

The Office of Historic Preservation (OHP) is in receipt of a letter dated July 12, 2022 from the Federal Transit Administration (FTA). FTA, in coordination with the San Bernardino County Transportation Authority (SBCTA) is continuing consultation with the State Historic Preservation Officer (SHPO) on the above referenced undertaking.

A Cultural Resources Monitoring and Mitigation Plan (CRMMP) was developed in earlier consultation with the SHPO as a condition to the original finding of no adverse effect for this undertaking. The CRMMP required revisions due to project design changes and consultation with Native American tribes, groups, and individuals. On June 13, 2022, the SHPO submitted comments to FTA on the Draft May 2022 CRMMP. FTA has revised the CRMMP based on SHPO comments and has submitted a Microsoft Word and PDF version of the Updated June 2022 CRMMP.

The SHPO has reviewed the Updated June 2022 CRMMP and has no further comments. If you require further information, please contact Alicia Perez at Alicia.Perez@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix C CORRESPONDENCE WITH INTERESTED PARTIES AND TRIBAL CONSULTATION

DRAFT

C-1

Sacred Lands File Search and Native American Consultation

DRAFT



NATIVE AMERICAN HERITAGE COMMISSION

May 13, 2021

Victor Lopez
San Bernardino County Transportation AuthorityVia Email to: VLopez@gosbcta.comCHAIRPERSON
Laura Miranda
LuiseñoVICE CHAIRPERSON
Reginald Pagaling
ChumashSECRETARY
Merri Lopez-Keifer
LuiseñoPARLIAMENTARIAN
Russell Attebery
KarukCOMMISSIONER
William Mungary
Paiute/White Mountain
ApacheCOMMISSIONER
Julie Tumamait-Stenslie
ChumashCOMMISSIONER
[Vacant]COMMISSIONER
[Vacant]COMMISSIONER
[Vacant]EXECUTIVE SECRETARY
Christina Snider
Pomo**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Changes to Phase 1 of the West Valley Corridor Connector Project, San Bernardino County

Dear Mr. Lopez:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

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.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (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 that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- 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;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the 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 result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. 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 event 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 the NAHC. With your assistance, we can assure that our consultation list remains current.

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

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
San Bernardino County
5/13/2021**

**Agua Caliente Band of Cahuilla
Indians**

Jeff Grubbe, Chairperson
5401 Dinah Shore Drive Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street Gabrielino
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roadkingcharles@aol.com

**Agua Caliente Band of Cahuilla
Indians**

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5401 Dinah Shore Drive Cahuilla
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ACBCI-THPO@aguacaliente.net

**Morongo Band of Mission
Indians**

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Fax: (951) 572-6004
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**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
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**Morongo Band of Mission
Indians**

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

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**Quechan Tribe of the Fort Yuma
Reservation**

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Preservation Officer
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Yuma, AZ, 85366
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historicpreservation@quechantribe.com

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
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Los Angeles, CA, 90012
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sgoad@gabrielino-tongva.com

**San Manuel Band of Mission
Indians**

Jessica Mauck, Director of
Cultural Resources
26569 Community Center Drive Serrano
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jmauck@sanmanuel-nsn.gov

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
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gtongva@gmail.com

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 only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Changes to Phase 1 of the West Valley Corridor Connector Project, San Bernardino County.

**Native American Heritage Commission
Tribal Consultation List
San Bernardino County
5/13/2021**

***Santa Rosa Band of Cahuilla
Indians***

Lovina Redner, Tribal Chair
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
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***Serrano Nation of Mission
Indians***

Mark Cochrane, Co-Chairperson
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***Serrano Nation of Mission
Indians***

Wayne Walker, Co-Chairperson
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***Soboba Band of Luiseno
Indians***

Isaiah Vivanco, Chairperson
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San Jacinto, CA, 92581 Luiseno
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ivivanco@soboba-nsn.gov

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

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Changes to Phase 1 of the West Valley Corridor Connector Project, San Bernardino County.

C-2

Continuing and Invitation for Consultation Letters

DRAFT



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

REGION IX
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Hawaii, Nevada, Guam,
American Samoa,
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May 27, 2021

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

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

Dear Director Garcia-Plotkin,

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), is writing to continue consultation under Section 106 of the National Historic Preservation Act (NHPA) on the proposed construction of the West Valley Connector Corridor Project (the WVCC Project), a 35-mile-long bus rapid transit (BRT) project. Omnitrans, former lead agency for the WVCC Project under the California Environmental Quality Act (CEQA), published a Notice of Preparation (NOP) on March 24, 2016 to notify the public of its intent to begin environmental studies under CEQA. The National Environmental Policy Act (NEPA) process was also initiated on March 26, 2016 for an Environmental Assessment. In May 2016, in compliance with Assembly Bill (AB) 52, Parsons, on behalf of Omnitrans, sent a project notification letter to Native American contacts provided by the Native American Heritage Commission. FTA initiated consultation by invitation per 36 CFR § 800.2(c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) on the WVCC Project beginning in August 2016 and continued consultation through 2019. The information below provides an update on the status of the approved project, an 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).

Background on Environmental Document Approval

SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposed construction of the WVCC Project, a 35-mile-long bus rapid transit (BRT) Project. The Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements, with a Notice of Availability and a digital copy of the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) was sent to all Native American and Tribal contacts during the public circulation period, from June 24 to August 8, 2019. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified

Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described below. The SBCTA Board certified the Final EIR in May 2020 and the Federal Transit Administration (FTA) issued a FONSI for the Project shortly after the Final EIR was certified. Figure 1 presents the original feature map of the project.

Description of Preferred Alternative

Alternative B, the Preferred Alternative, includes 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 in Ontario, and five center-running stations and 50 side-running stations at up to 33 locations and major intersections. The dedicated lanes segment includes 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, require permanent and temporary right of way acquisition and temporary construction easements. A partial acquisition of land along the corridor is required to accommodate roadway reconfiguration and station construction, resulting in minor partial acquisitions of some parcels adjacent to the existing roadway. 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.

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 completion in late 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I, when funding is available.

Originally proposed, the Project's bus fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new operations and maintenance (O&M) facility for light maintenance activities would be constructed as part of the proposed Project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in the City of Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site as part of the CEQA/NEPA compliance process.

Subsequent to the environmental approval of the WVCC Project in 2020, SBCTA proceeded with design refinements and has now advanced to the 90% design milestone. During this final design stage, SBCTA and Omnitrans identified changes which could be implemented to help achieve significant cost savings while adhering to the Project's original purpose and need. With the proposed changes to the Project description as outlined below, SBCTA does not anticipate a change in the implementation schedule for Phase I/Milliken Alignment. The Phase II/Haven Alignment would still occur after completion of Phase I, pending funding availability.

Proposed Project Changes

The following paragraphs and the attached Figure 2 summarize the proposed changes to the WVCC Project description stated in the Final EIR/FONSI (March 2020).

- a. ***Change in Bus Type:*** SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVC Project. Due to the unavailability of the 60-foot BEBs, SBCTA and Omnitrans concurred that 40-foot BEBs should be used to take advantage of available grant funding while still meeting the needs of the WVCC Project. A total of 18 BEBs will be purchased as part of Phase I operations. The use of 40-foot BEBs would change neither the purpose and need nor objectives of the WVCC Project as stated in the Final EIR/FONSI. WVCC stations are being designed to accommodate the use of both 40-foot and 60-foot buses to maintain future flexibility.

A study verified that the 40-foot BEB would provide the capacity needed for the anticipated number of passengers in the design year 2040. A 40-foot BEB provides for 30 to 32 seats, with an additional standing capacity for 37 persons, and a 67 to 69-person total bus capacity. An analysis indicated both the average demand (15 passengers/vehicle in the peak hour) and bus load during the peak hour (20 passengers/vehicle) would not reach full occupancy capacity on the 40-foot BEB. In sum, the 40-foot BEB will suffice for the projected passenger loads on this Project.

- b. ***Change in O&M Facility Location and Charging Infrastructure:*** With use of 40-foot buses, it was determined Omnitrans' existing West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E Arrow Highway, Montclair, currently used for light bus maintenance, could accommodate the 18 40-foot BEBs required for Phase I operations of the WVCC Project. Under this updated proposal, the previously-approved new O&M facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, but could be constructed if needed to serve the maintenance needs of the expanded bus fleet as part of the Phase II/Haven Alignment.

In order to use the existing WVVMF facility in Montclair as an O&M facility for the WVCC Project, some retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. The use of 40-foot BEBs will also require the installation of on-route chargers at the Pomona Metrolink station. However, there would be no change to the footprint of either station. The installation of the on-route chargers would occur concurrently with the WVC Project's station construction program. No additional property acquisition is required to convert the existing WVVMF in Montclair to handle the new needs associated with implementation of the WVCC Project.

The BRT buses that would go both to and from the proposed new O&M facility site in Montclair are expected to follow the current routes used by Omnitrans' local buses.

Except for the proposed changes outlined above, all other WVCC Project elements as outlined in the 2020 FEIR/FONSI would remain the same.

Cultural Resources Studies

Please see Attachment A for a narrative summary of past and current cultural resources investigations associated with the WVCC Project.

Revised Area of Potential Effects (APE)

The APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. Based on the definition in the Council on Environmental Quality (CEQ) implementing regulations, 40 CFR § 1508.8(a)-(b), direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

As a result of the proposed Project changes described above, the previously-approved archaeological and architecture/history APE is being revised and expanded to include the proposed use of the existing Omnitrans WVVMF site located at 4748 E Arrow Highway in Montclair. It is displayed on Sheet 48 of the revised APE map (Attachment B). No additional changes in the previously-approved APE map have been made.

The archaeological APE of the new O&M facility would encompass the area of 5.5 acres of the existing WVVMF. All project activities related to the construction of the new O&M facility, including construction staging and equipment storing areas, are anticipated to be contained within the WVVMF parcel. In order to use the existing WVVMF, site improvements and retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. In terms of the vertical APE for the WVVMF, the maximum depth of ground disturbance is estimated to be 10 feet below current ground surface, for purposes of the infrastructure upgrade and charging station installation. The utilities needed for the project will typically be built within a 2-3 foot depth. These expectations would be the same throughout the APE.

The architecture/history portion of the APE for the proposed Project changes includes the existing WVVMF in Montclair as cited above as the archeological APE, but also any surrounding parcels which may contain built-environment resources that may experience indirect impacts from construction and operation (e.g., visual, noise, changes to setting) should historic properties exist. At this time, based on the review of historic resources inventories, no additional historic sites have been identified near the proposed area of the existing WVVMF. The enclosed revised APE map (see sheet 48) depicts how the architecture/history APE has been expanded to include adjacent parcels with built-environment resources.

We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the State Historic Preservation Officer for concurrence.

FTA appreciates your Tribal Government's continued interest in the WVCC Project and we thank you for continuing consultation under Section 106 of the NHPA. We look forward to any comments or questions and 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 Ms. Candice Hughes at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Regional Administrator

Attachments:

- Attachment A: Summary of Cultural Resources Investigations for the WVCC Project
- Attachment B: Revised Project APE Map (showing the index mapbook sheet and the sheet covering the new O&M Facility in Montclair)
- Figure 1: Original Project Map
- Figure 2: Project Map with Proposed Changes

ATTACHMENT A

Summary of Cultural Resources Investigations and Results for the WVCC Project

To identify cultural resources that could be affected by the WVCC Project, investigations were conducted by the Secretary of Interior professionally qualified archaeologist and architectural historians 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 California Native American Heritage Commission (NAHC), a field survey of the APE, and preparation of an *Archaeological Survey Report* (ASR) and encompassed as part of the *Historic Properties Survey Report* (HPSR).

A copy of the original Archaeological Survey Report is available for downloading at this link: www.gosbcta.com/wp-content/uploads/2020/04/20180701_RPT_WVC_Cultural-Resources_02_ASR.pdf.

A Supplemental ASR and HPSR will be prepared to account for the WVC Project proposed changes to convert the Omnitrans facility in Montclair for BRT use.

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 then-proposed O&M facility in Ontario. The search indicated that there were no previously-recorded cultural resources within 0.25 mile of the three adjacent locations considered for the O&M facility in Ontario. More recently, due to the WVCC Project proposed conversion of Omnitrans' existing bus maintenance facility at 4748 E Arrow Highway, Montclair, to an O&M facility for BRT buses, on May 17, 2021, the SCCIC conducted an updated records search within 0.25-mile radius of the facility. There were two additional previously-recorded cultural resources identified to be located approximately 0.25 mile from Omnitrans' parcel. Both are considered to be historic resources and are non-archaeological in nature: "Rock Houses" or "Russian Village (P-19-180776) and earthen flood control features (P-19-180776). The records search did not indicate any known resources are located within the additional APE.

A search of the Sacred Lands File was conducted by the NAHC in March 2016, October 2017, February 2018, and most recently, with the proposed Project changes to the Montclair facility, May 13, 2021, all of which were negative.

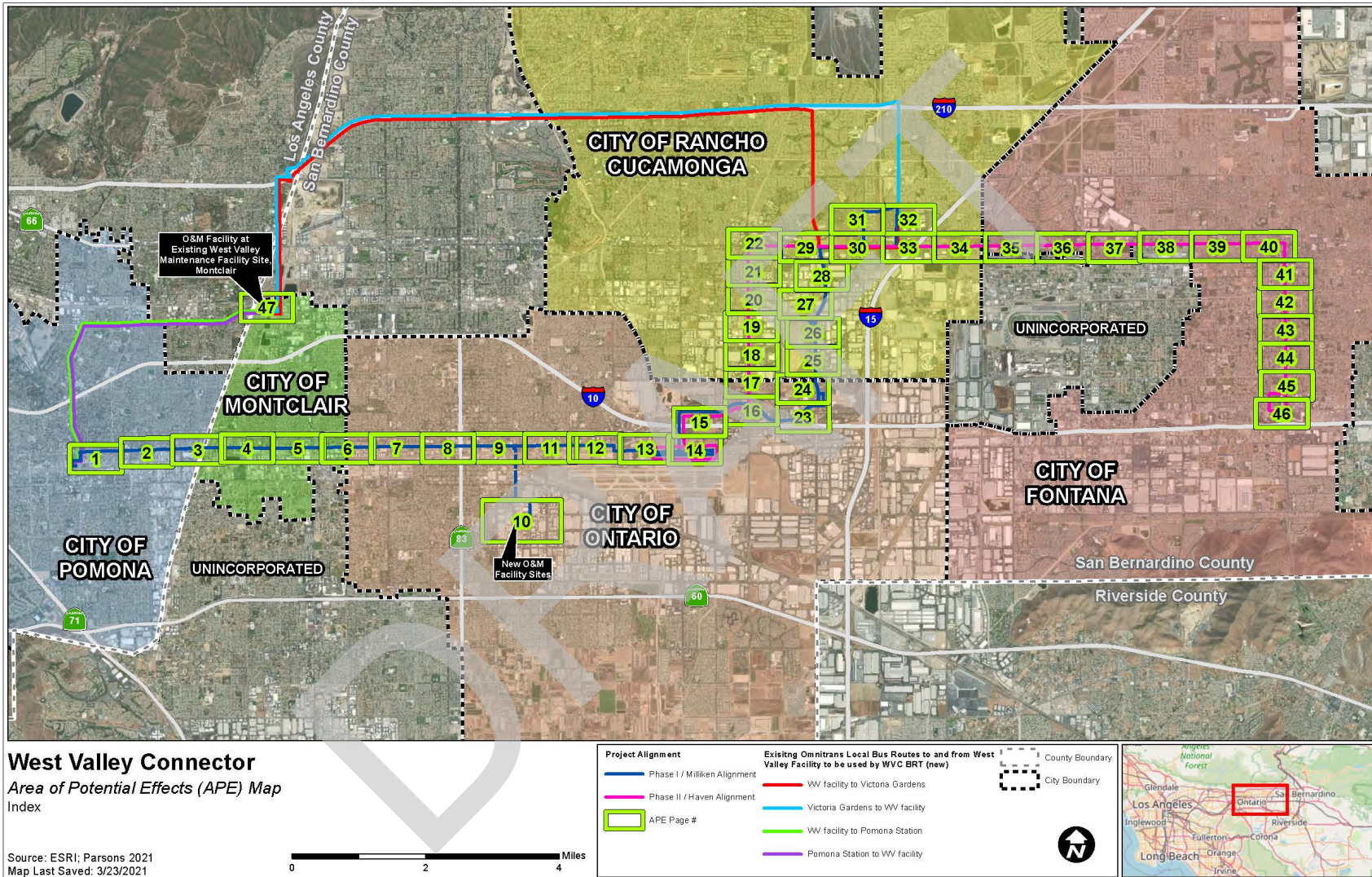
During the archaeological field surveys and investigations conducted for the WVCC Project undertaken between July 2016 and May 21, 2021, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified historic-era sites, all of them 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 were recorded and evaluated as not eligible for inclusion in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). The remaining resource, the previously-recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR. In addition, of the 496 parcels within the APE for the WVCC Project, 163 of which contained buildings, groups of buildings, or structures that were constructed in or before 1968, for which evaluations were prepared, the State Historic Preservation Officer concurred with FTA's finding on August 7, 2018, that all the previously mentioned sites and buildings were ineligible for listing in the NRHP, with the exception of the following historic properties:

- Five (5) historic properties were identified which were previously listed or determined eligible for listing in NRHP: Southern Pacific Railroad Depot (P-19-189200; 100 W. Commercial Street, Pomona); Lincoln Park Historic District, Pomona; Euclid Avenue/State Route 83 (P-36-015982, Upland and Ontario)); National Old Trails Road/Historic Route 66 (P-36-002910; CA-SBR-2910H); Malaga Underpass Bridge (P-36-015397; Fontana).
- Four (4) historic properties have been determined eligible for the NRHP as part of the survey conducted for the WVC Project: Vince's Spaghetti (1206 W. Holt Boulevard, Ontario); A.C. Moorhead House (961 W. Holt Boulevard, Ontario); The Grinder Haven (724 W. Holt Boulevard, Ontario), and Jacob Lerch House (541 E. Holt Boulevard, Ontario).

In accordance with 36 CFR § 800.5, FTA applied the criteria for adverse effect on these nine historic properties and submitted a Finding of Effect documentation in consultation with SHPO and determined that with certain mitigations and protections applied, the WVCC would not have an adverse effect on any property. On March 19, 2020, the SHPO staff expressed they did not object to that determination. Those detailed stipulations are available for review in the summary mitigation contained in the FEIR/FONSI (2020).

In compliance of the recommended mitigation measures, FTA prepared and forwarded to you a draft Cultural Resources Monitoring and Mitigation Plan (CRMMP) on which you and another Tribe reviewed and provided comment, and which we subsequently revised to incorporate recommendations. That document, which will be updated to encompass any new mitigation resulting from the on-going Native American and tribal consultation carried out under Section 106 (and by SBCTA under AB 52 as a separate consultation process), details the mitigation and monitoring protocols established for ground-disturbing aspects the WVCC Project.

Index of the Revised APE Map



APE Map of the new O&M Facility area in Montclair



West Valley Connector
Area of Potential Effects (APE) Map
 Page 47 of 47

Source: ESRI; Parsons 2021
 Map Last Saved: 5/19/2021



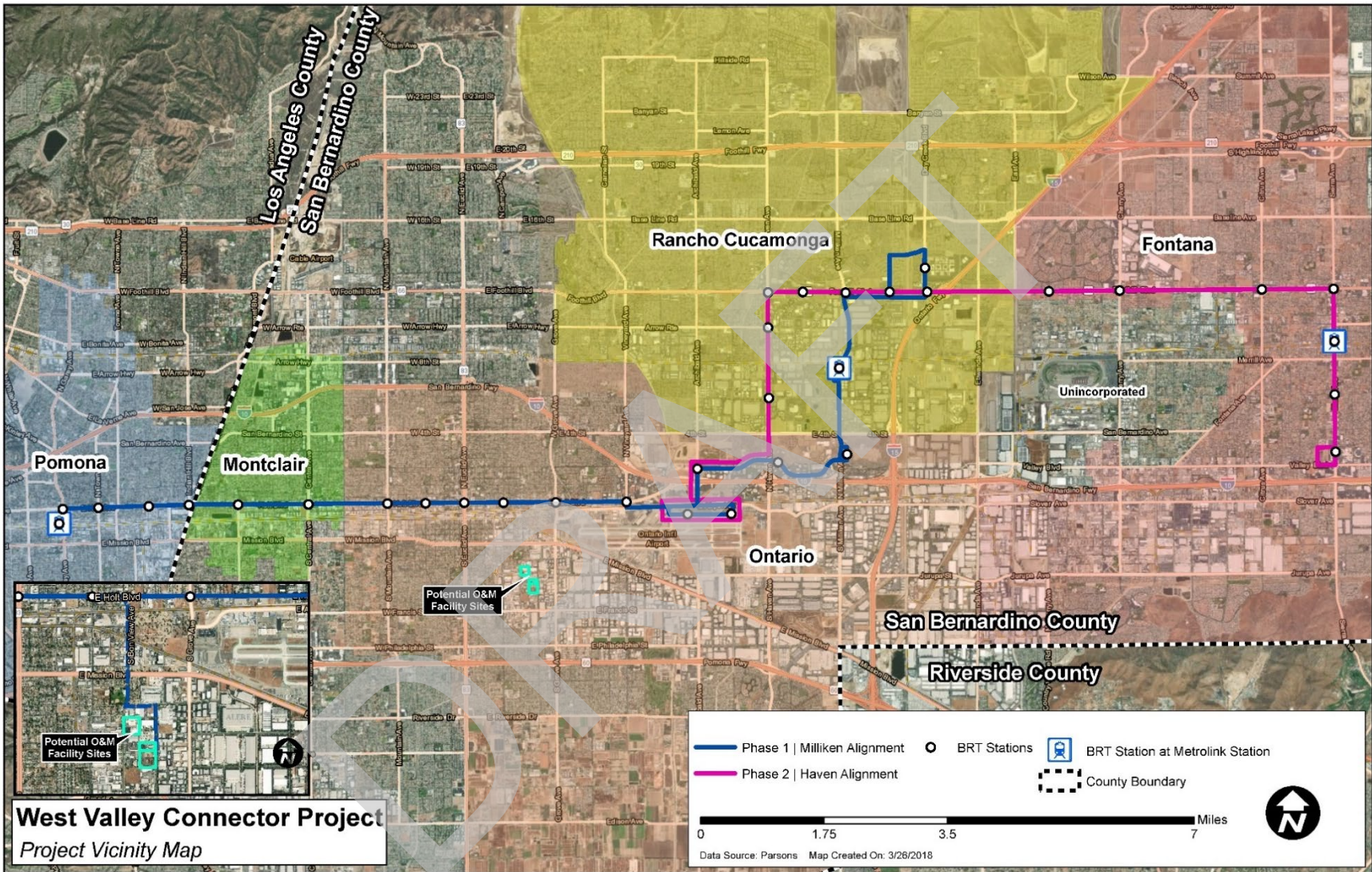


Figure 1: Original Project Map (Final EIR/FONSI, March 2020)

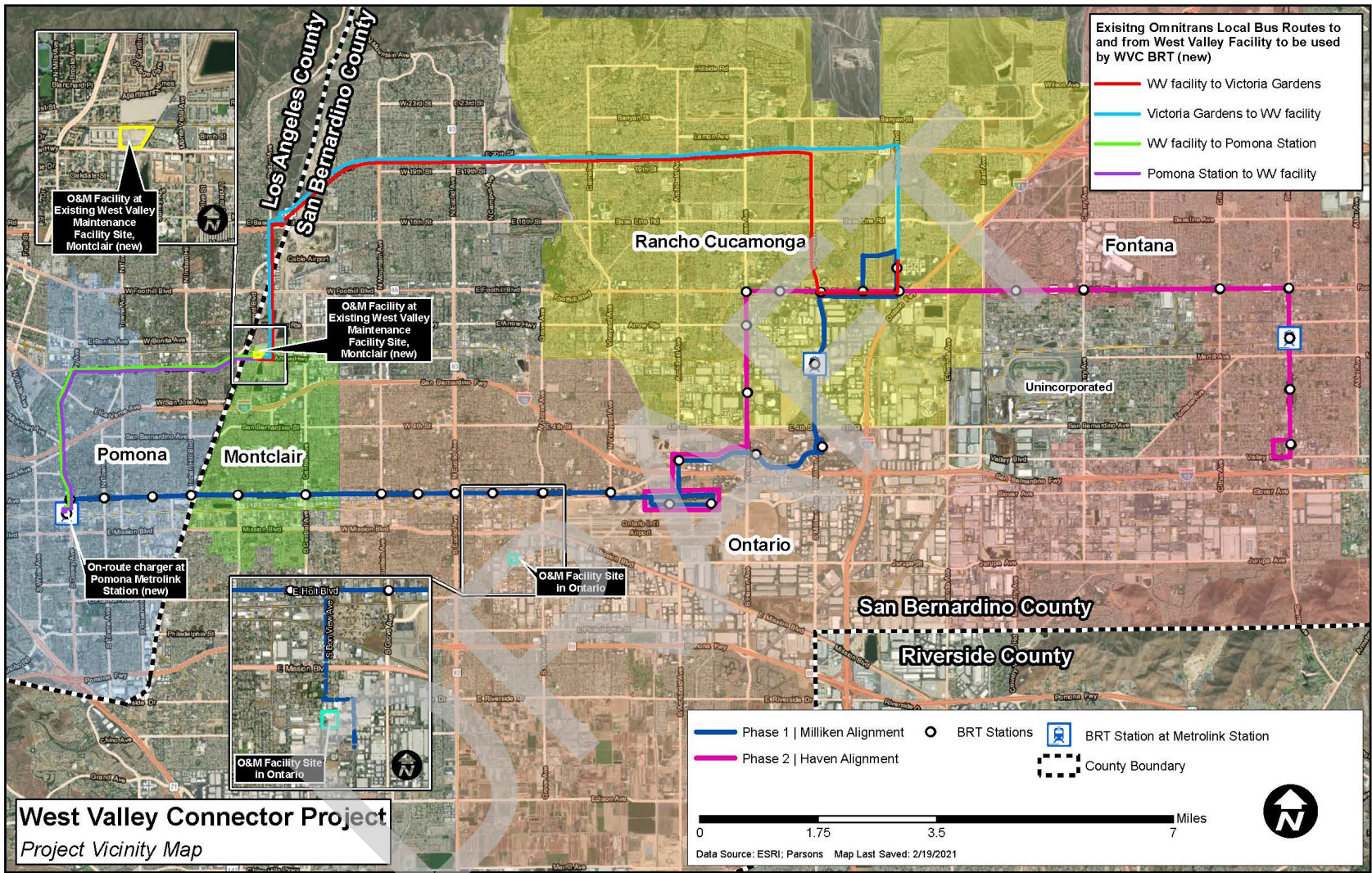


Figure 2: Project Map with Proposed Changes



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

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

May 27, 2021

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

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

Dear Chairperson Dorame,

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), is writing to initiate consultation under Section 106 of the National Historic Preservation Act (NHPA) on the proposed construction of the West Valley Connector Corridor Project (the WVCC Project), a 35-mile-long bus rapid transit (BRT) project. Omnitrans, former lead agency for the WVCC Project under the California Environmental Quality Act (CEQA), published a Notice of Preparation (NOP) on March 24, 2016 to notify the public of its intent to begin environmental studies under CEQA. The National Environmental Policy Act (NEPA) process was also initiated on March 26, 2016 for an Environmental Assessment. In May 2016, in compliance with Assembly Bill (AB) 52, Parsons, on behalf of Omnitrans, sent a project notification letter to Native American contacts provided by the Native American Heritage Commission. FTA initiated consultation by invitation per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) on the WVCC Project beginning in August 2016 and continued consultation through 2019. The information below provides an update on the status of the approved project, an 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).

Background on Environmental Document Approval

SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposed construction of the WVCC Project, a 35-mile-long bus rapid transit (BRT) Project. The Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements, with a Notice of Availability and a digital copy of the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) was sent to all Native American and Tribal contacts during the public circulation period, from June 24 to August 8, 2019. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified

Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described below. The SBCTA Board certified the Final EIR in May 2020 and the Federal Transit Administration (FTA) issued a FONSI for the Project shortly after the Final EIR was certified. Figure 1 presents the original feature map of the project.

Description of Preferred Alternative

Alternative B, the Preferred Alternative, includes 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 in Ontario, and five center-running stations and 50 side-running stations at up to 33 locations and major intersections. The dedicated lanes segment includes 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, require permanent and temporary right of way acquisition and temporary construction easements. A partial acquisition of land along the corridor is required to accommodate roadway reconfiguration and station construction, resulting in minor partial acquisitions of some parcels adjacent to the existing roadway. 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.

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 completion in late 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I, when funding is available.

Originally proposed, the Project's bus fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new operations and maintenance (O&M) facility for light maintenance activities would be constructed as part of the proposed Project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in the City of Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site as part of the CEQA/NEPA compliance process.

Subsequent to the environmental approval of the WVCC Project in 2020, SBCTA proceeded with design refinements and has now advanced to the 90% design milestone. During this final design stage, SBCTA and Omnitrans identified changes which could be implemented to help achieve significant cost savings while adhering to the Project's original purpose and need. With the proposed changes to the Project description as outlined below, SBCTA does not anticipate a change in the implementation schedule for Phase I/Milliken Alignment. The Phase II/Haven Alignment would still occur after completion of Phase I, pending funding availability.

Proposed Project Changes

The following paragraphs and the attached Figure 2 summarize the proposed changes to the WVCC Project description stated in the Final EIR/FONSI (March 2020).

- a. ***Change in Bus Type:*** SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVC Project. Due to the unavailability of the 60-foot BEBs, SBCTA and Omnitrans concurred that 40-foot BEBs should be used to take advantage of available grant funding while still meeting the needs of the WVCC Project. A total of 18 BEBs will be purchased as part of Phase I operations. The use of 40-foot BEBs would change neither the purpose and need nor objectives of the WVCC Project as stated in the Final EIR/FONSI. WVCC stations are being designed to accommodate the use of both 40-foot and 60-foot buses to maintain future flexibility.

A study verified that the 40-foot BEB would provide the capacity needed for the anticipated number of passengers in the design year 2040. A 40-foot BEB provides for 30 to 32 seats, with an additional standing capacity for 37 persons, and a 67 to 69-person total bus capacity. An analysis indicated both the average demand (15 passengers/vehicle in the peak hour) and bus load during the peak hour (20 passengers/vehicle) would not reach full occupancy capacity on the 40-foot BEB. In sum, the 40-foot BEB will suffice for the projected passenger loads on this Project.

- b. ***Change in O&M Facility Location and Charging Infrastructure:*** With use of 40-foot buses, it was determined Omnitrans' existing West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E Arrow Highway, Montclair, currently used for light bus maintenance, could accommodate the 18 40-foot BEBs required for Phase I operations of the WVCC Project. Under this updated proposal, the previously-approved new O&M facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, but could be constructed if needed to serve the maintenance needs of the expanded bus fleet as part of the Phase II/Haven Alignment.

In order to use the existing WVVMF facility in Montclair as an O&M facility for the WVCC Project, some retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. The use of 40-foot BEBs will also require the installation of on-route chargers at the Pomona Metrolink station. However, there would be no change to the footprint of either station. The installation of the on-route chargers would occur concurrently with the WVC Project's station construction program. No additional property acquisition is required to convert the existing WVVMF in Montclair to handle the new needs associated with implementation of the WVCC Project.

The BRT buses that would go both to and from the proposed new O&M facility site in Montclair are expected to follow the current routes used by Omnitrans' local buses. Except for the proposed changes outlined above, all other WVCC Project elements as outlined in the 2020 FEIR/FONSI would remain the same.

Cultural Resources Studies

Please see Attachment A for a narrative summary of past and current cultural resources investigations associated with the WVCC Project.

Revised Area of Potential Effects (APE)

The APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. Based on the definition in the Council on Environmental Quality (CEQ) implementing regulations, 40 CFR § 1508.8(a)-(b), direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

As a result of the proposed Project changes described above, the previously-approved archaeological and architecture/history APE is being revised and expanded to include the proposed use of the existing Omnitrans WVVMF site located at 4748 E Arrow Highway in Montclair. It is displayed on Sheet 47 of the revised APE map (Attachment B). No additional changes in the previously-approved APE map have been made.

The archaeological APE of the new O&M facility would encompass the area of 5.5 acres of the existing WVVMF. All project activities related to the construction of the new O&M facility, including construction staging and equipment storing areas, are anticipated to be contained within the WVVMF parcel. In order to use the existing WVVMF, site improvements and retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. In terms of the vertical APE for the WVVMF, the maximum depth of ground disturbance is estimated to be 10 feet below current ground surface, for purposes of the infrastructure upgrade and charging station installation. The utilities needed for the project will typically be built within a 2-3 foot depth. These expectations would be the same throughout the APE.

The architecture/history portion of the APE for the proposed Project changes includes the existing WVVMF in Montclair as cited above as the archeological APE, but also any surrounding parcels which may contain built-environment resources that may experience indirect impacts from construction and operation (e.g., visual, noise, changes to setting) should historic properties exist. At this time, based on the review of historic resources inventories, no additional historic sites have been identified near the proposed area of the existing WVVMF. The enclosed revised APE map (see sheet 47) depicts how the architecture/history APE has been expanded to include adjacent parcels with built-environment resources.

We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the State Historic Preservation Officer for concurrence.

Previous Consultation

The NAHC provided the names of 11 individuals or contacts representing 10 Native American tribal governments in its initial response to a search request of its Sacred Lands File in 2016 to which FTA subsequently sent Section 106 consultation invitation letters to all Native American contacts on August 10, 2016. In response to a change in the WVCC Project, another request to the NAHC in 2018 yielded a list that expanded to 25 individuals or contacts representing 19 Native American tribes, which to whom FTA sent to all a new consultation invitation letter, on May 21, 2018. Two tribes requested formal consultation on the WVCC and FTA has continued consultation. With the recent proposed Project modifications, as described earlier in this letter, we again requested from the NAHC a search of their Sacred Lands File and to provide us an updated Native American contact list. In a response dated May 13, 2021, the NAHC provided an updated list identifying 15 individuals representing 12 Native American tribes. FTA is sending a letter inviting consultation under Section 106 of the NHPA to all those identified in the most up-to-date NAHC list.

If you would like to consult on the WVC Project under Section 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 Ms. Candice Hughes at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Regional Administrator

Attachments:

- Attachment A: Summary of Cultural Resources Investigations for the WVCC Project
- Attachment B: Revised Project APE Map (showing the index mapbook sheet and the sheet covering the new O&M Facility in Montclair)
- Figure 1: Original Project Map
- Figure 2: Project Map with Proposed Changes

ATTACHMENT A

Summary of Cultural Resources Investigations and Results for the WVCC Project

To identify cultural resources that could be affected by the WVCC Project, investigations were conducted by the Secretary of Interior professionally qualified archaeologist and architectural historians 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 California Native American Heritage Commission (NAHC), a field survey of the APE, and preparation of an *Archaeological Survey Report* (ASR) and encompassed as part of the *Historic Properties Survey Report* (HPSR).

A copy of the original Archaeological Survey Report is available for downloading at this link: www.gosbcta.com/wp-content/uploads/2020/04/20180701_RPT_WVC_Cultural-Resources_02_ASR.pdf.

A Supplemental ASR and HPSR will be prepared to account for the WVC Project proposed changes to convert the Omnitrans facility in Montclair for BRT use.

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 then-proposed O&M facility in Ontario. The search indicated that there were no previously-recorded cultural resources within 0.25 mile of the three adjacent locations considered for the O&M facility in Ontario. More recently, due to the WVCC Project proposed conversion of Omnitrans' existing bus maintenance facility at 4748 E Arrow Highway, Montclair, to an O&M facility for BRT buses, on May 17, 2021, the SCCIC conducted an updated records search within 0.25-mile radius of the facility. There were two additional previously-recorded cultural resources identified to be located approximately 0.25 mile from Omnitrans' parcel. Both are considered to be historic resources and are non-archaeological in nature: "Rock Houses" or "Russian Village (P-19-180776) and earthen flood control features (P-19-180776). The records search did not indicate any known resources are located within the additional APE.

A search of the Sacred Lands File was conducted by the NAHC in March 2016, October 2017, February 2018, and most recently, with the proposed Project changes to the Montclair facility, May 13, 2021, all of which were negative.

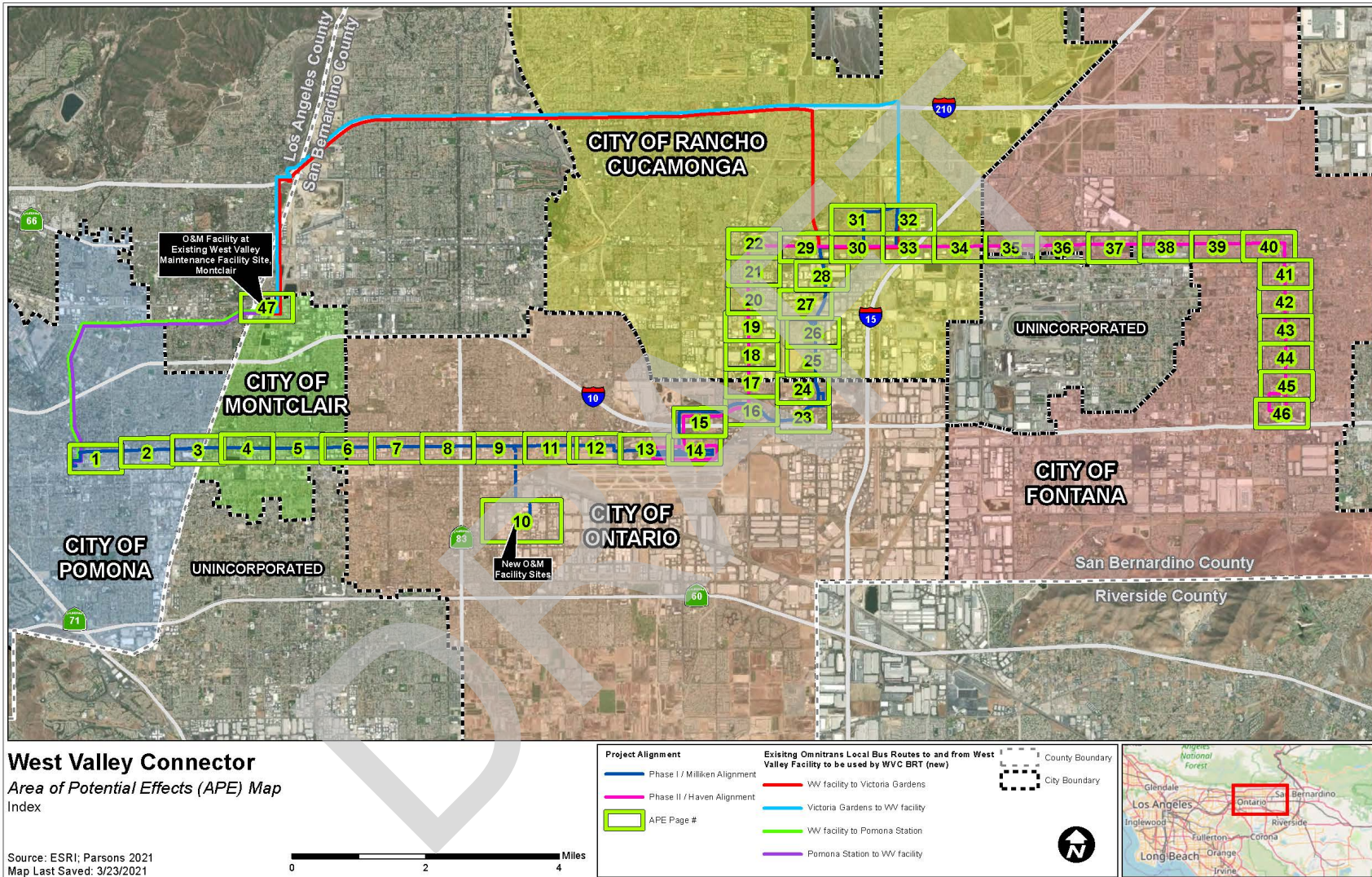
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- Five (5) historic properties were identified which were previously listed or determined eligible for listing in NRHP: Southern Pacific Railroad Depot (P-19-189200; 100 W. Commercial Street, Pomona); Lincoln Park Historic District, Pomona; Euclid Avenue/State Route 83 (P-36-015982, Upland and Ontario)); National Old Trails Road/Historic Route 66 (P-36-002910; CA-SBR-2910H); Malaga Underpass Bridge (P-36-015397; Fontana).
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In accordance with 36 CFR § 800.5, FTA applied the criteria for adverse effect on these nine historic properties and submitted a Finding of Effect documentation in consultation with SHPO and determined that with certain mitigations and protections applied, the WVCC would not have an adverse effect on any property. On March 19, 2020, the SHPO staff expressed they did not object to that determination. Those detailed stipulations are available for review in the summary mitigation contained in the FEIR/FONSI (2020).

In compliance of the recommended mitigation measures for the WVCC Project, FTA prepared a draft Cultural Resources Monitoring and Mitigation Plan (CRMMP), which incorporates recommendations from tribes with whom we have consulted under Section 106 of the NHPA. That document, which will be updated to encompass any new mitigation resulting from the ongoing Native American and tribal consultation carried out under Section 106 (and by SBCTA under AB 52 as a separate consultation process), details the mitigation and monitoring protocols established for ground-disturbing aspects the WVCC Project.

Index of the Revised APE Map



APE Map of the new O&M Facility area in Montclair



West Valley Connector
Area of Potential Effects (APE) Map
 Page 47 of 47

Source: ESRI; Parsons 2021
 Map Last Saved: 5/19/2021

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

0 500 1,000 Feet



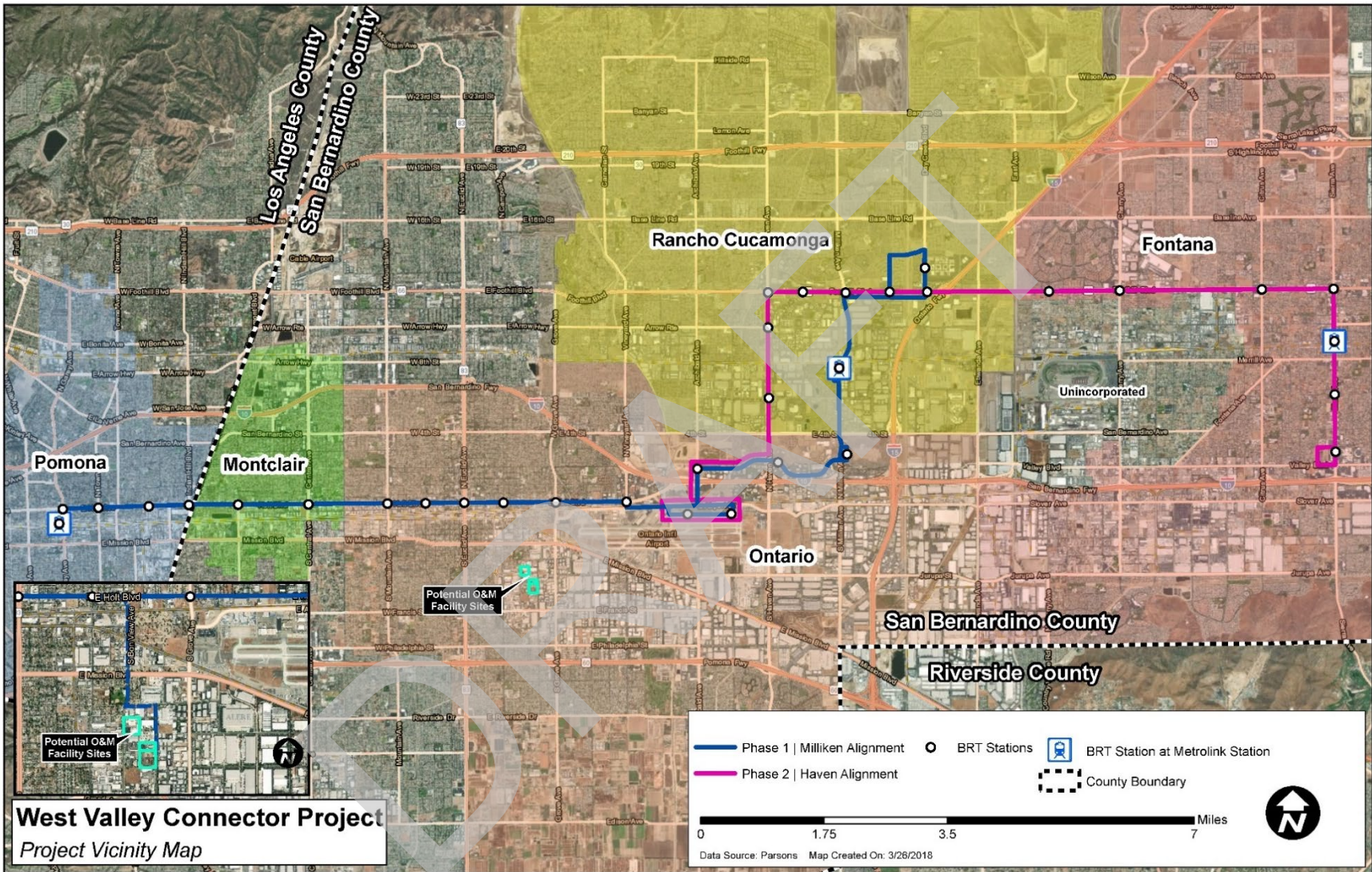


Figure 1: Original Project Map (Final EIR/FONSI, March 2020)

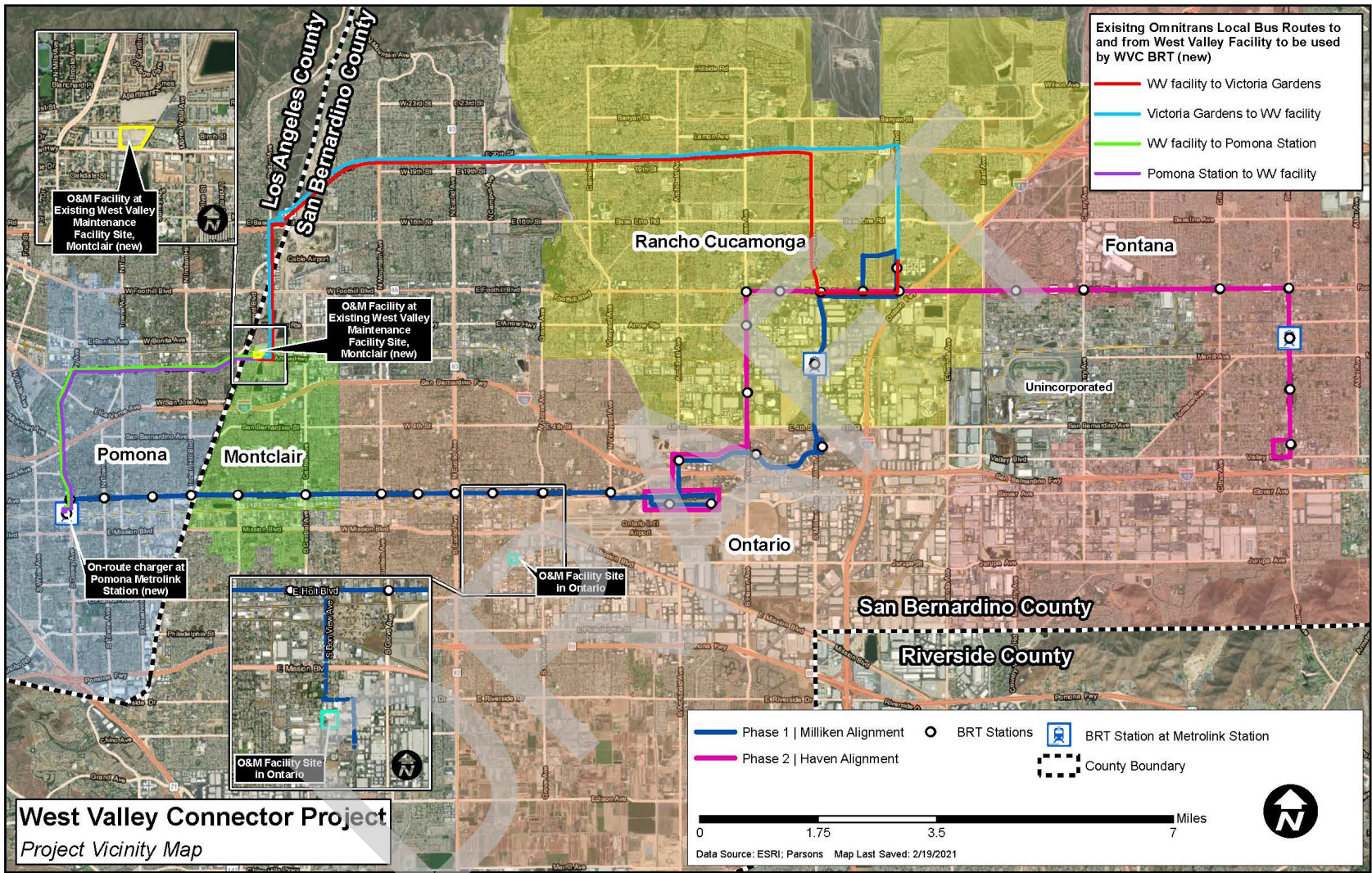


Figure 2: Project Map with Proposed Changes



June 4, 2021

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

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 Salas:

The San Bernardino County Transportation Authority (SBCTA) is writing to continue consultation under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and AB 52 on the proposed construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. Parsons, on behalf of Omnitrans (the former CEQA lead agency) sent the formal notification to your government about the proposed Project in May 2016 and SBCTA sent a notification in April 2018 following changes in the Project. We consulted with the tribe in 2018 and continued consultation in 2019. The information below provides an update on the status of the approved project, a description of some modifications to the project description, and a recap 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).

Background on Environmental Document Approval

SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, and the Federal Transit Administration (FTA), has proposed construction of the WVC Project, a 35-mile-long bus rapid transit (BRT) Project. The Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The environmental review process for the proposed Project was completed in accordance with CEQA and National Environmental Policy Act requirements, with a Notice of Availability and digital copy of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) having been sent to all Native American and Tribal contacts during the public circulation period, from June 24 to August 8, 2019. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described below. The SBCTA Board certified the Final EIR in May 2020 and FTA issued a FONSI for the Project shortly after the Final EIR was certified. Figure 1 (Attachment B) presents the original feature map of the project.

Description of Preferred Alternative

Alternative B, the Preferred Alternative, includes 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 in Ontario, and five center-running stations and 50 side-running stations at up to 33 locations/ major intersections. The dedicated lanes segment includes 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, require permanent and temporary right of way acquisition and temporary construction easements. A partial acquisition of land along the corridor is required to accommodate roadway reconfiguration and station construction, resulting in minor partial acquisitions of some parcels adjacent to the existing roadway. 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.

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 completion in late 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I, when funding is available.

As originally proposed, the Project's bus fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new operations and maintenance (O&M) facility for light maintenance activities would be constructed as part of the proposed Project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in the City of Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site as part of the CEQA/NEPA compliance process.

Subsequent to the environmental approval of the WVC Project in 2020, as described earlier, SBCTA proceeded with design refinements and has now advanced to the 90% design milestone. During the final design stage, SBCTA and Omnitrans identified some changes could be implemented to help achieve significant cost savings while adhering to the Project's original purpose and need. With the proposed changes to the Project description as outlined below, SBCTA does not anticipate a change in the implementation schedule for Phase I/Milliken Alignment. The Phase II/Haven Alignment would still occur after completion of Phase I, pending funding availability.

Proposed Project Changes

The following paragraphs and the attached Figure 2 (Attachment B) summarize the proposed changes to the WVC Project description stated in the Final EIR/FONSI (March 2020).

a. Change in Bus Type

SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVC Project. Due to the unavailability of the 60-foot BEBs, SBCTA and Omnitrans concurred that 40-foot BEBs should

be used to take advantage of available grant funding while still meeting the needs of the WVC Project. A total of 18 BEBs will be purchased as part of Phase I operations. The use of 40-foot BEBs would change neither the purpose and need nor objectives of the WVC Project as stated in the Final EIR/FONSI. WVC stations are being designed to accommodate the use of both 40-foot and 60-foot buses to maintain future flexibility.

A study verified that the 40-foot BEB would provide the capacity needed for the anticipated number of passengers in the design year 2040. A 40-foot BEB provides for 30 to 32 seats, with an additional standing capacity for 37 persons, and a 67 to 69-person total bus capacity. An analysis indicated both the average demand (15 passengers/vehicle in the peak hour) and bus load during the peak hour (20 passengers/vehicle) would not reach full occupancy capacity on the 40-foot BEB. In sum, the 40-foot BEB will suffice for the projected passenger loads on this Project.

b. Change in O&M Facility Location and Charging Infrastructure

With use of 40-foot buses, it was determined Omnitrans' existing West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E Arrow Highway, Montclair, currently used for light bus maintenance, could accommodate the 18 40-foot BEBs required for Phase I operations of the WVC Project. Under this updated proposal, the previously-approved new O&M facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, but could be constructed if needed to serve the maintenance needs of the expanded bus fleet as part of the Phase II/Haven Alignment.

In order to use the existing WVVMF facility in Montclair as an O&M facility for the WVC Project, some retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. The use of 40-foot BEBs will also require the installation of on-route chargers at the Pomona Metrolink station. However, there would be no change to the footprint of either station. The installation of the on-route chargers would occur concurrently with the WVC Project's station construction program. No additional property acquisition is required to convert the existing WV vehicle maintenance facility in Montclair to handle the new needs associated with implementation of the WVC Project.

The BRT buses that would go both to and from the proposed new O&M facility site in Montclair are expected to follow the current routes used by Omnitrans' local buses. Except for the proposed changes outlined above, all other WVC Project elements as outlined in the 2020 FEIR/FONSI would remain the same.

Cultural Resources Studies

Please see Attachment A for a narrative summary of past and current cultural resources investigations associated with the WVC Project. Attachment B contains project figures.

Revised Area of Potential Effects (APE)

The APE is the geographic area or areas within which an undertaking (or Project) may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR § 800.16(d)]. Based on the definition in the Council on Environmental Quality (CEQ) implementing regulations, 40 CFR § 1508.8(a)-(b), direct effects are caused by the action and

occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

As a result of the proposed Project changes described above, the previously-approved archaeological and architecture/history APE is being revised and expanded to include the proposed use of the existing Omnitrans WVVMF, located at 4748 E Arrow Highway in Montclair, and as displayed in Figure 3 (Attachment B). No additional changes in the previously-approved APE map have been made.

The archaeological APE of the new O&M facility would encompass the area of 5.5 acres of the existing WVVMF. All project activities related to the construction of the new O&M facility, including construction staging and equipment storing areas, are anticipated to be contained within the WCCMF parcel. In order to use the existing WVVMF, site improvements and retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. In terms of the vertical APE for the O&M facility, the maximum depth of ground disturbance is estimated to be 10 feet below current ground surface, for purposes of the infrastructure upgrade and charging station installation. 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 architecture/history portion of the APE for the proposed Project changes includes the existing O&M facility in Montclair as cited above as the archeological APE, but also any surrounding parcels which may contain built-environment resources 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 the review of historic resources inventories, no historic sites have been identified. The enclosed close-up APE figure depicts how the architecture/history APE has been expanded to include adjacent parcels with built-environment resources.

We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the State Historic Preservation Officer for concurrence under Section 106 of the National Historic Preservation Act.

We appreciate your Tribal Government's continued interest in the WVC Project and we thank you for continuing consultation pursuant to PRC § 21080.3.1 and AB 52. We look forward to receiving any comments you may have. If you have any questions or comments, please contact me at the address below, or via email at vlopez@gosbbcta.com. If you have any questions, I can be reached at 909-884-8276.

Sincerely,



Carrie Schindler on behalf of

Victor Lopez, PE
Program Manager, Transit & Rail Programs
SBCTA
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA. 92410-1715

Attachments:

Attachment A: Summary of Cultural Resources Investigations for the WVC Project

Attachment B: Exhibits

Figure 1, Original Project Map

Figure 2, Project Map with Proposed Changes

Figure 3, Revised APE Incorporating in Montclair's Proposed WVVMF Conversion

DRAFT

ATTACHMENT A

Summary of Cultural Resources Investigations and Results for the WVC Project

To identify cultural resources that could be affected by the WVC Project, investigations were conducted by the Secretary of Interior professionally qualified archaeologist and architectural historians 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 California Native American Heritage Commission (NAHC), a field survey of the APE, and preparation of an *Archaeological Survey Report* (ASR) and encompassed as part of the *Historic Properties Survey Report* (HPSR). A copy of the original Archaeological Survey Report is available for downloading at this link: www.gosbcta.com/wp-content/uploads/2020/04/20180701_RPT_WVC_Cultural-Resources_02_ASR.pdf. A Supplemental ASR and HPSR will be prepared to account for the WVC Project proposed changes to convert the Omnitrans facility in Montclair for BRT use.

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 then-proposed O&M facility in Ontario. The search indicated that there were no previously-recorded cultural resources within 0.25 mile of the three adjacent locations considered for the O&M facility in Ontario. More recently, due to the WVC Project proposed conversion of Omnitrans' existing bus maintenance facility at 4748 E Arrow Highway, Montclair, to an O&M facility for BRT purposes, on May 17, 2021, the SCCIC conducted an updated records search within 0.25-mile radius of the facility. There were two additional previously-recorded cultural resources identified to be located approximately 0.25 mile from the Omnitrans parcel, both of a historic nature and non-archaeological in nature. The records search did not indicate any resources were located within the additional APE.

A search of the Sacred Lands File was conducted by the NAHC in March 2016, October 2017, February 2018, and most recently, with the proposed Project changes to the existing Montclair facility, May 13, 2021, all of which were negative.

During the archaeological field surveys and investigations conducted for the WVC Project undertaken between July 2016 and May 21, 2021, the latter date which included the Omnitrans parcel in Montclair, a total of 13 archaeological resources were identified within the project APE, including 2 previously recorded resources and 11 newly identified historic-era sites, all of them 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 were recorded and evaluated as not eligible for inclusion in the

National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). The remaining resource, the previously-recorded National Old Trails Road/Route 66 (P-36-002910), is listed in the NRHP and is eligible for the CRHR. In addition, of the 496 parcels within the APE for the WVC Project, 163 of which contained buildings, groups of buildings, or structures that were constructed in or before 1968, for which evaluations were prepared, the State Historic Preservation Officer concurred with FTA's finding on August 7, 2018, that all the previously mentioned sites and buildings were ineligible for listing in the NRHP, with the exception of the following historic properties:

- Five (5) historic properties were identified which were already listed or determined eligible for listing in NRHP through previous Section 106 review: Southern Pacific Railroad Depot (P-19-189200; 100 W. Commercial Street, Pomona); Lincoln Park Historic District, Pomona; Euclid Avenue/State Route 83 (P-36-015982, Upland and Ontario); National Old Trails Road/Historic Route 66 (P-36-002910; CA-SBR-2910H); Malaga Underpass Bridge (P-36-015397; Fontana).
- Four (4) historic properties have been determined eligible for the NRHP as part of the survey conducted for the WVC Project: Vince's Spaghetti (1206 W. Holt Boulevard, Ontario); A.C. Moorhead House (961 W. Holt Boulevard, Ontario); The Grinder Haven (724 W. Holt Boulevard, Ontario), and Jacob Lerch House (541 E. Holt Boulevard, Ontario).

In accordance with 36 CFR § 800.5, FTA applied the criteria for adverse effect on these nine historic properties and submitted a Finding of Effect documentation in consultation with SHPO and determined that with certain mitigations and protections applied, the WVC would not have an adverse effect on any property. On March 19, 2020, the SHPO staff expressed they did not object to that determination. Those detailed stipulations are available for review in the summary mitigation contained in the FEIR/FONSI (2020).

As part of the project, SBCTA and FTA prepared a draft Cultural Resources Monitoring and Mitigation Plan (CRMMP), which was subsequently revised to incorporate recommendations from two tribes. That document, which will be updated to encompass any new mitigation resulting from the on-going Native American and tribal consultation carried out under AB 52 and/or Section 106 on the proposed project changes discussed in the foregoing letter, details the mitigation and monitoring protocols established for ground-disturbing aspects of the WVC Project.

Attachment B: Exhibits

DRAFT

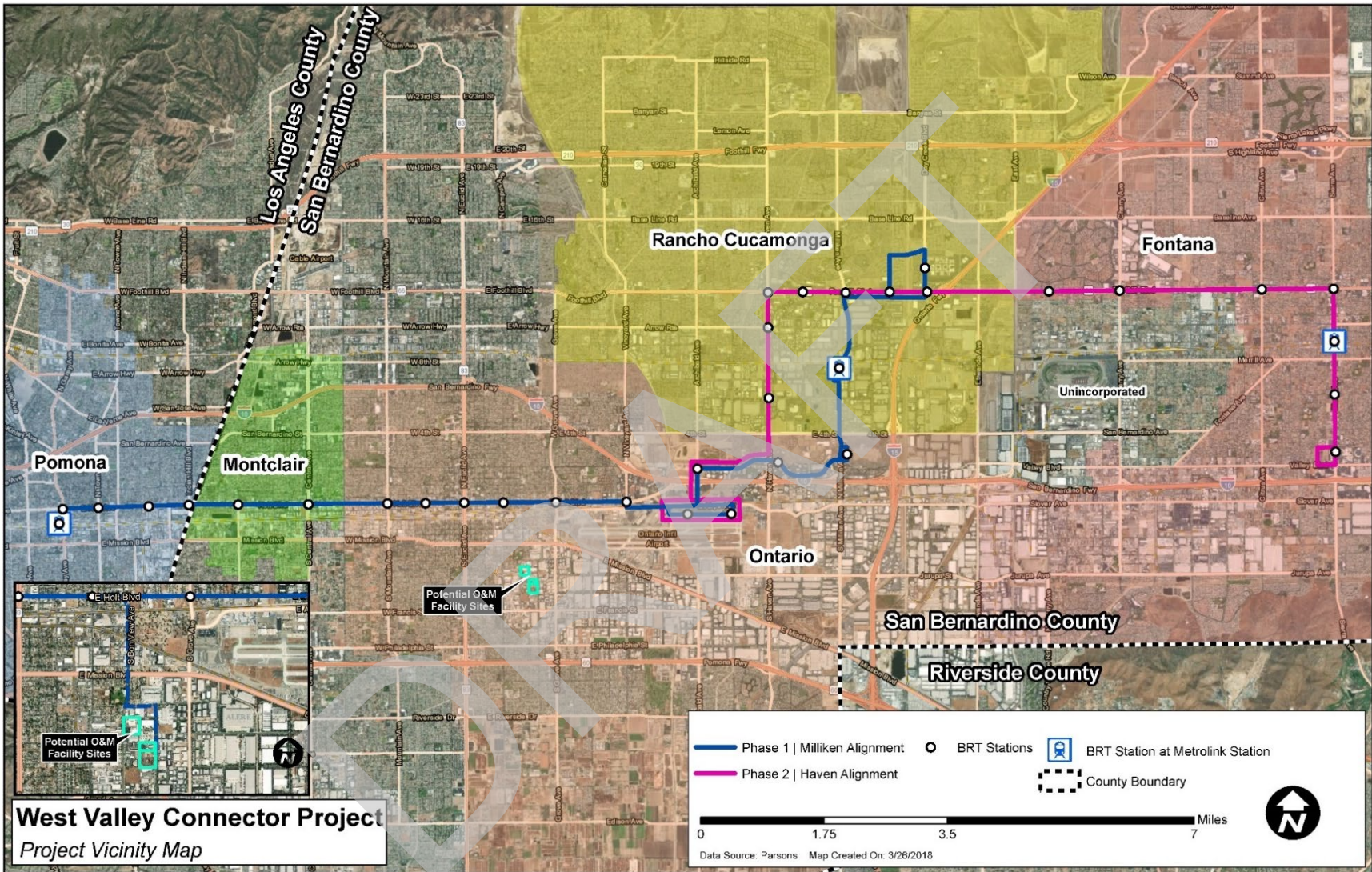


Figure 1: Original Project Map (Final EIR/FONSI, March 2020)

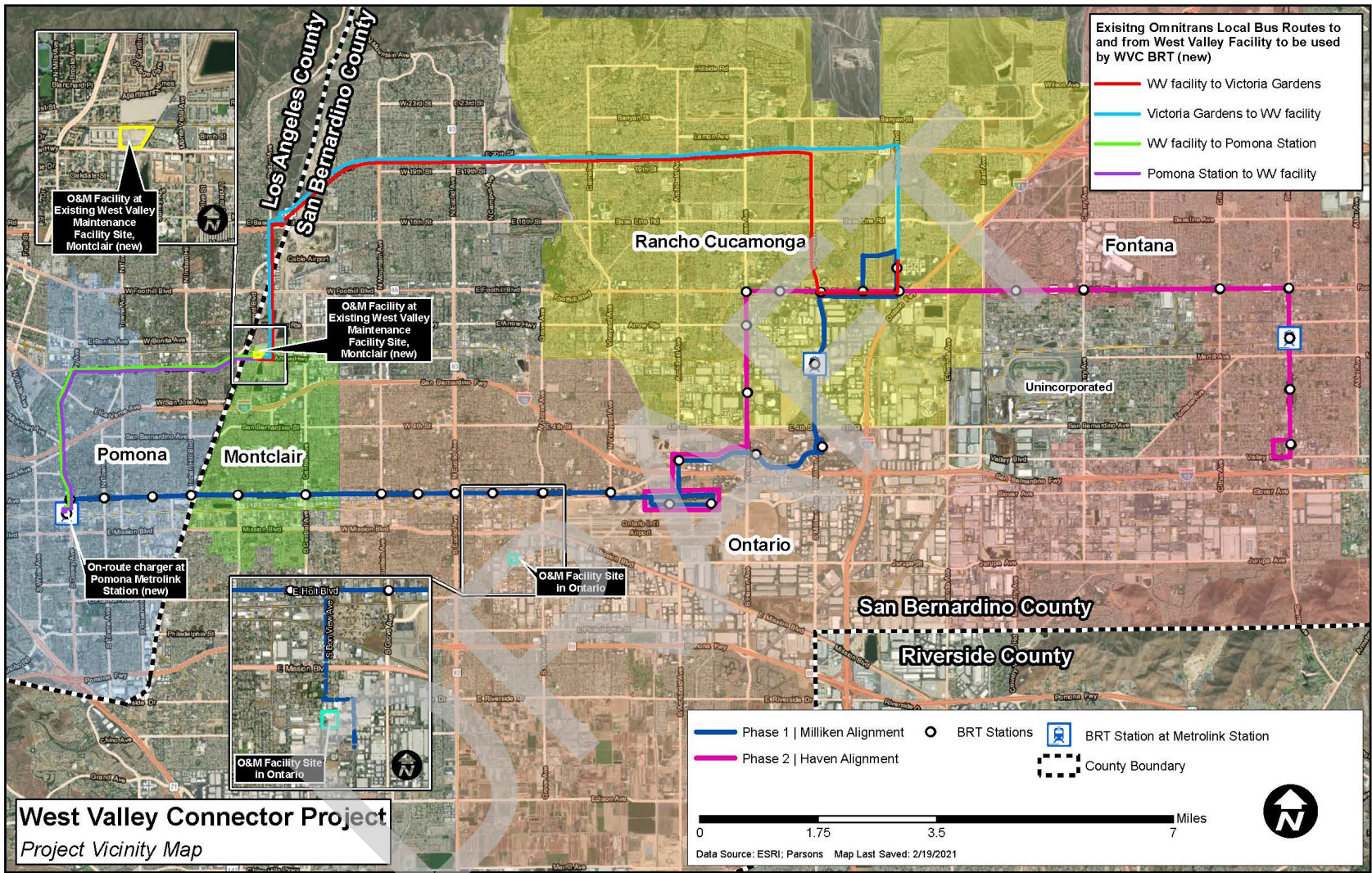


Figure 2: Project Map with Proposed Changes

Figure 3/1 Index of the Revised APE Map

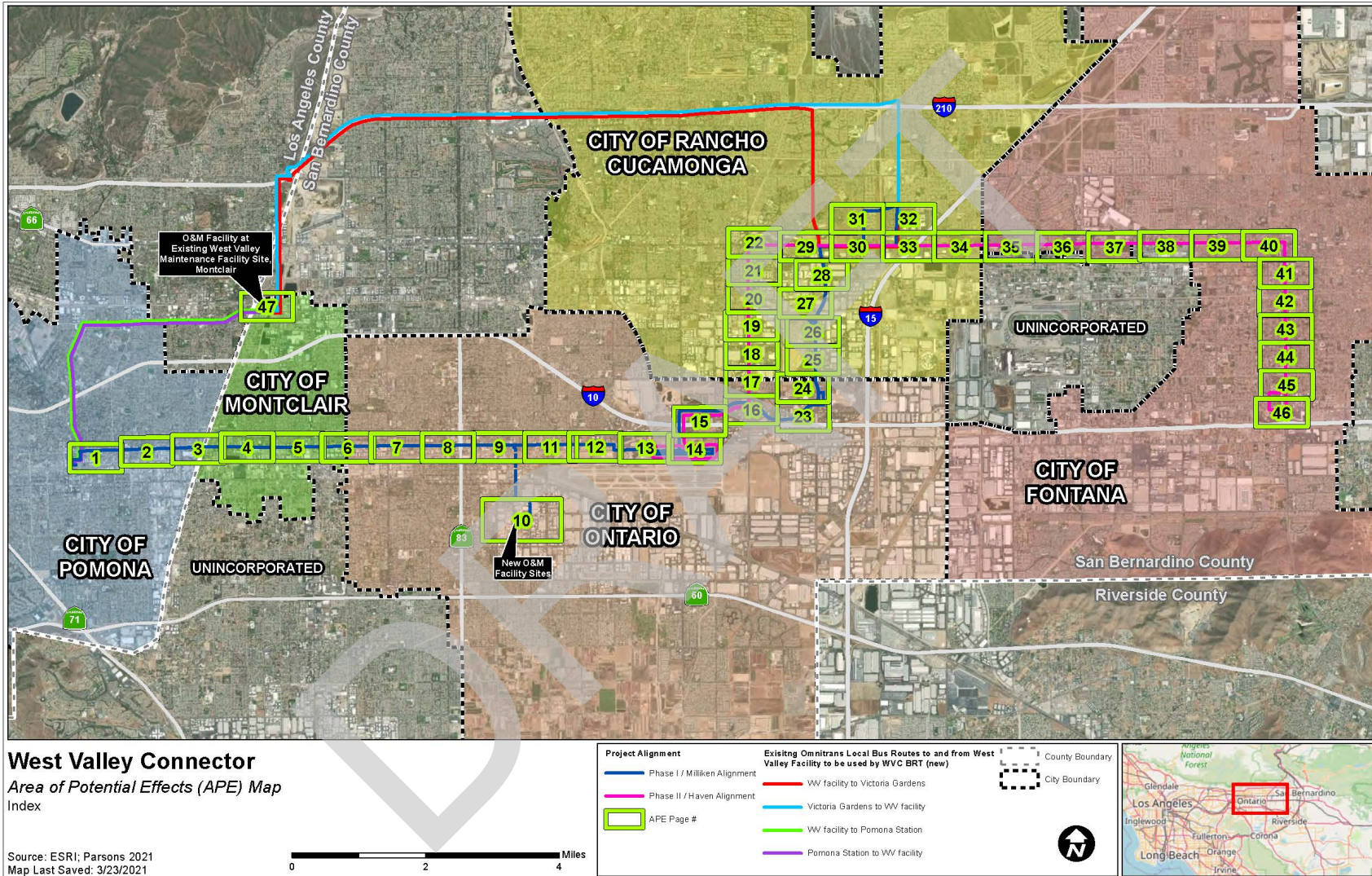
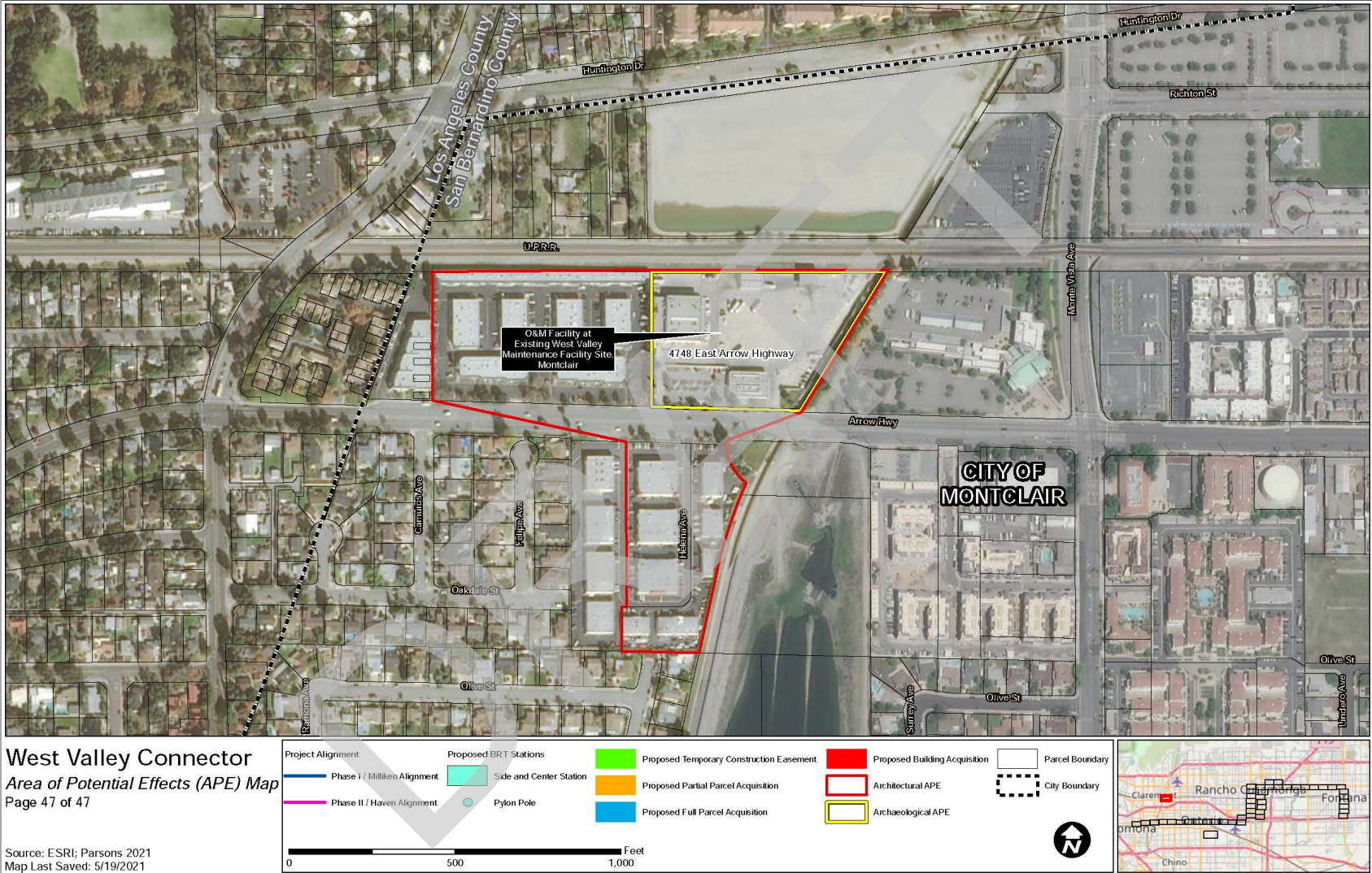


Figure 3/2 APE Map of the new O&M Facility area in Montclair





June 4, 2021

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

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 Grubbe:

The San Bernardino County Transportation Authority (SBCTA) is writing to provide notice under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and AB 52, to consult on the proposed construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. Formal consultation notices have been provided on the WVC Project to Native American contacts provided by the Native American Heritage Committee (NAHC) in 2016 and 2018. The information below provides an update on the status of the approved project, a description of some modifications to the project description, and a recap 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).

Background on Environmental Document Approval

SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, and the Federal Transit Administration (FTA), has proposed construction of the WVC Project, a 35-mile-long bus rapid transit (BRT) Project. The Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The environmental review process for the proposed Project was completed in accordance with CEQA and National Environmental Policy Act requirements, with a Notice of Availability and digital copy of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) having been sent to all Native American and Tribal contacts during the public circulation period, from June 24 to August 8, 2019. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described below. The SBCTA Board certified the Final EIR in May 2020 and FTA issued a FONSI for the Project shortly after the Final EIR was certified. Figure 1 (Attachment B) presents the original feature map of the project.

Description of Preferred Alternative

Alternative B, the Preferred Alternative, includes 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 in Ontario, and five center-running stations and 50 side-running stations at up to 33 locations/ major intersections. The dedicated lanes segment includes 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, require permanent and temporary right of way acquisition and temporary construction easements. A partial acquisition of land along the corridor is required to accommodate roadway reconfiguration and station construction, resulting in minor partial acquisitions of some parcels adjacent to the existing roadway. 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.

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 completion in late 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I, when funding is available.

As originally proposed, the Project's bus fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new operations and maintenance (O&M) facility for light maintenance activities would be constructed as part of the proposed Project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in the City of Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site as part of the CEQA/NEPA compliance process.

Subsequent to the environmental approval of the WVC Project in 2020, as described earlier, SBCTA proceeded with design refinements and has now advanced to the 90% design milestone. During the final design stage, SBCTA and Omnitrans identified some changes could be implemented to help achieve significant cost savings while adhering to the Project's original purpose and need. With the proposed changes to the Project description as outlined below, SBCTA does not anticipate a change in the implementation schedule for Phase I/Milliken Alignment. The Phase II/Haven Alignment would still occur after completion of Phase I, pending funding availability.

Proposed Project Changes

The following paragraphs and the attached Figure 2 (Attachment B) summarize the proposed changes to the WVC Project description stated in the Final EIR/FONSI (March 2020).

a. Change in Bus Type

SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVC Project. Due to the unavailability of the 60-foot BEBs, SBCTA and Omnitrans concurred that 40-foot BEBs should

be used to take advantage of available grant funding while still meeting the needs of the WVC Project. A total of 18 BEBs will be purchased as part of Phase I operations. The use of 40-foot BEBs would change neither the purpose and need nor objectives of the WVC Project as stated in the Final EIR/FONSI. WVC stations are being designed to accommodate the use of both 40-foot and 60-foot buses to maintain future flexibility.

A study verified that the 40-foot BEB would provide the capacity needed for the anticipated number of passengers in the design year 2040. A 40-foot BEB provides for 30 to 32 seats, with an additional standing capacity for 37 persons, and a 67 to 69-person total bus capacity. An analysis indicated both the average demand (15 passengers/vehicle in the peak hour) and bus load during the peak hour (20 passengers/vehicle) would not reach full occupancy capacity on the 40-foot BEB. In sum, the 40-foot BEB will suffice for the projected passenger loads on this Project.

b. Change in O&M Facility Location and Charging Infrastructure

With use of 40-foot buses, it was determined Omnitrans' existing West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E Arrow Highway, Montclair, currently used for light bus maintenance, could accommodate the 18 40-foot BEBs required for Phase I operations of the WVC Project. Under this updated proposal, the previously-approved new O&M facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, but could be constructed if needed to serve the maintenance needs of the expanded bus fleet as part of the Phase II/Haven Alignment.

In order to use the existing WVVMF facility in Montclair as an O&M facility for the WVC Project, some retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. The use of 40-foot BEBs will also require the installation of on-route chargers at the Pomona Metrolink station. However, there would be no change to the footprint of either station. The installation of the on-route chargers would occur concurrently with the WVC Project's station construction program. No additional property acquisition is required to convert the existing WV vehicle maintenance facility in Montclair to handle the new needs associated with implementation of the WVC Project.

The BRT buses that would go both to and from the proposed new O&M facility site in Montclair are expected to follow the current routes used by Omnitrans' local buses. Except for the proposed changes outlined above, all other WVC Project elements as outlined in the 2020 FEIR/FONSI would remain the same.

Cultural Resources Studies

Please see Attachment A for a narrative summary of past and current cultural resources investigations associated with the WVC Project. Attachment B contains project figures.

Revised Area of Potential Effects (APE)

The APE is the geographic area or areas within which an undertaking (or Project) may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR § 800.16(d)]. Based on the definition in the Council on Environmental Quality (CEQ) implementing regulations, 40 CFR § 1508.8(a)-(b), direct effects are caused by the action and

occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

As a result of the proposed Project changes described above, the previously-approved archaeological and architecture/history APE is being revised and expanded to include the proposed use of the existing Omnitrans WVVMF, located at 4748 E Arrow Highway in Montclair, and as displayed in Figure 3 (Attachment B). No additional changes in the previously-approved APE map have been made.

The archaeological APE of the new O&M facility would encompass the area of 5.5 acres of the existing WVVMF. All project activities related to the construction of the new O&M facility, including construction staging and equipment storing areas, are anticipated to be contained within the WCCMF parcel. In order to use the existing WVVMF, site improvements and retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. In terms of the vertical APE for the O&M facility, the maximum depth of ground disturbance is estimated to be 10 feet below current ground surface, for purposes of the infrastructure upgrade and charging station installation. 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.

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We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the State Historic Preservation Officer for concurrence under Section 106 of the National Historic Preservation Act.

If you would like to consult under PRC § 21080.3.1 and AB 52, please be aware that you have 30 calendar days from receipt of this letter to notify us in writing that you wish to consult on this Project. Please provide the lead contact person's contact information and mail your request to me at the address below, or via email at vlopez@gosbbcta.com. If you have any questions, I can be reached at 909-884-8276.

Sincerely,



Carrie Schindler on behalf of

Victor Lopez, PE
Program Manager, Transit & Rail Programs
SBCTA
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA. 92410-1715

Attachments:

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DRAFT

ATTACHMENT A

Summary of Cultural Resources Investigations and Results for the WVC Project

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As part of the project, SBCTA and FTA prepared a draft Cultural Resources Monitoring and Mitigation Plan (CRMMP), which was subsequently revised to incorporate recommendations from two tribes. That document, which will be updated to encompass any new mitigation resulting from the on-going Native American and tribal consultation carried out under AB 52 and/or Section 106 on the proposed project changes discussed in the foregoing letter, details the mitigation and monitoring protocols established for ground-disturbing aspects of the WVC Project.

Attachment B: Exhibits

DRAFT

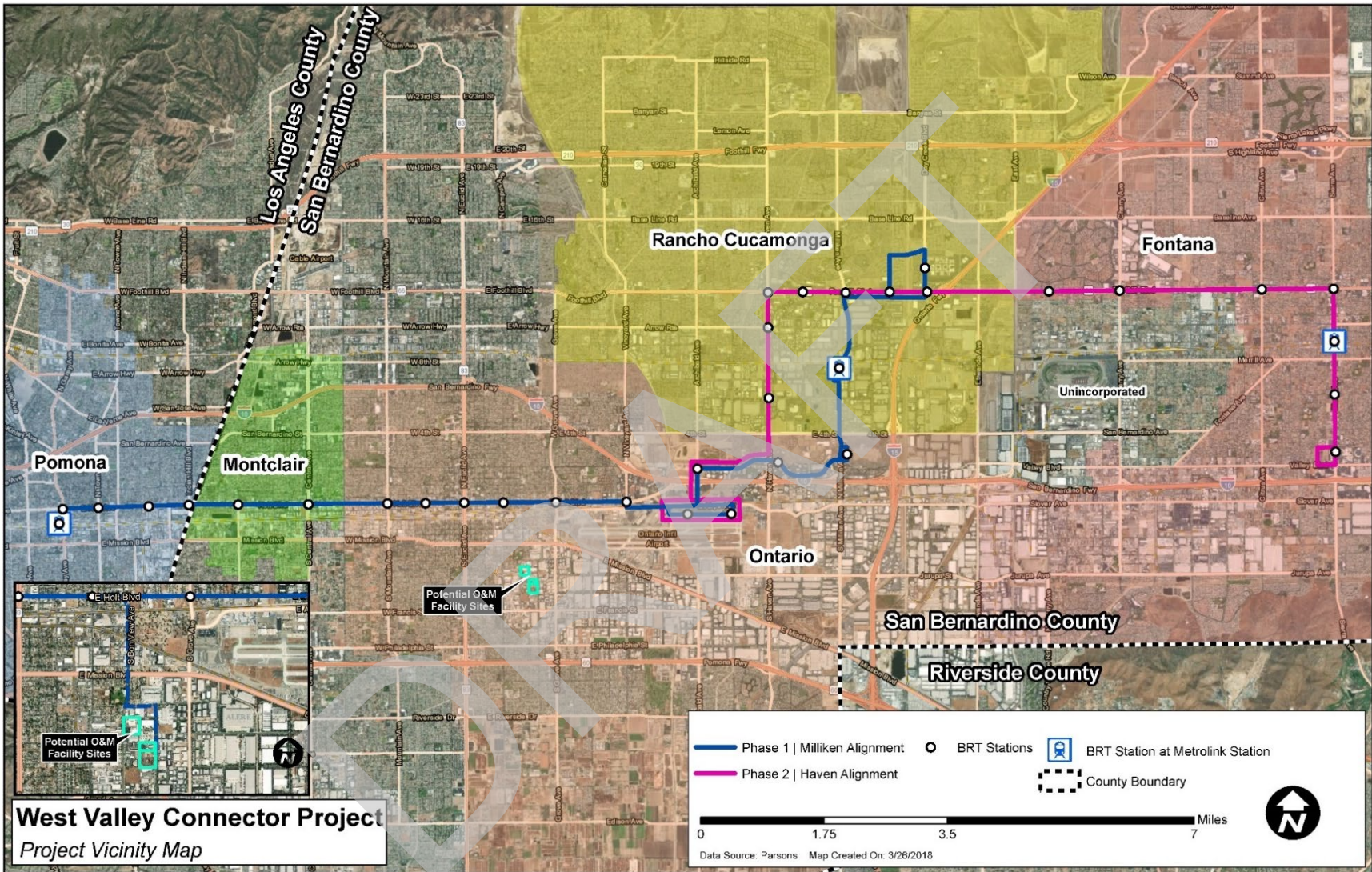


Figure 1: Original Project Map (Final EIR/FONSI, March 2020)

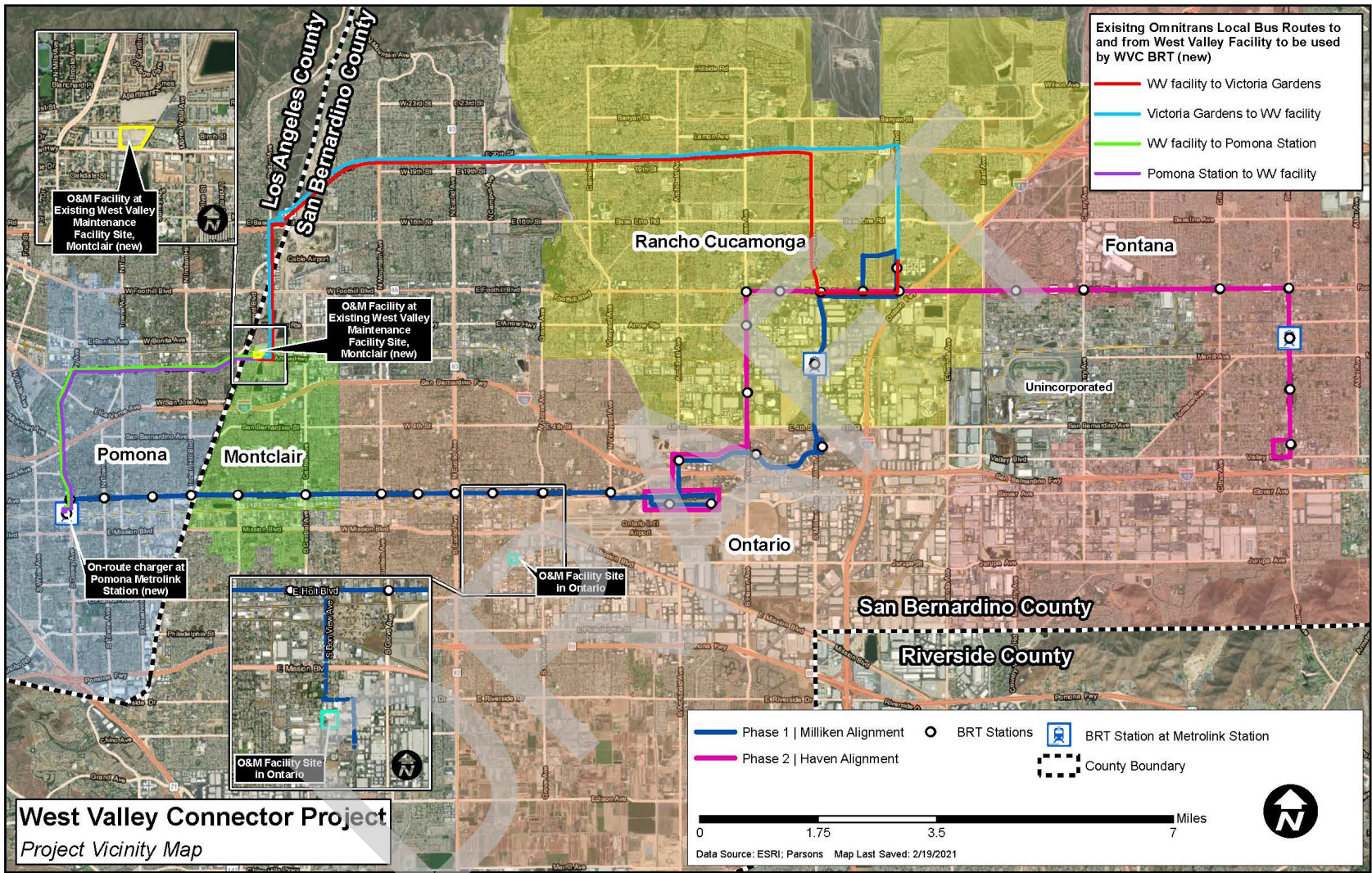


Figure 2: Project Map with Proposed Changes

Figure 3/1 Index of the Revised APE Map

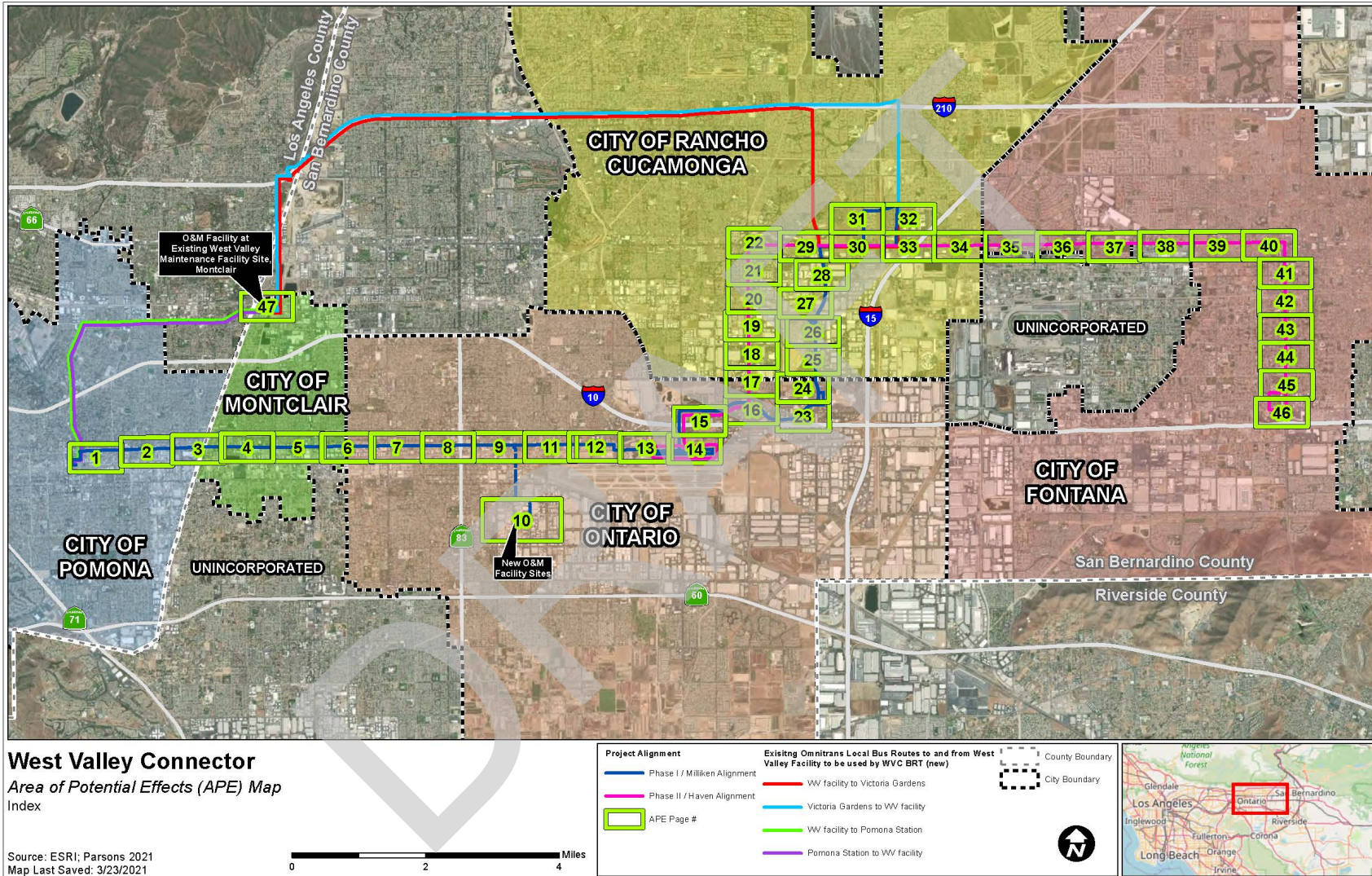
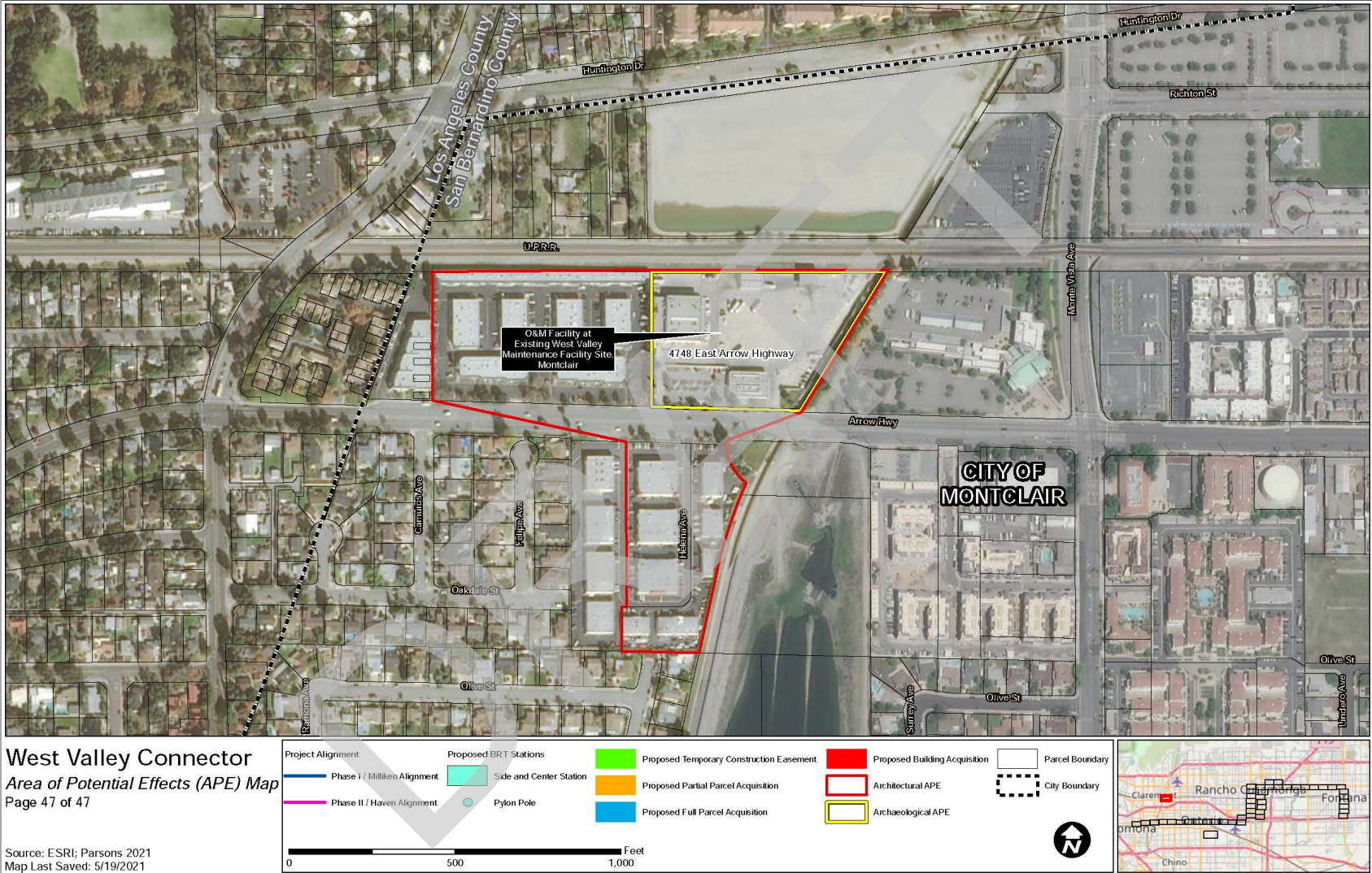


Figure 3/2 APE Map of the new O&M Facility area in Montclair



C-3

Invitation for Consultation to the City of Ontario

DRAFT



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

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

June 16, 2021

Mr. Rudy Zeledon
Planning Director
City of Ontario
303 East "B" Street
Ontario, CA 91764-4105

Re: West Valley Connector Corridor Project –
Interested Parties Continuing Coordination

Dear Mr. Zeledon,

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), proposes construction of the West Valley Connector Corridor Project (the WVCC Project), a 35-mile-long bus rapid transit (BRT) project. Omnitrans, former lead agency for the WVCC Project under the California Environmental Quality Act (CEQA), published a Notice of Preparation (NOP) on March 24, 2016 to notify the public and agencies of its intent to begin environmental studies under CEQA. The National Environmental Policy Act (NEPA) process was also initiated on March 26, 2016 for an Environmental Assessment. Because the City of Ontario has demonstrated an interest, the information below is intended to provide you an update on the status of the approved project, an updated project description, a brief summary of the results of cultural resources studies that have been conducted to comply with Section 106 of the National Historic Preservation Act (NHPA), and initial efforts to identify historic properties in a revised Area of Potential of Effects (APE).

Background on Environmental Document Approval

SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposed construction of the WVCC Project, a 35-mile-long bus rapid transit (BRT) Project. The Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements, with a Notice of Availability and a digital copy of the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) circulated for review and comment from June 24 to August 8, 2019. As you may know, the City of Ontario provided comments on the DEIR/EA on August 8, 2019, in part concerning the City's local historic preservation regulations and required mitigation under CEQA for its locally significant historic resources, language which was subsequently incorporated in the Final EIR under CEQA. The Final EIR and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described below.

The SBCTA Board certified the Final EIR in May 2020 and the Federal Transit Administration (FTA) issued a FONSI for the Project shortly after the Final EIR was certified. Figure 1 presents the original feature map of the project.

Description of Preferred Alternative

Alternative B, the Preferred Alternative, includes 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 in Ontario, and five center-running stations and 50 side-running stations at up to 33 locations and major intersections. The dedicated lanes segment includes 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, require permanent and temporary right of way acquisition and temporary construction easements. A partial acquisition of land along the corridor is required to accommodate roadway reconfiguration and station construction, resulting in minor partial acquisitions of some parcels adjacent to the existing roadway. 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.

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 completion in late 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I, when funding is available.

As originally proposed, the Project's bus fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new operations and maintenance (O&M) facility for light maintenance activities would be constructed as part of the proposed Project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in the City of Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site as part of the CEQA/NEPA compliance process.

Subsequent to the environmental approval of the WVCC Project in 2020, SBCTA proceeded with design refinements and has now advanced to the 90% design milestone. During this final design stage, SBCTA and Omnitrans identified changes which could be implemented to help achieve significant cost savings while adhering to the Project's original purpose and need. With the proposed changes to the Project description as outlined below, SBCTA does not anticipate a change in the implementation schedule for Phase I/Milliken Alignment. The Phase II/Haven Alignment would still occur after completion of Phase I, pending funding availability.

Proposed Project Changes

The following paragraphs and the attached Figure 2 summarize the proposed changes to the WVCC Project description stated in the Final EIR/FONSI (March 2020):

- a. ***Change in Bus Type:*** SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVC Project. Due to the unavailability of the 60-foot BEBs, SBCTA and Omnitrans concurred that 40-foot BEBs should be used to take advantage of available grant funding while still meeting the needs of the WVCC Project. A total of 18 BEBs will be purchased as part of Phase I operations. The use of 40-foot BEBs would change neither the purpose and need nor objectives of the WVCC Project as stated in the Final EIR/FONSI. WVCC stations are being designed to accommodate the use of both 40-foot and 60-foot buses to maintain future flexibility.

A study verified that the 40-foot BEB would provide the capacity needed for the anticipated number of passengers in the design year 2040. A 40-foot BEB provides for 30 to 32 seats, with an additional standing capacity for 37 persons, and a 67 to 69-person total bus capacity. An analysis indicated both the average demand (15 passengers/vehicle in the peak hour) and bus load during the peak hour (20 passengers/vehicle) would not reach full occupancy capacity on the 40-foot BEB. In sum, the 40-foot BEB will suffice for the projected passenger loads on this Project.

- b. ***Change in O&M Facility Location and Charging Infrastructure:*** With use of 40-foot buses, it was determined Omnitrans' existing West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E Arrow Highway, Montclair, currently used for light bus maintenance, could accommodate the 18 40-foot BEBs required for Phase I operations of the WVCC Project. Under this updated proposal, the previously-approved new O&M facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, but could be constructed if needed to serve the maintenance needs of the expanded bus fleet as part of the Phase II/Haven Alignment.

In order to use the existing WVVMF facility in Montclair as an O&M facility for the WVCC Project, some retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. The use of 40-foot BEBs will also require the installation of on-route chargers at the Pomona Metrolink station. However, there would be no change to the footprint of either station. The installation of the on-route chargers would occur concurrently with the WVC Project's station construction program. No additional property acquisition is required to convert the existing WVVMF in Montclair to handle the new needs associated with implementation of the WVCC Project.

The BRT buses that would go both to and from the proposed new O&M facility site in Montclair are expected to follow the current routes used by Omnitrans' local buses. Except for the proposed changes outlined above, all other WVCC Project elements as outlined in the 2020 FEIR/FONSI would remain the same.

Cultural Resources Studies

Please see Attachment A for a narrative summary of past and current cultural resources investigations associated with the WVCC Project, as well as a brief status update regarding two of the historic properties in Ontario.

Revised Area of Potential Effects (APE)

The APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. Based on the definition in the Council on Environmental Quality (CEQ) implementing regulations, 40 CFR § 1508.8(a)-(b), direct effects are caused by the action and occur at the same time and place. Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. The consideration of direct effects and indirect effects may include, but are not limited to physical impacts, changes in visual, auditory, or seismic settings.

As a result of the proposed Project changes described above, the previously-approved archaeological and architecture/history APE is being revised and expanded to include the proposed use of the existing Omnitrans WVVMF site located at 4748 E Arrow Highway in Montclair. It is displayed on Sheet 47 of the revised APE map (Attachment B). No additional changes in the previously-approved APE map have been made.

The archaeological APE of the new O&M facility would encompass the area of 5.5 acres of the existing WVVMF. All project activities related to the construction of the new O&M facility, including construction staging and equipment storing areas, are anticipated to be contained within the WVVMF parcel. In order to use the existing WVVMF, site improvements and retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. In terms of the vertical APE for the WVVMF, the maximum depth of ground disturbance is estimated to be 10 feet below current ground surface, for purposes of the infrastructure upgrade and charging station installation. The utilities needed for the project will typically be built within a 2-3 foot depth. These expectations would be the same throughout the APE.

The architecture/history portion of the APE for the proposed Project changes includes the existing WVVMF in Montclair as cited above as the archeological APE, but also any surrounding parcels which may contain built-environment resources that may experience indirect impacts from construction and operation (e.g., visual, noise, changes to setting) should historic properties exist. At this time, based on the review of historic resources inventories, no additional historic sites have been identified near the proposed area of the existing WVVMF. The enclosed revised APE map (see sheet 47) depicts how the architecture/history APE has been expanded to include adjacent parcels with built-environment resources.

We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the State Historic Preservation Officer for concurrence.

If you would like to consult on the WVCC 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 Ms. Candice Hughes at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



Ray Tellis
Regional Administrator

Attachments:

- Attachment A: Summary of Cultural Resources Investigations for the WVCC Project
- Attachment B: Revised Project APE Map (showing the index mapbook sheet and the sheet covering the new O&M Facility in Montclair)
- Figure 1: Original Project Map
- Figure 2: Project Map with Proposed Changes

ATTACHMENT A

Summary of Cultural Resources for the WVCC Project

To identify cultural resources that could be affected by the WVCC Project, investigations were conducted by the Secretary of Interior professionally qualified archaeologists and architectural historians for compliance with Section 106 of the NHPA and CEQA between 2016 to 2018. These cultural resource investigations included records searches with the South Central Coastal Information Center (SCCIC), Sacred Lands File (SLF) searches with the California Native American Heritage Commission (NAHC), a field survey of the APE, and preparation of an *Archaeological Survey Report (ASR)* and a *Historic Resources Evaluation Report (HRER)*, both incorporated as part of the *Historic Properties Survey Report (HPSR)*. These documents to identify historic properties were submitted to the State Historic Preservation Officer (SHPO) for which concurrence was received on August 7, 2018.

Of the 496 parcels within the APE for the WVCC Project, 163 of which contained buildings, groups of buildings, or structures that were constructed in or before 1968, for which evaluations were prepared, the SHPO concurred with FTA's finding that all but the following sites and buildings were ineligible for listing in the NRHP:

- Five (5) historic properties were identified which were previously listed or determined eligible for listing in NRHP: Southern Pacific Railroad Depot (P-19-189200; 100 W. Commercial Street, Pomona); Lincoln Park Historic District, Pomona; Euclid Avenue/State Route 83 (P-36-015982, Upland and Ontario)); National Old Trails Road/Historic Route 66 (P-36-002910; CA-SBR-2910H); Malaga Underpass Bridge (P-36-015397; Fontana).
- Four (4) historic properties were determined eligible for listing in the NRHP as part of the survey conducted for the WVC Project: Vince's Spaghetti (1206 W. Holt Boulevard, Ontario); A.C. Moorhead House (961 W. Holt Boulevard, Ontario); The Grinder Haven (724 W. Holt Boulevard, Ontario), and Jacob Lerch House (541 E. Holt Boulevard, Ontario).

In accordance with 36 CFR § 800.5, FTA applied the criteria for adverse effect on these nine historic properties and submitted a Finding of Effect documentation in consultation with SHPO and determined that with certain mitigations and protections applied, the WVCC would not have an adverse effect on any property. On March 19, 2020, SHPO expressed no objection to that determination. Those detailed stipulations are available for review in the summary mitigation contained in the FEIR/FONSI (2020).

Concerning two of these historic properties, changes have occurred since the Finding of Effect documentation was submitted to SHPO. First, with project engineering redesign, the Canary Island palms in the front yard at the Jacob Lerch House (541 E. Holt Boulevard, Ontario) will now be protected and left in place. Second, the condition of the existing historic neon sign at the front of The Grinder Haven (724 W. Holt Boulevard, Ontario), has been substantively altered by the current property owner (confirmed by Ms. Diane Ayala, senior planner on your staff) and may no longer be considered a contributor to the NRHP-eligible property, though the restaurant

building itself would remain eligible. Our plans remain to temporarily relocate the historic sign during construction and place back on the property after project completion.

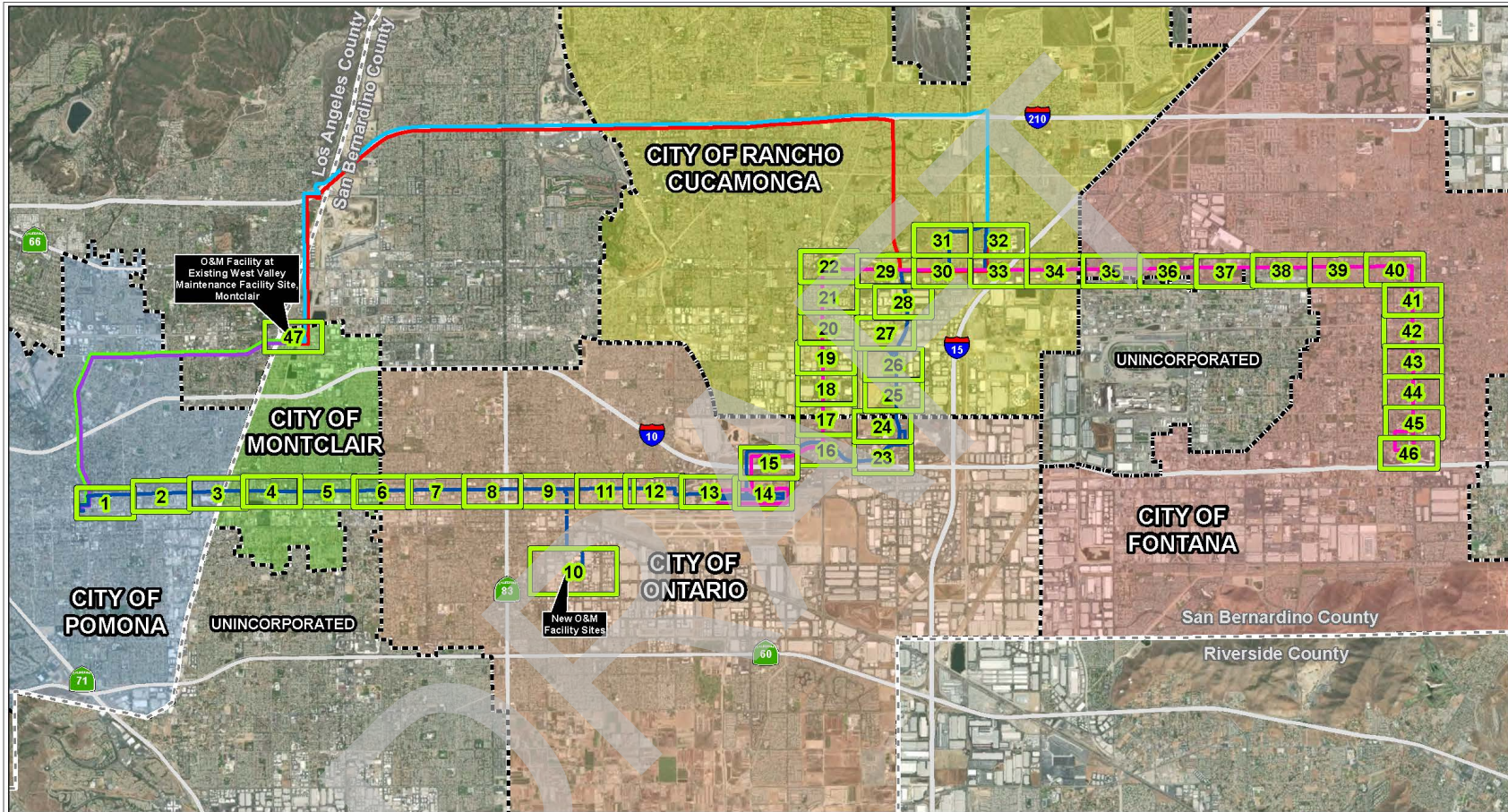
Due to the WVCC Project proposed conversion of Omnitrans' existing bus maintenance facility at 4748 E Arrow Highway, Montclair, to an O&M facility for BRT buses, the South Central Coastal Information Center (SCCIC), upon request, on May 17, 2021 conducted an updated records search within 0.25-mile radius of the facility. Two previously-recorded cultural resources were identified to be located approximately 0.25 mile from Omnitrans' parcel: "Rock Houses" or "Russian Village (P-19-180776) and earthen flood control features (P-19-180776). The records search did not indicate any known resources are located within the additional APE. With the proposed Project changes to the Montclair facility, search of the Sacred Lands File was conducted by the NAHC on May 13, 2021, which was negative. A pedestrian field survey of the project site conducted by a professionally-qualified senior archaeologist on May 21, 2021 did not find the presence of any prehistoric or historic archaeological resources. A Supplemental ASR and HPSR will be prepared and submitted to SHPO for concurrence to account for the WVCC Project's proposed changes to convert the Omnitrans facility in Montclair for BRT use.

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Attachment B: Exhibits

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Index of the Revised APE Map



West Valley Connector Area of Potential Effects (APE) Map Index

Source: ESRI; Parsons 2021
Map Last Saved: 3/23/2021



Project Alignment		Existing Omnitrans Local Bus Routes to and from West Valley Facility to be used by WVC BRT (new)		County Boundary
	Phase I / Milliken Alignment		WV facility to Victoria Gardens	City Boundary
	Phase II / Haven Alignment		Victoria Gardens to WV facility	
	APE Page #		WV facility to Pomona Station	
			Pomona Station to WV facility	

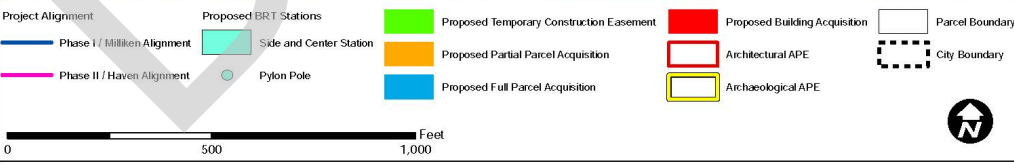


APE Map of the new O&M Facility area in Montclair



West Valley Connector
 Area of Potential Effects (APE) Map
 Page 47 of 47

Source: ESRI; Parsons 2021
 Map Last Saved: 5/19/2021



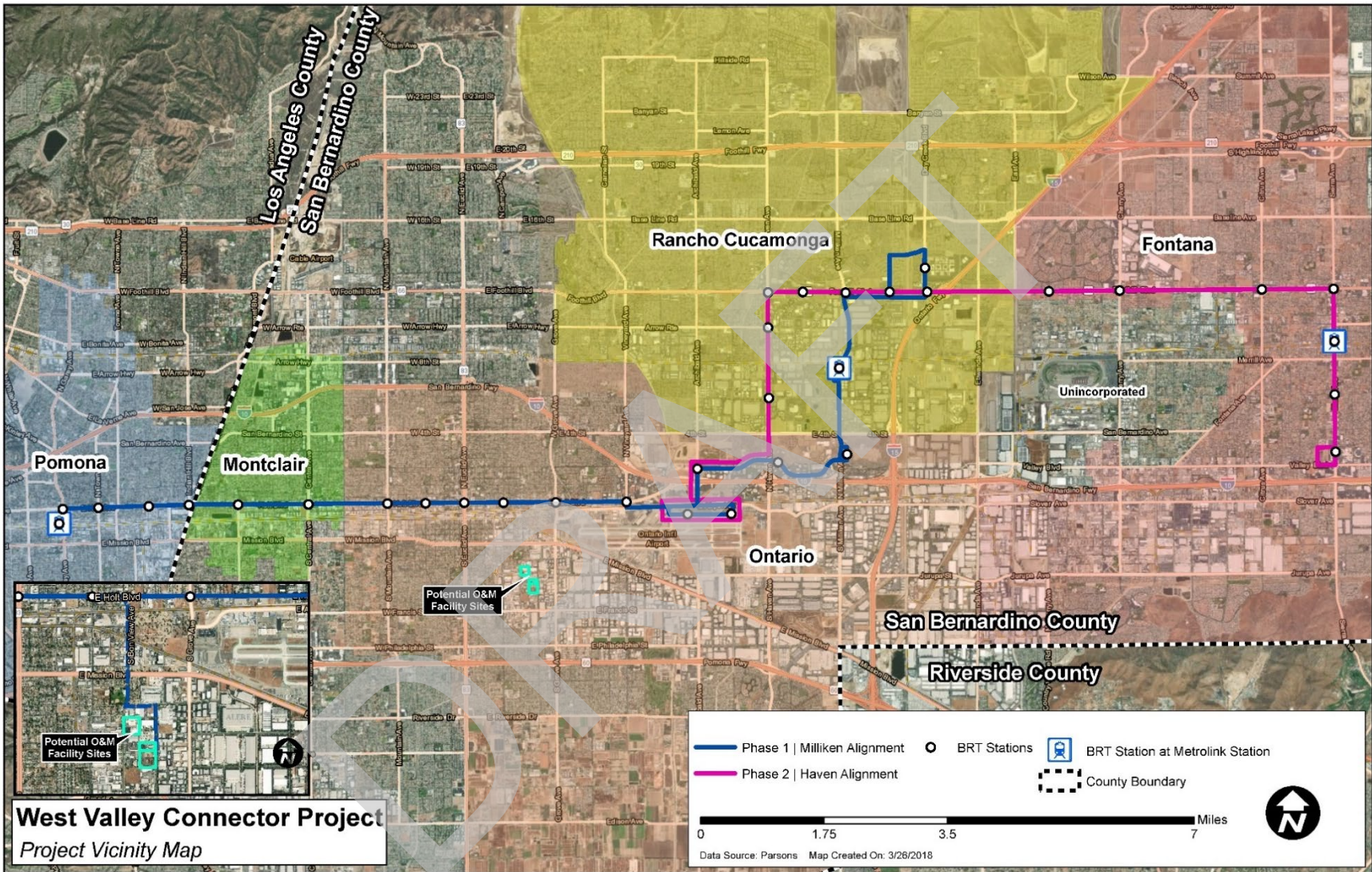


Figure 1: Original Project Map (Final EIR/FONSI, March 2020)

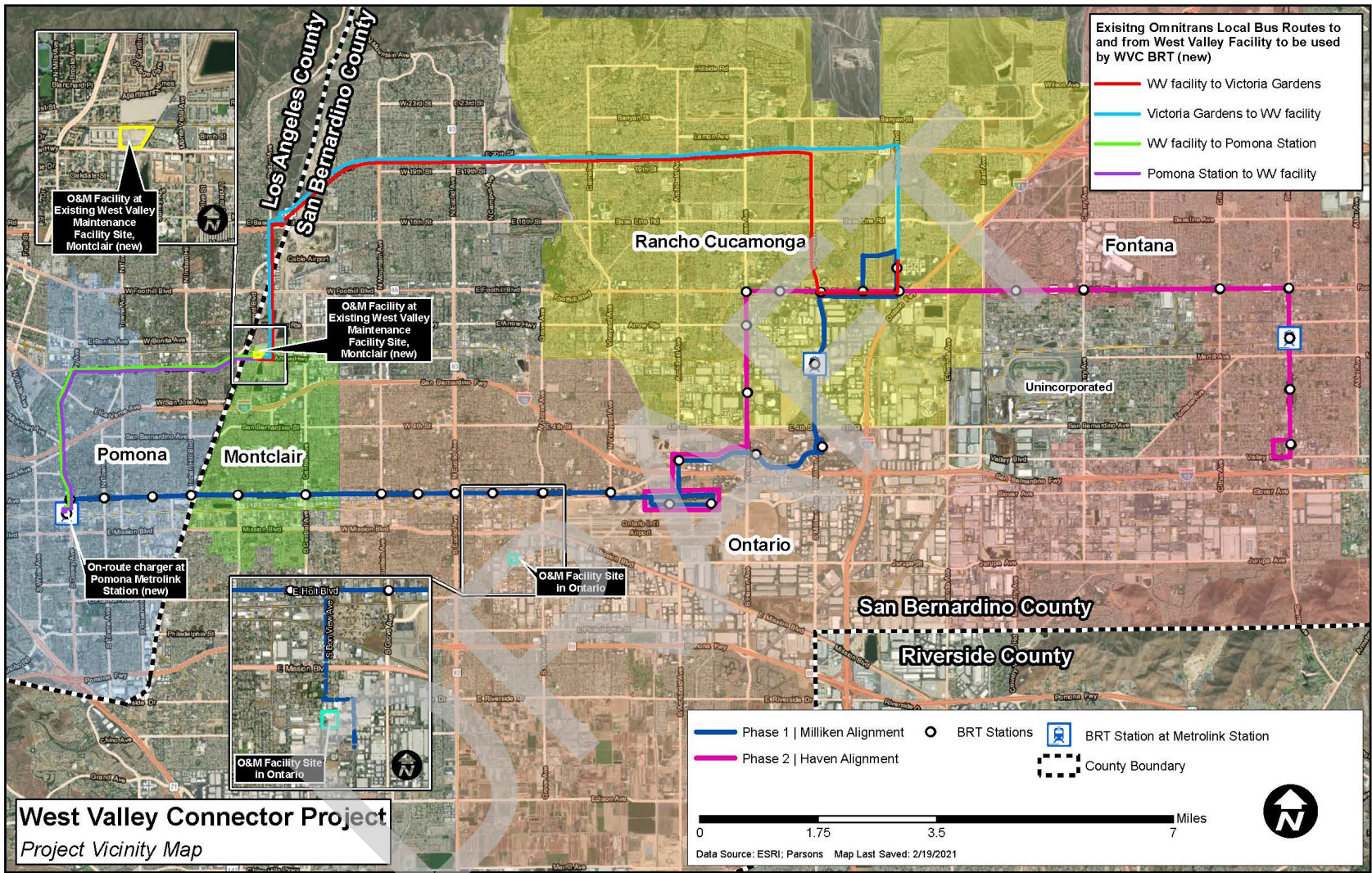


Figure 2: Project Map with Proposed Changes

C-4
Letters to Local Historical Societies

DRAFT

Mr. Steve Shaw, President San Bernardino Historical Society P.O. Box 875 San Bernardino, CA. 92402	June 8, 2021
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Subject: West Valley Connector Bus Rapid Transit Project

Dear Mr. Shaw:

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), proposes construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described in the attachment. Figure 1 (Attachment B) presents the original feature map of the project.

Modifications to the approved project have been proposed consisting of changes in the bus type and a maintenance facility (see Attachment A). The project now proposes using 40-foot rather than 60-foot zero-emission battery electric buses (BEB). It was determined the existing West Valley Vehicle Maintenance Facility, located at 4748 E Arrow Highway, Montclair, currently used by Omnitrans for light bus maintenance purposes, could be modified for electrical infrastructure upgrades to accommodate the 40-foot BEBs. As a result, a previously-approved new operations and maintenance (O&M) facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, though it may be constructed later during Phase II.

The State Historic Preservation Office (SHPO) on February 4, 2020 concurred that the WVC Project, as planned, would not have an adverse effect on historic properties under Section 106 of the National Historic Preservation Act (NRHP), in accordance with 36 CFR § 800.5. Parsons is working on behalf of SBCTA, in partnership with FTA, to update the cultural resource studies to assess any effects that may result from the proposed modifications. No known historic resources or archaeological sites have been identified to be located within the revised Area of Potential Effects (APE) based on a records search conducted by the South Coast Information Center on May 17, 2021, and nor did the Native American Heritage Commission have any information on sacred lands in this area from a search they made of their files on May 13, 2021. We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the SHPO for concurrence upon completion.

If you have any concerns regarding the proposed project modifications and their effect on historic properties, we would appreciate hearing from you. This is not a request for research; it is intended to inform you of modifications proposed and solicit your views.



If you have any questions or comments, please do not hesitate to contact me at the phone number above or via email at gregory.king@parsons.com. Thank you for your assistance with this project.

A handwritten signature in blue ink that reads 'Gregory P. King'.

Gregory P. King
Principal Architectural Historian

Attachments

Attachment A: Summary of Cultural Resources Investigations for the WVC Project

Attachment B: Exhibits

Figure 1, Original Project Map

Figure 2, Project Map with Proposed Changes

DRAFT

Ms. Petrina Delman, President Ontario Heritage P.O. Box 1 Ontario, CA. 91762	June 8, 2021
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Subject: West Valley Connector Bus Rapid Transit Project

Dear Ms. Delman:

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), proposes construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described in the attachment. Figure 1 (Attachment B) presents the original feature map of the project.

Modifications to the approved project have been proposed consisting of changes in the bus type and a maintenance facility (see Attachment A). The project now proposes using 40-foot rather than 60-foot zero-emission battery electric buses (BEB). It was determined the existing West Valley Vehicle Maintenance Facility, located at 4748 E Arrow Highway, Montclair, currently used by Omnitrans for light bus maintenance purposes, could be modified for electrical infrastructure upgrades to accommodate the 40-foot BEBs. As a result, a previously-approved new operations and maintenance (O&M) facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, though it may be constructed later during Phase II.

The State Historic Preservation Office (SHPO) on February 4, 2020 concurred that the WVC Project, as planned, would not have an adverse effect on historic properties under Section 106 of the National Historic Preservation Act (NRHP), in accordance with 36 CFR § 800.5. Parsons is working on behalf of SBCTA, in partnership with FTA, to update the cultural resource studies to assess any effects that may result from the proposed modifications. No known historic resources or archaeological sites have been identified to be located within the revised Area of Potential Effects (APE) based on a records search conducted by the South Coast Information Center on May 17, 2021, and nor did the Native American Heritage Commission have any information on sacred lands in this area from a search they made of their files on May 13, 2021. We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the SHPO for concurrence upon completion.

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Gregory P. King
Principal Architectural Historian

Attachments

Attachment A: Summary of Cultural Resources Investigations for the WVC Project

Attachment B: Exhibits

Figure 1, Original Project Map

Figure 2, Project Map with Proposed Changes

DRAFT

Mr. Matt Slowik, President Fontana Historical Society 16830 Spring Street Fontana, CA. 92335	June 8, 2021
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Subject: West Valley Connector Bus Rapid Transit Project

Dear Mr. Slowik:

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), proposes construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described in the attachment. Figure 1 (Attachment B) presents the original feature map of the project.

Modifications to the approved project have been proposed consisting of changes in the bus type and a maintenance facility (see Attachment A). The project now proposes using 40-foot rather than 60-foot zero-emission battery electric buses (BEB). It was determined the existing West Valley Vehicle Maintenance Facility, located at 4748 E Arrow Highway, Montclair, currently used by Omnitrans for light bus maintenance purposes, could be modified for electrical infrastructure upgrades to accommodate the 40-foot BEBs. As a result, a previously-approved new operations and maintenance (O&M) facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, though it may be constructed later during Phase II.

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Gregory P. King
Principal Architectural Historian

Attachments

Attachment A: Summary of Cultural Resources Investigations for the WVC Project

Attachment B: Exhibits

Figure 1, Original Project Map

Figure 2, Project Map with Proposed Changes

DRAFT

Ms. Deborah Clifford, President The Historical Society of Pomona Valley 585 East Holt Avenue Pomona, CA. 91767	June 8, 2021
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Subject: West Valley Connector Bus Rapid Transit Project

Dear Ms. Clifford:

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), proposes construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described in the attachment. Figure 1 (Attachment B) presents the original feature map of the project.

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Gregory P. King
Principal Architectural Historian

Attachments

Attachment A: Summary of Cultural Resources Investigations for the WVC Project

Attachment B: Exhibits

Figure 1, Original Project Map

Figure 2, Project Map with Proposed Changes

DRAFT

Ms. Jan Sutton, President The Etiwanda Historical Society P.O. Box 363 Etiwanda, CA. 91739	June 8, 2021
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Subject: West Valley Connector Bus Rapid Transit Project

Dear Ms. Sutton:

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), proposes construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described in the attachment. Figure 1 (Attachment B) presents the original feature map of the project.

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Gregory P. King
Principal Architectural Historian

Attachments

Attachment A: Summary of Cultural Resources Investigations for the WVC Project

Attachment B: Exhibits

Figure 1, Original Project Map

Figure 2, Project Map with Proposed Changes

DRAFT

Mr. John Worden, Director Museum of History and Art 225 S. Euclid Avenue Ontario, CA. 91762	June 8, 2021
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Subject: West Valley Connector Bus Rapid Transit Project

Dear Mr. Worden:

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), proposes construction of the West Valley Connector Project (the WVC Project), a 35-mile-long bus rapid transit (BRT) project. The environmental review process for the proposed Project was completed in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act. The Final EIR under CEQA and Findings of No Significant Impact (FONSI) under NEPA were completed in March 2020. SBCTA and participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative, as described in the attachment. Figure 1 (Attachment B) presents the original feature map of the project.

Modifications to the approved project have been proposed consisting of changes in the bus type and a maintenance facility (see Attachment A). The project now proposes using 40-foot rather than 60-foot zero-emission battery electric buses (BEB). It was determined the existing West Valley Vehicle Maintenance Facility, located at 4748 E Arrow Highway, Montclair, currently used by Omnitrans for light bus maintenance purposes, could be modified for electrical infrastructure upgrades to accommodate the 40-foot BEBs. As a result, a previously-approved new operations and maintenance (O&M) facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, though it may be constructed later during Phase II.

The State Historic Preservation Office (SHPO) on February 4, 2020 concurred that the WVC Project, as planned, would not have an adverse effect on historic properties under Section 106 of the National Historic Preservation Act (NRHP), in accordance with 36 CFR § 800.5. Parsons is working on behalf of SBCTA, in partnership with FTA, to update the cultural resource studies to assess any effects that may result from the proposed modifications. No known historic resources or archaeological sites have been identified to be located within the revised Area of Potential Effects (APE) based on a records search conducted by the South Coast Information Center on May 17, 2021, and nor did the Native American Heritage Commission have any information on sacred lands in this area from a search they made of their files on May 13, 2021. We will be preparing a Supplemental Historic Property Survey Report and Supplemental Archeological Survey Report to account for the changed Project description and revised APE, which will be transmitted to the SHPO for concurrence upon completion.

If you have any concerns regarding the proposed project modifications and their effect on historic properties, we would appreciate hearing from you. This is not a request for research; it is intended to inform you of modifications proposed and solicit your views.



If you have any questions or comments, please do not hesitate to contact me at the phone number above or via email at gregory.king@parsons.com. Thank you for your assistance with this project.

A handwritten signature in blue ink that reads 'Gregory P. King'.

Gregory P. King
Principal Architectural Historian

Attachments

Attachment A: Summary of Cultural Resources Investigations for the WVC Project

Attachment B: Exhibits

Figure 1, Original Project Map

Figure 2, Project Map with Proposed Changes

DRAFT

Attachment A

Description of Preferred Alternative

Alternative B, the Preferred Alternative, includes 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 in Ontario, and five center-running stations and 50 side-running stations at up to 33 locations/ major intersections (see Figure 1 in Attachment B). The dedicated lanes segment includes 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, require permanent and temporary right of way acquisition and temporary construction easements. A partial acquisition of land along the corridor is required to accommodate roadway reconfiguration and station construction, resulting in minor partial acquisitions of some parcels adjacent to the existing roadway. 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.

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 completion in late 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I, when funding is available.

As originally proposed, the Project's bus fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new operations and maintenance (O&M) facility for light maintenance activities would be constructed as part of the proposed Project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in the City of Ontario were considered for the proposed new O&M facility, with Site 3, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site as part of the CEQA/NEPA compliance process.

Subsequent to the environmental approval of the WVC Project in 2020, as described earlier, SBCTA proceeded with design refinements and has now advanced to the 90% design milestone. During the final design stage, SBCTA and Omnitrans identified some changes could be implemented to help achieve significant cost savings while adhering to the Project's original purpose and need. With the proposed changes to the Project description as outlined below, SBCTA does not anticipate a change in the implementation schedule for Phase I/Milliken Alignment. The Phase II/Haven Alignment would still occur after completion of Phase I, pending funding availability.

Proposed Project Changes

The following paragraphs, and Figure 2 (Attachment B), summarize the proposed changes to the WVC Project description stated in the Final EIR/FONSI (March 2020):

a. Change in Bus Type

SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the

purchase of zero-emission battery electric buses (BEB) for the WVC Project. Due to the unavailability of the 60-foot BEBs, SBCTA and Omnitrans concurred that 40-foot BEBs should be used to take advantage of available grant funding while still meeting the needs of the WVC Project. A total of 18 BEBs will be purchased as part of Phase I operations. The use of 40-foot BEBs would change neither the purpose and need nor objectives of the WVC Project as stated in the Final EIR/FONSI. WVC stations are being designed to accommodate the use of both 40-foot and 60-foot buses to maintain future flexibility.

A study verified that the 40-foot BEB would provide the capacity needed for the anticipated number of passengers in the design year 2040. A 40-foot BEB provides for 30 to 32 seats, with an additional standing capacity for 37 persons, and a 67 to 69-person total bus capacity. An analysis indicated both the average demand (15 passengers/vehicle in the peak hour) and bus load during the peak hour (20 passengers/vehicle) would not reach full occupancy capacity on the 40-foot BEB. In sum, the 40-foot BEB will suffice for the projected passenger loads on this Project.

b. Change in O&M Facility Location and Charging Infrastructure

With use of 40-foot buses, it was determined Omnitrans' existing West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E Arrow Highway, Montclair, currently used for light bus maintenance, could accommodate the 18 40-foot BEBs required for Phase I operations of the WVC Project. Under this updated proposal, the previously-approved new operations and maintenance (O&M) facility at 1333 S. Bon View Avenue in Ontario would no longer be constructed as part of the Phase I/Milliken Alignment implementation, but could be constructed if needed to serve the maintenance needs of the expanded bus fleet as part of the Phase II/Haven Alignment.

In order to use the existing WVVMF facility in Montclair as an O&M facility for the WVC Project, some retrofits will be required, including electrical infrastructure upgrades and the installation of charging stations within the facility's premises. The use of 40-foot BEBs will also require the installation of on-route chargers at the Pomona Metrolink station. However, there would be no change to the footprint of either station. The installation of the on-route chargers would occur concurrently with the WVC Project's station construction program. No additional property acquisition is required to convert the existing WV vehicle maintenance facility in Montclair to handle the new needs associated with implementation of the WVC Project.

The BRT buses that would go both to and from the proposed new O&M facility site in Montclair are expected to follow the current routes used by Omnitrans' local buses. Except for the proposed changes outlined above, all other WVC Project elements as outlined in the 2020 FEIR/FONSI would remain the same.

Attachment B: Exhibits

DRAFT

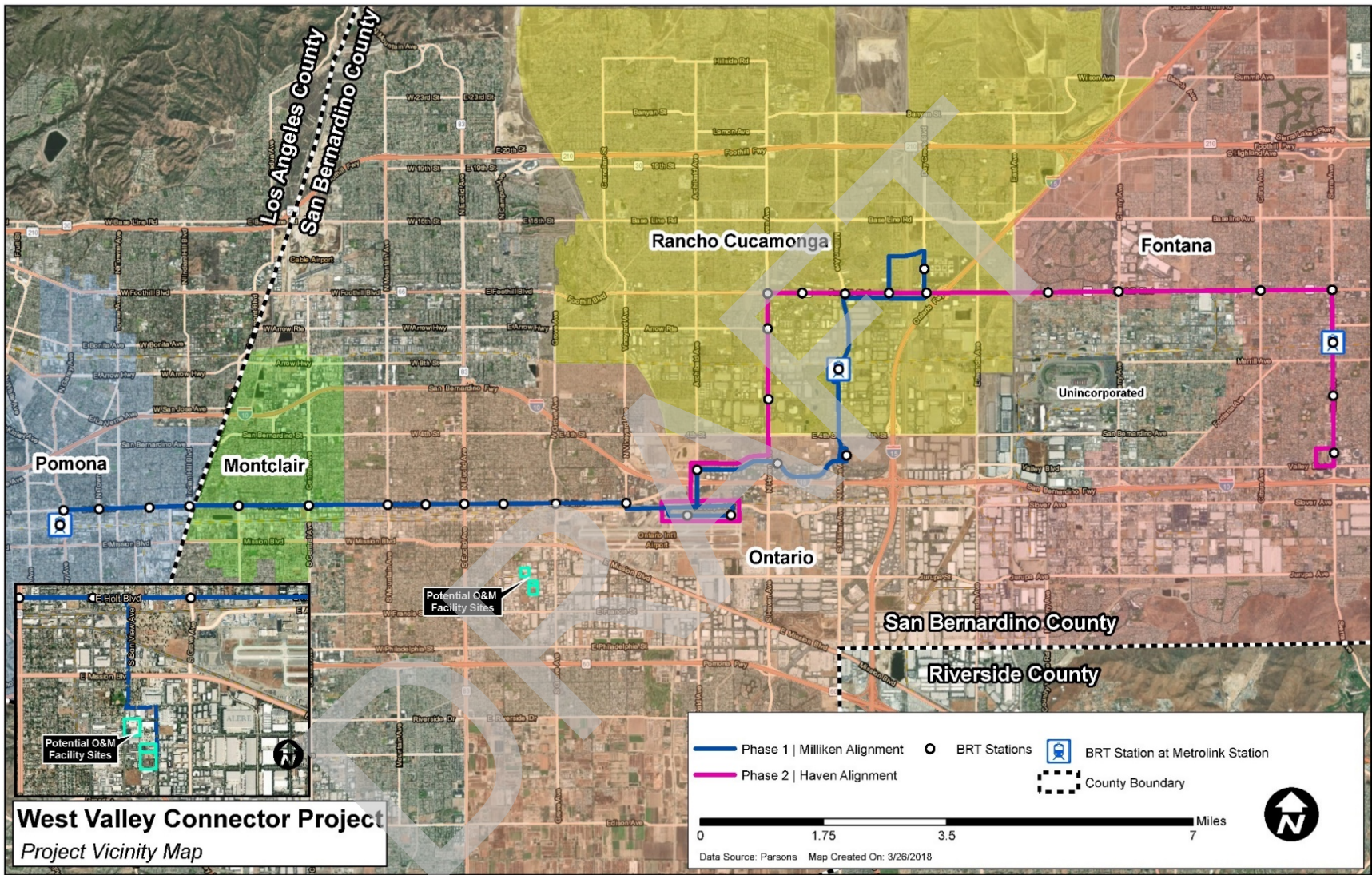


Figure 1: Original Project Map (Final EIR/FONSI, March 2020)

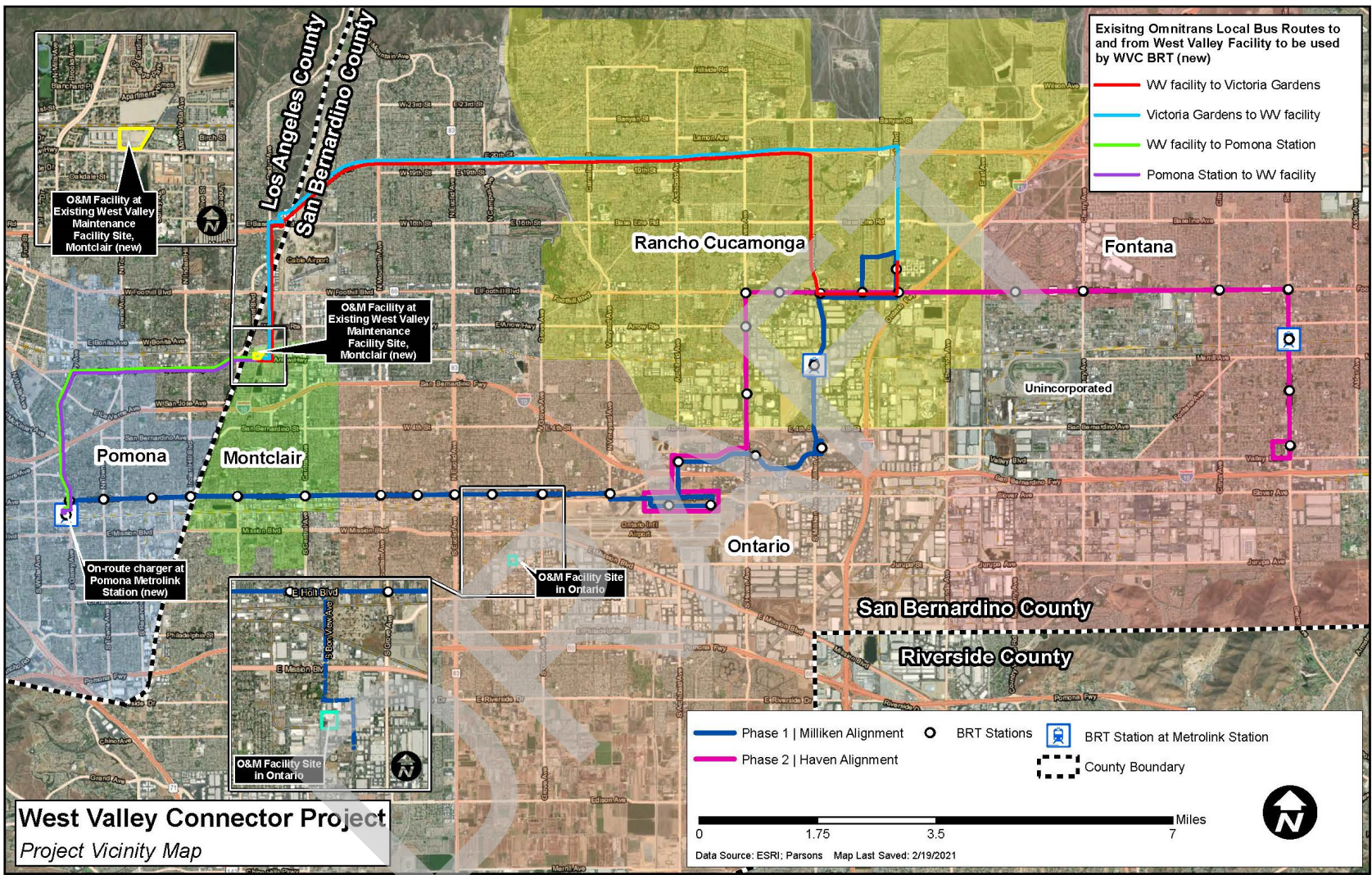


Figure 2: Project Map with Proposed Changes

C-5

Response from Native American Tribes Received as of 06-21-2021

DRAFT

From: [Hughes, Candice \(FTA\)](#)
To: [Victor Lopez](#)
Cc: [Kochaon, Anne](#); [Perez, Brenda \(FTA\)](#); [King, Gregory](#)
Subject: [EXTERNAL] Section 106 Initiation of Consultation for the West Valley Connector Corridor Project
Date: Friday, June 11, 2021 10:09:12 AM

Good Morning Victor,

Regarding the Native American and Tribal consultation, FTA has received a response from the Quechan Historic Preservation Officer of the Quechan Tribe of the Fort Yuma Preservation (see below). There are no comments on the project and it is deferred to the more local Tribes.

Please contact me if you have any questions. Thank you!

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: Quechan Historic Preservation Officer [mailto:historicpreservation@quechantribe.com]
Sent: Friday, June 11, 2021 9:33 AM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: Section 106 Initiation of Consultation for the West Valley Connector Corridor Project

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

This email is to inform you that we have no comments on this project. We defer to the more local Tribes and support their decisions on the projects.

Thank you,
H. Jill McCormick, M.A.

Quechan Indian Tribe
Historic Preservation Officer
P.O. Box 1899
Yuma, AZ 85366-1899
Office: 760-572-2423
Cell: 928-261-0254
E-mail: historicpreservation@quechantribe.com



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DRAFT

From: [Hughes, Candice \(FTA\)](#)
To: [Kochaon, Anne](#)
Cc: [Victor Lopez](#); [Perez, Brenda \(FTA\)](#); [King, Gregory](#); [Lumabas, Gerard](#)
Subject: [EXTERNAL] FW: Section 106 Continuing Consultation for the West Valley Connector Corridor Project
Date: Tuesday, June 15, 2021 11:49:37 AM
Attachments: [image001.png](#)

Good Morning Anne,

Please see the response from the San Manuel Band of Mission Indians regarding the West Valley Connector Corridor project Native American and Tribal consultation.

Thank you!

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: Hughes, Candice (FTA)
Sent: Tuesday, June 15, 2021 11:47 AM
To: Ryan Nordness <Ryan.Nordness@sanmanuel-nsn.gov>
Subject: RE: Section 106 Continuing Consultation for the West Valley Connector Corridor Project

Good Afternoon Mr. Nordness,

Thank you for responding to the FTA regarding the West Valley Connector Corridor project Native American and Tribal consultation.

Enjoy the remainder of the week!

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: Ryan Nordness [<mailto:Ryan.Nordness@sanmanuel-nsn.gov>]
Sent: Tuesday, June 15, 2021 11:07 AM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: RE: Section 106 Continuing Consultation for the West Valley Connector Corridor Project

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

Candice,

Thank you for sending the updated project description for the WCC project. At this time, we have no concerns with the proposed alternative plan.

Ryan Nordness

CULTURAL RESOURCE ANALYST

Email: Ryan.Nordness@sanmanuel-nsn.gov

O: (909) 864-8933 Ext 50-2022

Internal: 50-2022

M: 909-838-4053

26569 Community Center Dr Highland California 92346

SAN MANUEL
BAND OF MISSION INDIANS [\[jgcc02.safelinks.protection.outlook.com\]](mailto:jgcc02.safelinks.protection.outlook.com)

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From: [Victor Lopez](#)
To: [Hughes, Candice \(FTA\)](#); [Kochaon, Anne](#)
Cc: [Lumabas, Gerard](#)
Subject: [EXTERNAL] FW: West Valley Connector Project, Los Angeles and San Bernardino Counties, CA
Date: Tuesday, June 15, 2021 9:24:19 AM
Attachments: [image002.png](#)
[image001.png](#)

FYI.

Victor Lopez, PE

Director of Capital Delivery
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
909.884.8276 | Office
909.889.8611 x118 | Direct



From: Gonzalez Romero, Arysa (TRBL) [mailto:aromero@aguacaliente.net]
Sent: Tuesday, June 15, 2021 9:16 AM
To: Victor Lopez <vlopez@gosbcta.com>
Subject: West Valley Connector Project, Los Angeles and San Bernardino Counties, CA

Greetings,

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

Thank you,

Arysa Gonzalez Romero, M.S., RPA.
Historic Preservation Technician
Agua Caliente Band of Cahuilla Indians
Tribal Historic Preservation Office
Main (760)-883-1327 | Cell (760)-831-2484



The information in this e-mail and any attachments are for the sole use of the intended

From: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Sent: Wednesday, June 30, 2021 1:48 PM
To: Hughes, Candice (FTA); Lee Lorenzo, Charlene (FTA); Perez, Brenda (FTA); Victor Lopez; Kocheon, Anne; Lumabas, Gerard; King, Gregory; Andrew Salas; Gabrieleno Administration; Matt Teutimez.Kizh Gabrieleno
Subject: West Valley Connector Corridor Project Tribal Consultation

The Federal Transit Administration (FTA) and San Bernardino County Transportation Authority (SBCTA) on the West Valley Connector Corridor project are continuing consultation with Gabrieleno Band of Mission Indians-Kizh Nation regarding project updates/changes. Prior to the meeting, an agenda and any additional attachments will be provided.

Please contact me if you have any questions. Thank you!

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

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From: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Sent: Tuesday, July 20, 2021 8:03 AM
To: Gabrieleno Administration
Subject: RE: West Valley Connector Corridor Project Phase
Attachments: West Valley Connector Corridor Project Tribal Consultation

Good Afternoon Brandy,

I wanted to follow-up with the Gabrieleno Band of Mission Indians-Kizh Nation about the West Valley Connector Corridor meeting. We have reserved the date of Thursday, August 19, 2021 at 1pm (see email below) and a meeting invite was sent as well. However, we have not received a confirmation of any attendees.

Could you please confirm attendance or let us know if another date would be preferred?

Please contact me if you have any questions. Thank you!

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: Hughes, Candice (FTA)
Sent: Wednesday, July 7, 2021 9:08 AM
To: Gabrieleno Administration <admin@gabrielenoindians.org>
Subject: RE: West Valley Connector Corridor Project Phase

Good Afternoon Brandy,

I wanted to follow-up with the Gabrieleno Band of Mission Indians-Kizh Nation about the West Valley Connector Corridor meeting. We have reserved the date of Thursday, August 19, 2021 at 1pm (see email below) and a meeting invite was sent as well. However, we have not received a confirmation of any attendees.

Could you please confirm attendance or let us know if another date would be preferred?

Please contact me if you have any questions. Thank you!

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: Hughes, Candice (FTA)
Sent: Tuesday, June 29, 2021 3:02 PM
To: 'Gabrieleno Administration' <admin@gabrielenoindians.org>
Cc: 'Perez, Brenda (FTA)' <brenda.perez@dot.gov>
Subject: RE: West Valley Connector Corridor Project Phase

Good Afternoon Brandy,

The meeting can be held on Thursday, August 19, 2021 at 1pm. I will send out a meeting invite shortly. Could you provide me a list of the attendees? Or if you prefer, I will include you on the invite and please forward the invitation, as needed.

As a final note, I have included Brenda Perez in the email. Brenda is the Federal Transit Administration (FTA) Project Manager for the West Valley Connector Corridor Project.

Feel free to contact Brenda or myself, if you have any questions. Many Thanks!

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: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, June 24, 2021 10:44 AM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: Re: West Valley Connector Corridor Project Phase

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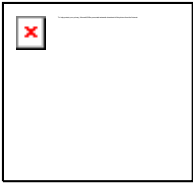
Hello Candice

Thank you for your email. The next time we are available will be on August 19th at 11am or 1pm. Please get back to us to see if any of these times work for you.

Thank you

Sincerely,

Brandy Salas
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org [gcc02.safelinks.protection.outlook.com]



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

On Wed, Jun 23, 2021 at 2:23 PM Hughes, Candice (FTA) <candice.hughes@dot.gov> wrote:

Good Afternoon Ms. Salas,

Thank you for continuing consultation with the Federal Transit Administration (FTA) and San Bernardino County Transportation Authority (SBCTA) on the West Valley Connector Corridor project. At your earliest convenience, could you please provide the upcoming available dates and times, as well as, a list of attendees?

Upon receiving the availability, FTA will email an invitation and agenda.

Please contact me if you have any questions. Thank you!

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: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Wednesday, June 23, 2021 1:58 PM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: West Valley Connector Corridor Project Phase

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Hello Ms. Candice Hughes,

Thank you for your letter regarding the above project. Please see the attachment below.

Thank you

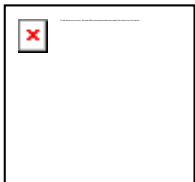
Sincerely,

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org [gcc02.safelinks.protection.outlook.com]



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DRAFT

Kochaon, Anne

Subject: West Valley Connector Corridor Project Tribal Consultation

Location: Microsoft Teams Meeting

Start: Thu 8/19/2021 1:00 PM

End: Thu 8/19/2021 2:00 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Hughes, Candice (FTA)

The Federal Transit Administration (FTA) and San Bernardino County Transportation Authority (SBCTA) on the West Valley Connector Corridor project are continuing consultation with Gabrieleno Band of Mission Indians-Kizh Nation regarding project updates/changes. Prior to the meeting, an agenda and any additional attachments will be provided.

Please contact me if you have any questions. Thank you!

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

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From: [Gabrieleno Administration](#)
To: [Hughes, Candice \(FTA\)](#)
Subject: Re: West Valley Connector Corridor Re-evaluation CRMMMP
Date: Monday, January 3, 2022 10:45:59 AM

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Hello Candice

Thank you for your condolences. We greatly appreciate it. The next time Mr. Salas is available for a phone call will be on February 22nd at 3pm or February 24th at 1pm. Please get back to us to see if any of these times work for you. Also we will have our comments on the report out to you as soon as possible.

Thank you

Brandy Salas
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org [gcc02.safelinks.protection.outlook.com]



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

On Mon, Jan 3, 2022 at 8:07 AM Hughes, Candice (FTA) <candice.hughes@dot.gov> wrote:

Good Morning Gabrieleno Band of Mission Indians-Kizh Nation,

Thank you for the update about the need to reschedule the meeting. My sympathy for the family loss, especially during the holiday season.

While the Kizh Nation looks to reschedule new dates and times, would you please provide

the FTA with the comments and the proposed edits to the Cultural Resources Mitigation and Monitoring Plan (CRMMP)? Then, San Bernardino County Transportation Authority (SBCTA) and the Federal Transit Administration (FTA) can begin reviewing and addressing the edits before the anticipated meeting.

Much appreciated, to my knowledge, John Torres was working on the edits.

Please contact me if you have any questions. Thank you!

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: Gabrieleno Administration <admin@gabrielenoindians.org>

Sent: Wednesday, December 29, 2021 11:07 AM

To: Hughes, Candice (FTA) <candice.hughes@dot.gov>

Subject: Re: West Valley Connector Corridor Re-evaluation CRMMP

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

Hello Candice

We are sorry for the inconvenience. We are going to have to reschedule our consultation on January 11th. Mr. Salas recently had a death in the family and will be attending the funeral

on the 11th. I will get back to you with some other times and dates.

Thank you

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org [gcco2.safelinks.protection.outlook.com]



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

On Tue, Dec 14, 2021 at 11:10 AM Gabrieleno Administration
<admin@gabrielenoindians.org> wrote:

Thank you Candice

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org [gcc02.safelinks.protection.outlook.com]



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

On Mon, Dec 13, 2021 at 4:06 PM Hughes, Candice (FTA) <candice.hughes@dot.gov> wrote:

Good Afternoon Brandy,

We are available for a phone call on January 11th at 3pm. I'll send out an MS Teams invite, as well.

Thank you!

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: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Monday, December 13, 2021 11:18 AM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: Re: West Valley Connector Corridor Re-evaluation CRMMP

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

Hello Candice

The next time Mr. Salas is available for a phone call will be on January 11th at 3pm. Please let us know if this time works for you.

Thank you

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org [gcco2.safelinks.protection.outlook.com]



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

On Mon, Dec 13, 2021 at 8:17 AM Hughes, Candice (FTA) <candice.hughes@dot.gov> wrote:

Good Morning Gabrieleno Band of Mission Indians – Kizh Nation,

I wanted to follow-up about continuing consultation for the West Valley Connector Corridor Cultural Resources Monitoring and Mitigation Plan (CRMMP). Since it has been difficult to schedule for this month of December, it may be easier to schedule our meeting for January. Could you provide the availability dates for the month of January?

Also, would it be possible to provide us with the proposed edits to the CRMMP as we try to reschedule. Then, we can begin reviewing and addressing the edits before the anticipated meeting. To my knowledge, John Torres was working on the edits.

Please contact me if you have any questions. Thank you!

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: Gabrieleno Administration <admin@gabrielenoindians.org>

Sent: Monday, December 6, 2021 3:17 PM

To: Hughes, Candice (FTA) <candice.hughes@dot.gov>

Subject: Re: West Valley Connector Corridor Re-evaluation CRMMP

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Hello Candice

Thank you for your response. I will check the calendar to see if Mr. Salas is available on any of the dates you have provided.

Thank you

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
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Office: 844-390-0787

website: www.gabrielenoindians.org
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community simply would not have survived.”

On Mon, Dec 6, 2021 at 2:36 PM Hughes, Candice (FTA)

<candice.hughes@dot.gov> wrote:

Hi Brandy,

Thank you for the follow-up and working the consultation into your schedule. Unfortunately, I don't have any availability this week. The soonest would be on:

- Wednesday, December 15@9-10am or 1-3pm
- Thursday, December 16@9-10am or 1-3pm

If those dates, are not available for you, then we can schedule in the 1st or 2nd week of January.

Please contact me if you have any questions. Thank you!

Candice Hughes

Environmental Protection Specialist

Federal Transit Administration, Region 9

Los Angeles Metropolitan Office

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(213) 629-8613

From: Gabrieleno Administration <admin@gabrielenoindians.org>

Sent: Monday, December 6, 2021 2:25 PM

To: Hughes, Candice (FTA) <candice.hughes@dot.gov>

Subject: Re: West Valley Connector Corridor Re-evaluation CRMMP

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Hello Candice

Thank you for your reply. We are sorry for the delayed response. We have been very busy and are trying our best to get back to everyone as soon as we can. are you available to speak to Mr. Salas tomorrow December 7 at 1pm? Please let us know if this time works for you.

Thank you

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
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website: www.gabrielenoindians.org
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The region where Gabrieleño culture thrived for more than eight centuries encompassed most of Los Angeles County, more than half of Orange County and portions of Riverside and San Bernardino counties. It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. “The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area “. “That’s a

contribution that Los Angeles has not recognized--the fact that in its early decades, without the Gabrieleno, the community simply would not have survived."

On Mon, Dec 6, 2021 at 9:16 AM Hughes, Candice (FTA)
<candice.hughes@dot.gov> wrote:

Good Morning Gabrieleno Band of Mission Indians – Kizh Nation,

I wanted to follow-up about continuing consultation for the West Valley Connector Corridor Cultural Resources Monitoring and Mitigation Plan (CRMMP). The previous meeting on November 19th was cancelled and we would like to re-schedule after the holidays. Could you provide any availability in January 2022?

Also, would it be possible to provide us with the proposed edits to the CRMMP as we try to reschedule. It would be very helpful if we can begin reviewing and addressing the edits before the anticipated meeting. To my knowledge, John Torres was working on the edits.

Please contact me if you have any questions. Thank you!

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: Hughes, Candice (FTA)

Sent: Wednesday, November 24, 2021 11:38 AM

To: Gabrieleno Administration <admin@gabrielenoindians.org>
Subject: RE: West Valley Connector Corridor Re-evaluation CRMMP

Thank you Brandy,

Much appreciated. Have a Happy Thanksgiving weekend!

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: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Wednesday, November 24, 2021 11:36 AM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: Re: West Valley Connector Corridor Re-evaluation CRMMP

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

Hello Candice

Thank you for your email. I am checking to see if Mr. Salas has time to speak next week. I will get back to you as soon as I find a date and time that works for Mr. Salas.

Thank you

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723

Office: 844-390-0787

website: www.gabrielenoindians.org
[\[gcco2.safelinks.protection.outlook.com\]](mailto:gcco2.safelinks.protection.outlook.com)



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

On Wed, Nov 24, 2021 at 10:17 AM Hughes, Candice (FTA)
<candice.hughes@dot.gov> wrote:

Good Morning Gabrieleno Band of Mission Indians – Kizh Nation,

I wanted to follow-up about continuing consultation for the West Valley Connector Corridor Cultural Resources Monitoring and Mitigation Plan (CRMMP). The previous meeting on November 19th was cancelled and we

would like to re-schedule for one of the dates below.

Also, would it be possible to provide us with the proposed edits to the CRMMP as we try to reschedule. It would be very helpful if we can begin reviewing and addressing the edits before the meeting. To my knowledge, John Torres was working on the edits.

Possible times

Monday, November 29 @11am – 4pm

Thursday, December 9@ 9am – 12pm and 3-4pm

Monday, December 13@ 1pm – 3pm

Wednesday, December 15@9-10am or 1-3pm

Thursday, December 16@9-10am or 1-3pm

Please contact me if you have any questions. Thank you!

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: Hughes, Candice (FTA)

Sent: Thursday, November 18, 2021 4:38 PM

To: Gabrieleno Administration <admin@gabrielenoindians.org>

Cc: Perez, Brenda (FTA) <brenda.perez@dot.gov>

Subject: RE: West Valley Connector Corridor Re-evaluation CRMMP

Hi Leslie,

Thank you for the email notification. We have cancelled tomorrow's meeting and are hoping to re-schedule for one of the dates below. Would you please highlight your preferred date and times.

Would it be possible to provide us with the proposed edits to the CRMMP as we try to reschedule. It would be very helpful if we can begin reviewing and addressing the edits before the meeting. To my knowledge, John Torres was working on the edits.

Possible times

Monday, November 29 @11am – 4pm

Thursday, December 9@ 9am – 12pm and 3-4pm

Monday, December 13@ 1pm – 3pm

Tuesday, December 14@ 1pm – 3pm

Wednesday, December 15@9-10am or 1-3pm

Thursday, December 16@9-10am or 1-3pm

My best to the tribe regarding the discoveries. Please contact me if you have any questions. Thank you!

Candice Hughes

Environmental Protection Specialist

Federal Transit Administration, Region 9

Los Angeles Metropolitan Office

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Los Angeles, CA, 90017-5467

(213) 629-8613

From: Gabrieleno Administration <admin@gabrielenoindians.org>
Sent: Thursday, November 18, 2021 4:00 PM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: Re: West Valley Connector Corridor Re-evaluation CRMMP

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

Hello Candice,

This is Lexie Salas. I know you had an appointment to speak with Mr. Salas tomorrow regarding your project, however Mr. Salas has been taking care of 2 different sites that consist of burials. With this said can we please reschedule the consultation for another day? Please let me know at your earliest convenience.

Thank you,

On Tue, Nov 2, 2021 at 5:46 PM Hughes, Candice (FTA) <candice.hughes@dot.gov> wrote:

Good Morning Everyone,

On November 2, 2021, the FTA held a meeting with the Gabrieleno Band of Mission Indians (GBMI) Kizh Nation by telephone to address any remaining questions or comments. Based on the GBMI Kizh Nation questions and comments, this meeting is continuing coordination to address the comments below:

1. GBMI Kizh Nation question: Is the Cultural Resources Mitigation and Monitoring Plan (CRMMP) finalized or a draft?

- FTA response: The CRMMP was finalized in 2018. However, based on the project changes and re-evaluation, the FTA is requesting that the CRMMP be reviewed by the tribe to ensure that the CRMMP still adequately addresses the measures or for notification if there should be any revisions.
2. GBMI Kizh Nation comment: The CRMMP should provide additional clarification regarding the tribal history of the area for the San Manuel Band of Mission Indians (SMBMI) and GBMI Kizh Nation because the tribal history defines the potential resources and discoveries, as well as, level of involvement for the SMBMI and GBMI Kizh Nation.
 - FTA response: Noted, the GMBI will provide the CRMMP with highlights and comments for possible revisions. An additional teleconference will be scheduled on November 19, 2021, to further discuss the comments and finalize any changes.
 3. GBMI Kizh Nation question: If a previously uninterested tribe develops interest in the project and would like involvement in the CRMMP, can the tribe be involved? What would be the process?
 - FTA response: If the FTA is notified of interest by a previously uninterested tribal party that is federal-listed, or a previously unnotified tribal party that is federally listed, the tribe may become involved. The CRMMP may potentially expanded to fully note the process of engaging and continuing involvement. An additional teleconference will be scheduled on November 19, 2021, to further discuss the comments and finalize any changes.
 4. GBMI Kizh Nation comment: the CRMMP should more clearly separate the archaeological discoveries from the tribal inadvertent discoveries. The steps and process for the archaeological discovery and tribal discovery should not be the same (e.g. chapter 3, treatment, collection, records and site assessment, etc.)
 - FTA response: Noted, the GMBI will provide the CRMMP with highlights and comments for possible revisions. An additional teleconference will be scheduled on November 19, 2021, to further discuss the comments and finalize any changes.

Please contact me if you have any questions. Thank you!

Candice Hughes

Environmental Protection Specialist

Federal Transit Administration, Region 9

Los Angeles Metropolitan Office

[888 South Figueroa, Suite 440 \[gcc02.safelinks.protection.outlook.com\]](mailto:gcc02.safelinks.protection.outlook.com)

[Los Angeles, CA, 90017-5467 \[gcc02.safelinks.protection.outlook.com\]](mailto:gcc02.safelinks.protection.outlook.com)

(213) 629-8613

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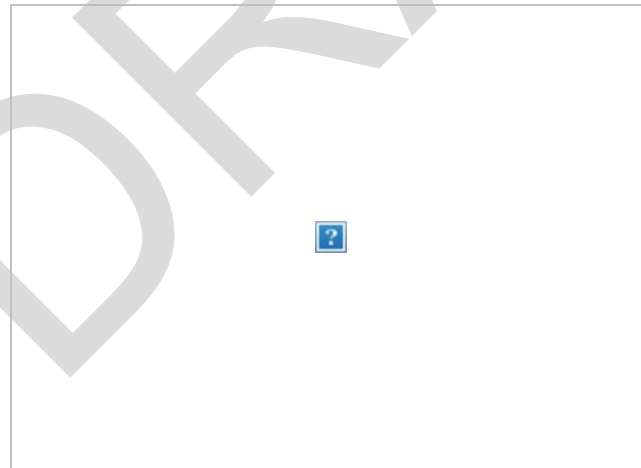
[Click here to join the meeting \[gcc02.safelinks.protection.outlook.com\]](mailto:gcc02.safelinks.protection.outlook.com)

Or call in (audio only)

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

WEST VALLEY CONNECTOR CORRIDOR MEETING SUMMARY

AUGUST 19, 2021 AT 1:00 PM

Attendees

- Federal Transit Administration (FTA): Brenda Perez (Project Manager) and Candice Hughes (Environmental Protection Specialist)
- Gabrieleno Band of Mission Indians – Kizh Nation (Indigenous tribe of the LA Basin, Orange County, and Inland Empire): Andy Salas, Brandy Salas
- San Bernardino County Transportation Authority (SBCTA): Victor Lopez (Program Manager)
- Parsons: Gerard Lumabas (Project Manager), Anne Kochoan (Environmental Manager), Gregory King (Historical Research Specialist)

Discussion Topics

1. Introductions
2. West Valley Connector Corridor approved project features:
 - a. 35 Mile long route to serve 5 cities (Pomona, Montclair, Upland, Rancho Cucamonga, Fontana); Focus on Holt Boulevard with bus only lanes
 - b. 5 center running stations
 - c. 2 Phases of implementation
 - d. 33 Stations
 - e. Operation & Maintenance (O&M) Site in Ontario
3. Project Status
 - a. Final Design: 2020 –2021
 - b. Right of Way Acquisition: 2021-2022
 - c. Construction of Phase I: 2023 -2024
4. Proposed Changes and the revised Area of Potential Effect (APE) map
 - a. Change in Bus Type and Size: Zero-Emission Battery-Electric Buses instead of CNG Buses and 40-ft long instead of 60-ft long
 - b. Installation of on-route electric chargers at Pomona Transit Center Station
 - c. Changes in O&M Facility and Bus Charging Infrastructure: Conversion of existing Omnitrans
 - d. West Valley Vehicle Maintenance Facility in Montclair to support O&M functions: The depth of disturbance will still be at the previous maximum depth of 10 feet. It includes disturbance of the utility and conduits.
5. The Environmental review is updating technical studies to include the Pomona O&M facility for the NEPA revalidation and CEQA EIR addendum. Specifically, the cultural resources is being updated regarding the Native American Heritage Commission Sacred Lands Files, the 6 surveys available from the CHRIS records search by Cal State University Fullerton, and a pedestrian survey of the APE expansion to include the Pomona Transit Center Station, as well as, the built environment.

The Kizh Nation noted that the coordination with the NAHC and CHRIS database recommends consultation with the tribes because not all of the knowledge of the area regarding the tribes has been filed. A statement of “no known resources” should still include additional tribal

coordination for resources that have yet to be recorded. It should not be assumed that there are “no resources”.

The revised APE site of the Pomona O&M facility is adjacent to Los Angeles Wash and the Union Pacific Santa Fe Railroad. Considering the closeness of the loose sand and settlement ponds by the LA Wash, the area may have been less likely to be used historically. The anticipated depth of the Alluvium area is 12-15 feet for pole vaults.

The neighboring sites in the alluvium area include Cucamonga, Toyvingna, Joatanga (Mt. Baldy and community by Santa Antonio and Cucamonga creek) have been used in tribal history. Beneath the soils, there would be tribal resources from the creek and watershed washways.

6. Any revisions to the Cultural Resources Mitigation and Monitoring Plan (CRMMP) which the Kizh Nation commented on (August 2018). The mitigation language includes the preferred terminology for the Avoidance, Minimization, and Mitigation (AMM) measures and contacts for the Kizh Nation.

Action Items

1. Provide the PowerPoint presentation for the August 19, 2021, Consultation Meeting under Section 106 and AB 52
2. Submit the Cultural Resources Mitigation and Monitoring Plan (CRMMP) from 2018 to the Kizh Nation for an additional review to ensure that all applicable measures are met and if the neighboring sites with tribal resources would be adequately addressed in the measures, as well. Determine if the trade routes to Santa Fe and Mission should also be included in the CRMMP.
3. The Kizh Nation is to provide any additional information regarding the neighboring sites Cucamonga, Toyvingna, Joatanga (Mt. Baldy and community by Santa Antonio and Cucamonga creek).



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

888 South Figueroa Street
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213-202-3950

May 25, 2022

Mr. Andrew Salas
Chairperson
Gabrieleño Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA 91763

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

Dear Chairman Salas,

The Federal Transit Administration (FTA), in cooperation with San Bernardino County Transportation Authority (SBCTA), is writing to continue consultation under Section 106 of the National Historic Preservation Act (NHPA) on the proposed construction of the West Valley Connector Corridor Project (the WVCC Project), a 35-mile-long bus rapid transit (BRT) project. On June 4, 2021, the FTA initiated consultation by invitation per 36 CFR § 800.2 (c)(4) and other consulting parties per 36 CFR § 800.2(c)(5) on the WVCC Project Re-evaluation. On June 23, 2021, your tribe accepted the invitation to continue consultation.

As part of our continuing consultation with you under Section 106 of the National Historic Preservation Act (NHPA), and in partnership with the San Bernardino County Transportation Authority (SBCTA), we thank you for participating in the teleconference call with the Federal Transit Administration (FTA) on November 2, 2021, and later providing the suggested edits to the Cultural Resources Monitoring and Mitigation Plan (CRMMP) on April 20, 2022. This letter summarizes our responses to your comments, concerns, and input on the CRMMP.

Questions and Comments on November 2, 2021, teleconference call

1. Gabrieleño Band of Mission Indians (GBMI) – Kizh Nation question: Is the CRMMP finalized or a draft?

Response: The CRMMP was first drafted in 2017 as part of the Draft EIR/EA preparation. The CRMMP has gone through a number of edits to incorporate comments received from various parties including GBMI – Kizh Nation. The last revision of the CRMMP, before the current revision, was dated March 2020, which was edited to be consistent with the Final EIR/EA. Due to the changes to the project description in 2021, the FTA is in the process of preparing the NEPA re-evaluation of the EA/FONSI. All technical studies including the CRMMP (September 2021) have been revised to reflect the changes in project description and the project impacts. That is the version that the FTA requested the GBMI – Kizh Nation review the document once again to ensure that it still adequately addressed the measures discussed during consultation.

2. GBMI – Kizh Nation comment: The CRMMP should provide additional clarification regarding the tribal history of the area for the San Manuel Band of Mission Indians (SMBMI) and GBMI – Kizh Nation because the tribal history defines the potential resources and discoveries, as well as level of involvement by the SMBMI and GBMI – Kizh Nation.

Response: The FTA acknowledged GBMI – Kizh Nation’s comments and had scheduled subsequent conference calls with the tribe on several occasions to further discuss the comments, and finalize any changes. GBMI – Kizh Nation provided edits to the CRMMP to the FTA on April 20, 2022. The areas recommended for monitoring, as indicated through tribal consultation, have been incorporated into the CRMMP and are further discussed below.

3. GBMI – Kizh Nation question: If a previously uninterested tribe develops interest in the project and would like involvement in the CRMMP, can the tribe be involved? What would be the process?

Response: If the FTA is notified of interest by a previously uninterested or previously unnotified tribal government that is federally-recognized, the tribe would be invited to participate. The NHPA Section 106 process is designed to ensure inclusiveness of those parties who have an interest in cultural resources that may be affected by proposed federal undertakings.

4. GBMI – Kizh Nation comment: The CRMMP should more clearly separate the archaeological discoveries from the tribal inadvertent discoveries. The steps and process for the archaeological discovery and tribal discovery should not be the same (e.g. chapter 3, treatment, collection, records and site assessment, etc.)

Response: The FTA acknowledged GBMI – Kizh Nation’s comments. We understand that California Public Resources Code 13 PRC § 21080.3.1, also known as Assembly Bill (AB) 52, may create a distinction in the ultimate evaluation and treatment of finds than those which apply National Register of Historic Places evaluation criteria and Secretary of the Interior treatment standards, as required by federal undertakings conducted under NHPA Section 106. The FTA has included clarifying language in the CRMMP to acknowledge that the CRMMP is a federal compliance document and does not specifically address any requirements under the California Environmental Quality Act (CEQA).

Recommended Edits to the CRMMP by GBMI – Kizh Nation, April 20, 2022

The FTA is grateful for your time reviewing the CRMMP. A revised final version of the CRMMP is attached for your records. In addition, the FTA is providing further explanation below in response to your comments.

The CRMMP is intended to satisfy National Environmental Policy Act (NEPA) requirements as an avoidance, minimization and/or mitigation requirement (CI-CR-1) for the Final Environmental Impact Report/Finding of No Significant Impact (EIR/FONSI) prepared for the

project, approved May 12, 2020. The FTA acts as the lead agency for the NEPA requirements. Consequently, as discussed in response number 4 above, the CRMMP does not address CEQA requirements for which the SBCTA, as the lead agency, has separate consultation responsibilities under AB 52, which amended CEQA to create tribal cultural resources as a new category of resources. Therefore, we have added clarifying language in the introduction to better explain that the CRMMP was prepared to solely comply with federal environmental requirements. As a result, further references to AB 52 or tribal cultural resource protocols and the distinction between archaeological resources and tribal cultural resources have been omitted from the CRMMP text, although the information you have provided is a very useful summary and has been shared with SBCTA.

Section 106 of the NHPA and its implementing regulations at 36 CFR § 800.3(f)(2) state that "The [federal] agency official shall make a reasonable and good faith effort to identify any Indian tribes...that may attach religious and cultural significance to historic properties in the area of potential effects [APE] and invite them to be consulting parties." The Native American Heritage Commission provided the FTA a tribal consultation list. In addition to the GBMI – Kizh Nation, other tribes also accepted the FTA's invitation to consult under Section 106. Therefore, suggested edits to replace the CRMMP's original broader term "consulting tribes" with the singular GBMI – Kizh Nation tribe name cannot be utilized in this document. Other specific references inserted by the tribe, including to the GBMI – Kizh Nation's cultural resources training program, are not included for similar reasons. Therefore, the consulting party contacts were also reinserted in the Appendix.

With regard to specific suggested edits, the FTA offers the following explanations:

- On page 19, we cannot determine the ultimate deposition of any artifacts inadvertently discovered that fail to meet National Register of Historic Places criteria, as the FTA would need to conduct tribal consultation with all interested parties, as is mentioned in Section 3.4, on page 34.
- On page 20, relative to monitoring ground disturbance, we have identified the sensitive project locations that the GBMI – Kizh Nation indicated to the FTA during previous consultations. We have also inserted maps (Appendix A) to visually indicate the approximate locations where archaeological and Native American monitoring will occur during construction of Phase I/Milliken Alignment; Phase II/Haven Alignment monitoring areas will be shown in an updated CRMMP once funding for that phase becomes available. These monitoring areas are located within the APE, which has received SHPO concurrence and can be found within the original and supplemental Historic Property Survey Reports.
- Edits were made to Sections 2.3 (page 23) and 2.5 (page 25) to clarify requirements for creating daily monitoring logs and monthly reports.

- On page 28, concerning the level of effort needed to assess finds, the term "standard practice guidelines" may possibly be open to varying interpretations, so we have reiterated that the field practitioners should use the framework established in the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (1983) and the National Park Service publication *The Archaeological Survey: Methods and Uses* (1978).
- On page 29, regarding unanticipated discoveries that would require avoidance, we removed "isolated artifacts" from the first bullet because these are already addressed in the next paragraph.

The FTA thanks you again for participating in the tribal consultation and your review of the CRMMP. 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,



for Ray Tellis
Regional Administrator

Attachments: West Valley Corridor Connector CRMMP – May 2022

Appendix D CULTURAL RESOURCES MONITORING AND MITIGATION PLAN

DRAFT

CULTURAL RESOURCES MONITORING AND MITIGATION PLAN

West Valley Corridor
Connector Project



cta

San Bernardino County
Transportation Authority



OmniTrans
Connecting Our Community.

Updated June
2022





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CRMMP Revision History

The Cultural Resources Monitoring and Mitigation Plan (CRMMP) may be updated and modified, as needed, as the West Valley Corridor Connector Bus Rapid Transit Project progresses.

Date	Reason for Revision
October 2017	Original Draft
April 2018	Edited to reflect changes to Draft EIR/EA
April 2019	Edited to reflect changes to Draft EIR/EA and as a result of tribal consultation
March 2020	Edited to be consistent with Final EIR/FONSI, and updated with new contact information
September 2021	Edited as part of the EIR/EA Revalidation due to changes to project description and updated with new contact information
May 2022	Edited as a result of tribal consultation
June 2022	Edited as a result of SHPO consultation

Cultural Resources Monitoring and Mitigation Plan



LIST OF ACRONYMS

AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRMMP	Cultural Resources Monitoring and Mitigation Plan
CRHR	California Register of Historical Resources
EA	Environmental Assessment
EIR	Environmental Impact Report
FTA	Federal Transit Administration
GBMI	Gabrieleño Band of Mission Indians
GPS	Global Positioning System
MLD	Most Likely Descendant
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NTP	Notice to Proceed
O&M	Operation and Maintenance
OSHA	Occupational Safety and Health Administration
PI	Principal Investigator
PRC	Public Resources Code



ROW	Right-of-Way
SBCM	San Bernardino County Museum
SBCTA	San Bernardino County Transportation Authority
SMBMI	San Manuel Band of Mission Indians
SHPO	State Historic Preservation Officer
SOI	Secretary of the Interior
TCE	temporary construction easement
TCP	Traditional Cultural Property
TCR	Traditional Cultural Resource
WVCC	West Valley Corridor Connector

DRAFT

1.0 INTRODUCTION

This Draft Cultural Resources Monitoring and Mitigation Plan (CRMMP) has been prepared in support of the proposed West Valley Corridor Connector (WVCC) Project, a 35-mile-long Bus Rapid Transit (BRT) project proposed by the San Bernardino County Transportation Authority (SBCTA), which may receive federal funding and discretionary approvals from the Federal Transit Administration (FTA). The SBCTA is the lead agency for the project pursuant to the California Environmental Quality Act (CEQA). The FTA is the National Environmental Policy Act (NEPA) lead agency. The CRMMP is strictly a FTA background document in support of the NEPA environmental decision making process; it does not specifically address any CEQA requirements though there is some overlap and parallel approaches concerning cultural resources management processes. SBCTA maintains separate responsibilities under state law (AB 52) to consult with tribes who have requested to participate in projects that may have a potential to impact a Tribal Cultural Resource (TCR).

A monitoring and mitigation plan is a formal set of protocols and procedures to establish and ensure timely and accurate communications and implementation of a standardized process for archaeological and Native American monitoring and for the recordation/ treatment of new finds with a purpose to minimize adverse effects to any cultural resources discovered during ground-disturbing activities. This CRMMP is intended to comply with Mitigation Measure CI-CR-1, as described in the Final Environmental Impact Report (EIR) and the Finding of No Significant Impact (FONSI) for the WVCC Project. This CRMMP provides a strategic framework for inadvertent discoveries during all phases of project construction and can be revised, as needed.

Provisions included in this CRMMP are based on what is known at the time of development of the CRMMP; it has been modified over time to reflect the developing understanding of the resources or changes to the scope of work, personnel, or excavation strategies, and in response to tribal consultation.

Monitoring is defined as active observation of earth-moving or other work that could adversely affect cultural resources or the treatment of Native American human remains, associated grave artifacts, and sacred objects that may be unearthed by project activities within the Area of Potential Effects (APE) and includes, as warranted by circumstances, observation, data recording, data recovery, archaeological excavation, photography, laboratory analysis and artifact cataloging, ancillary special studies, and production of a written report that meets current professional archaeological standards.

The objective of this CRMMP is to outline the methods and procedures that will be implemented as part of the monitoring of the construction program for the WVCC Project as it is undertaken in Los Angeles County and San Bernardino County.



Cultural Resources Monitoring and Mitigation Plan

Implementation of this CRMMP will reduce the likelihood of adverse effects to cultural resources. Although the potential for the project to encounter buried prehistoric archaeological resources is considered generally low, the project extends through the traditional lands of the Gabrieleño Band of Mission Indians – Kizh Nation (GBMI – Kizh Nation) as well as an eastern portion of the Serrano ancestral territory of the San Manuel Band of Mission Indians (SMBMI). Most ground-disturbing construction activities are expected to occur within highly disturbed sediments and/or areas with fill where intact archaeological materials are unlikely to exist.

As a result, archaeological monitoring by Native American representatives will be limited to any project-related, ground-disturbing construction activities (e.g., grubbing, grading, excavation, drilling and tree or fence post removal) that occur within previously undisturbed sediments, if any are encountered, and any other areas agreed to by parties through consultation with Tribal representatives as sensitive. Consultation is necessary to identify areas important to Native Americans that may be unrecognized by people outside the culture. These include sacred sites, Traditional Cultural Properties (TCP), and under CEQA, Tribal Cultural Resources (TCR). Knowledge of such places is usually considered confidential.

Construction that requires monitoring includes demolition activities that could disturb native soil and any earthmoving (e.g., grading or excavation for foundations, footings, or trenching for underground utilities in areas that have been deemed sensitive for resources). Archaeological monitoring will continue until it is determined that excavation has reached the maximum depth at which important remains could occur. Additionally, ground-disturbing activity for the proposed project could disturb, damage, or degrade unknown, intact, and potentially significant archaeological and sacred resources. This plan includes procedures to be implemented if a culturally modified soil deposit (midden) or human remains are unearthed. If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment should occur as prescribed by law.

The archaeological monitor(s) have the authority to temporarily halt or divert ground-disturbing activity to appraise and document materials uncovered during development activities in consultation with the participating tribes. If a potentially significant resource is discovered, the process described in this CRMMP will be implemented in consultation with the SBCTA, the FTA, consulting Tribal Governments, and the State Historic Preservation Officer (SHPO).

1.1 Project Description

The SBCTA, in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, proposes construction of the 35-mile-long WVCC Project (see Figure 1 for a regional overview map). The project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. The project would be constructed in two phases: Phase I/Milliken Alignment, from the Pomona Regional Transit Center Station 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 completion in late 2024. Construction of the Phase II/ Haven Alignment is scheduled to occur after completion of Phase I when funding is available. The SBCTA intends to construct the WVCC, which will then be operated by the Omnitrans. The environmental review process for the project was completed in accordance with CEQA and NEPA requirements. A Notice of Availability (NOA) and digital copy of the Draft EIR/Environmental Assessment were sent to all Native American and Tribal contacts during the public circulation period from June 24 to August 8, 2019. The Final EIR under CEQA and FONSI under NEPA were completed in March 2020. The SBCTA and the participating cities identified Alternative B (Full BRT with 3.5 miles of dedicated bus-only lanes on Holt Boulevard in Ontario) as the preferred alternative. The SBCTA Board certified the Final EIR in May 2020, and the FTA issued a FONSI for the project shortly after the Final EIR was certified. Figure 1 presents the original project map.

1.2 Description of the Preferred Alternative (Alternative B)

Alternative B, the Preferred Alternative, includes the full 35-mile-long BRT corridor, which is composed of the Phase I/Milliken Alignment, Phase II/Haven Alignment, 3.5 miles of dedicated bus-only lanes in Ontario, and 5 center-running stations and 50 side-running stations at up to 33 locations/major intersections. The dedicated lanes segment includes 2 mixed-flow lanes and 1 transit lane in each direction and 5 center-running stations. To accommodate dedicated lanes, right of way acquisition and temporary construction easements are required for roadway widening and placement of electrical and fiber optic utility lines. This process is currently ongoing and is scheduled to be completed by October 2022. Land acquisition along the corridor will also accommodate roadway reconfiguration and station construction. In addition, some areas of the project corridor involve relocation or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

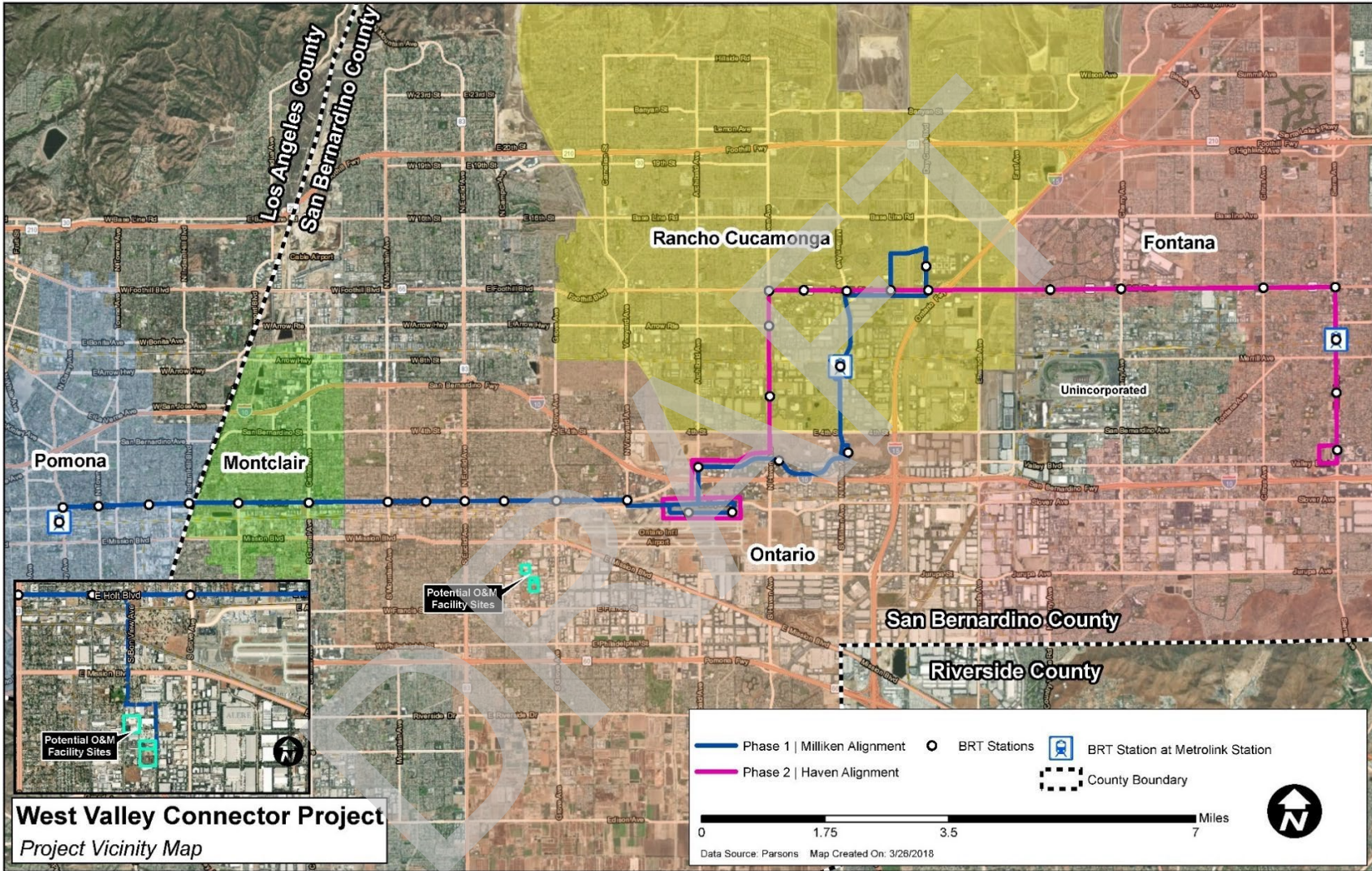


Figure 1: WVCC BRT Original Project Map (Final EIR/FONSI, March 2020)

Bus Rapid Transit Stations

BRT stations at 33 locations/major intersections and associated improvements are to be located approximately 0.5 to 1 mile apart (see Figure 1 for station locations). Table 1 lists the BRT stations to be constructed as part of the Phase I/Milliken Alignment. Alternative B includes these 5 five center-running platform stations:

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

Table 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>	

As part of the Phase II/Haven Alignment, an additional 12 side-running stations would be constructed for both Build Alternatives, as listed in Table 2.



**Table 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

Maintenance Facilities

The project's bus fleet would be composed of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. A new O&M facility for light maintenance activities would be constructed as part of the project during the Phase I/Milliken Alignment. As part of the environmental analysis, three potential sites in Ontario were considered for the proposed new O&M facility, with Site 3, as identified in Figure 2, a parcel owned by the City of Ontario (1333 S. Bon View Avenue), selected as the preferred site through the CEQA/NEPA process in 2020.

Cultural Resources Monitoring and Mitigation Plan

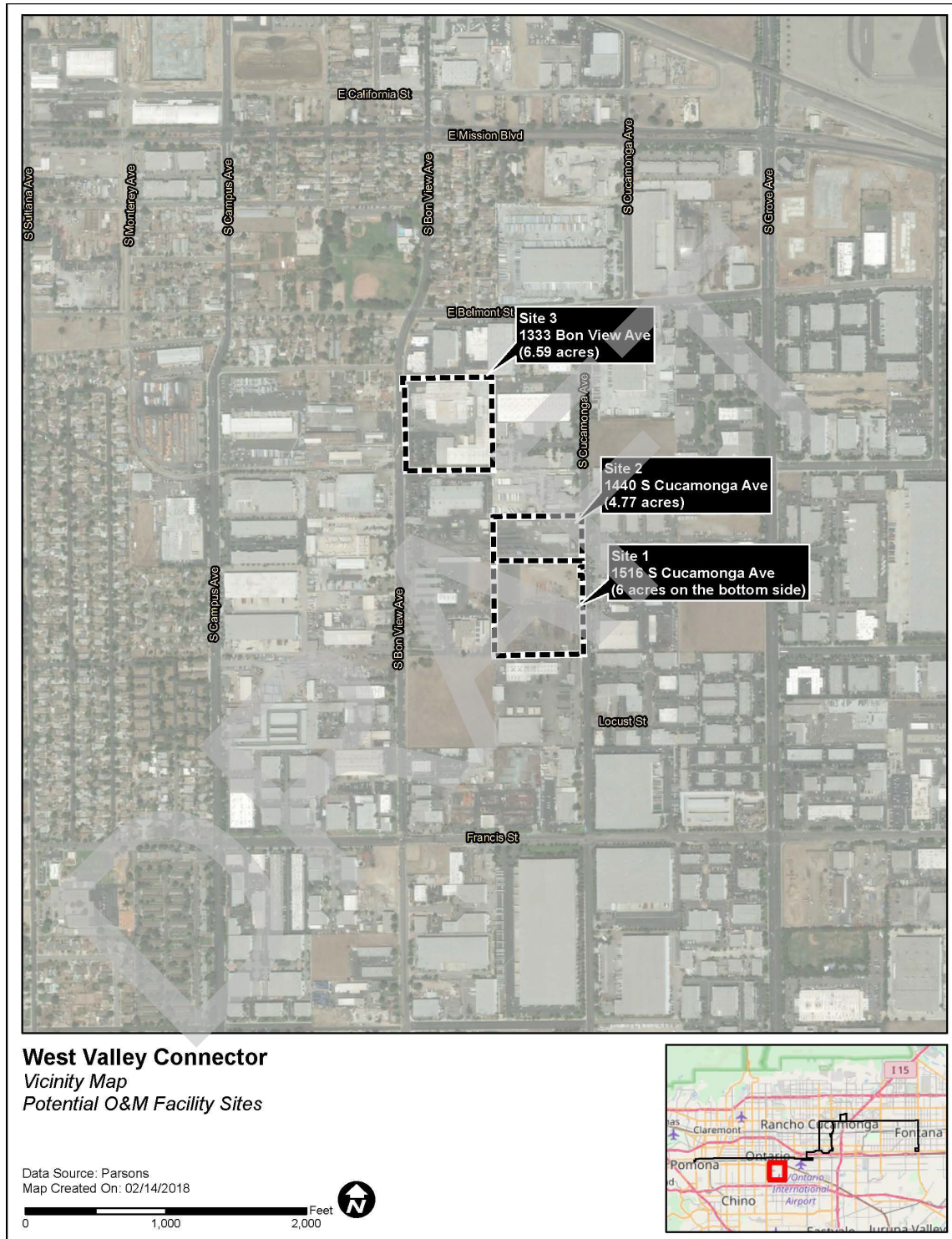


Figure 2: Future Operations and Maintenance Facility proposed for Site 3



1.3 Project Changes

Subsequent to environmental approval of the WVCC Project in 2020, as described earlier, the SBCTA proceeded with project design of the Phase I Milliken Alignment. To stay within the Small Starts Program maximum project cost, currently \$300 million, and to deliver the most cost-effective project, the SBCTA has continued to review the project for savings. Subsequently, the SBCTA has identified changes that could be implemented to help achieve significant cost savings and also meet California's health-based air quality standards and greenhouse gas emission reduction goals while adhering to the project's purpose and need.

The following paragraphs and Figure 3 summarize the proposed changes to the WVCC project description stated in the Final EIR/FONSI (March 2020).

1.3.1 Change in Bus Type and Length

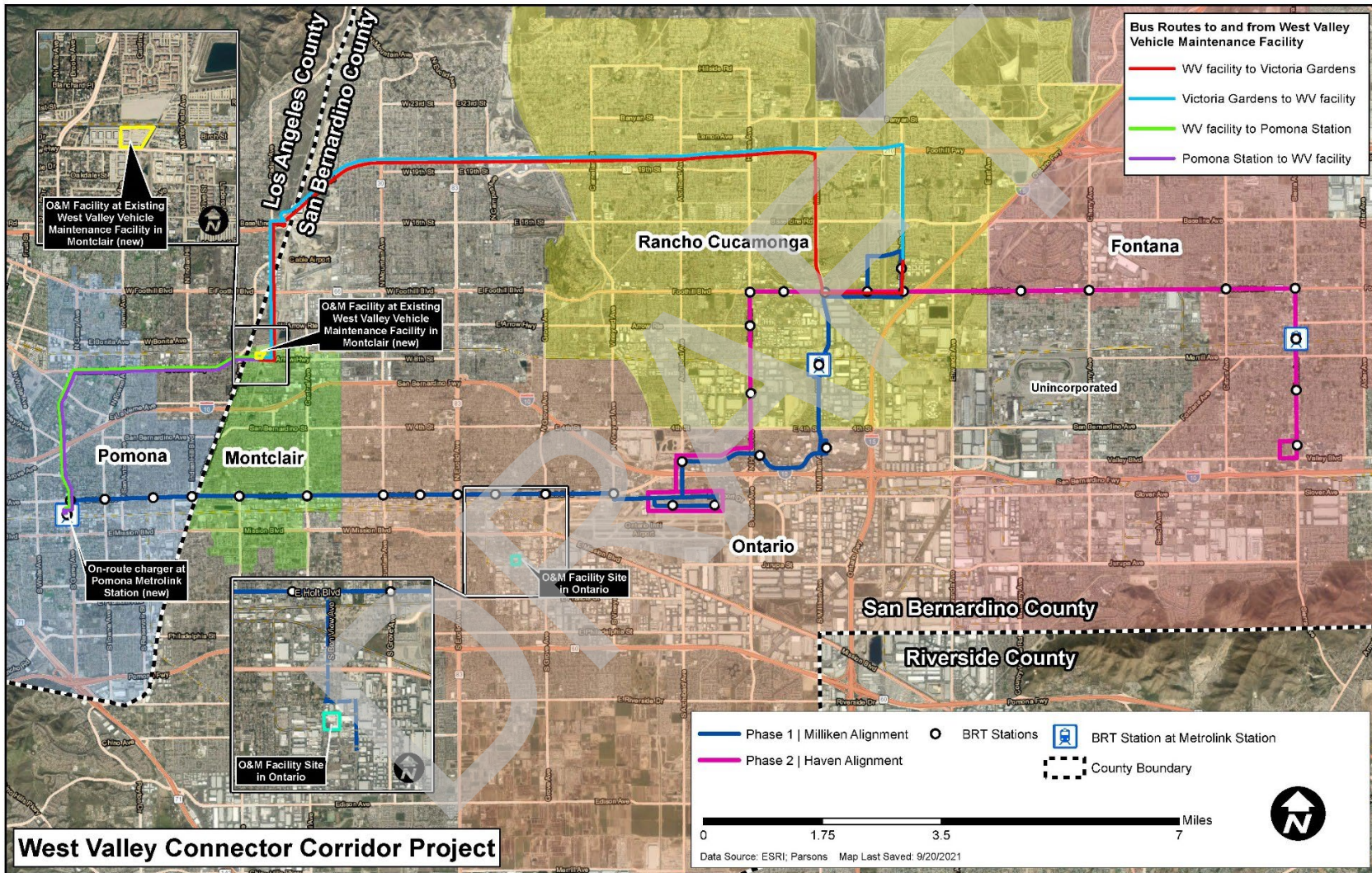
The SBCTA had identified the use of 40-foot-long buses over the 60-foot-long CNG buses (proposed in the environmental document) as one of the opportunities for savings. Based on the evaluation, the SBCTA determined that the seated passenger capacity of the 40-foot and 60-foot buses is similar and can accommodate ridership projections for the project. Design adjustments can be incorporated that allow for the loading of bikes on the front of the 40-foot bus as opposed to bringing them onto 60-foot buses. In addition, a 3-door, 40-foot bus is available that will serve the planned center platforms along Holt Boulevard. Finally, the center platform can be designed in such a way that it could accommodate 60-foot buses in the future, both from a platform length and platform height perspective. Therefore, the use of 40-foot-buses can still meet the high-quality transit system and the projected demand as stated in the purpose and need of the project.

As the final design proceeded, the SBCTA recently received a Transit and Intercity Rail Capital Program (TIRCP) funding award of \$15 million administered by the California State Transportation Agency (CalSTA), for the purchase of zero-emission battery electric buses (BEB) for the WVCC Project. The use of BEBs would also help the SBCTA to meet the State Zero-Emission Vehicle (ZEV) program aimed at reducing air pollutant and greenhouse gas emissions. Due to the unavailability of the 60-foot-long BEBs, the SBCTA decided to purchase 18 of the 40-foot-long BEBs as part of Phase I operations to take advantage of available grant funding. To maintain future flexibility, the WVCC stations are being designed to accommodate the use of both 40-foot-long and 60-foot-long buses.

Cultural Resources Monitoring and Mitigation Plan



Figure 3. WVCC BRT Proposed Changes



1.3.2 Change in O&M Facility and Charging Infrastructure

The Omnitrans recently implemented the Connect Forward service reduction plan at its West Valley Vehicle Maintenance Facility (WVVMF), located at 4748 E. Arrow Highway, Montclair (Figure 4), which reduces the number of fixed route buses in service thus freeing up capacity. The SBCTA, working in partnership with the Omnitrans, has identified that the 18 bus fleet required for Phase I operations can be serviced at the WVVMF. The use of the Omnitrans existing facility provides cost savings opportunity by deferring the construction of the new O&M facility at 1333 S. Bon View Avenue in Ontario until funding is available or when the bus fleet is expanded as part of the Phase II/Haven Alignment operations. Other than the phasing, there are no additional changes to the new O&M facility in Ontario (e.g., description, anticipated effects or previous mitigation pertaining to the new O&M facility).

To use the existing WVVMF facility in Montclair as an O&M facility to service the BEBs for the WVCC Project, some retrofits would be required, including electrical infrastructure upgrades and installation of charging stations within the facility's premises (Figure 5). The use of BEBs would also require installation of on-route chargers at the Pomona Transit Center Station located at the Pomona Transit Center/Metrolink Station area (Figure 6). However, there would be no change to the footprint of either facility. Installation of the on-route chargers would occur concurrently with the WVCC Project's station construction program. No additional property acquisition is required to convert the existing WVVMF in Montclair to handle the new O&M needs associated with implementation of the WVCC Project.

The BRT buses accessing the proposed O&M site in Montclair are expected to follow the current routes used by the Omnitrans' local buses. Except for the proposed changes outlined above, all other WVCC Project elements as described in the 2020 Final EIR/FONSI would remain the same.

Figure 4. Aerial View of Existing Omnitrans West Valley Vehicle Maintenance Facility



Figure 5. O&M Facility Conceptual Site Plan at WVVMF

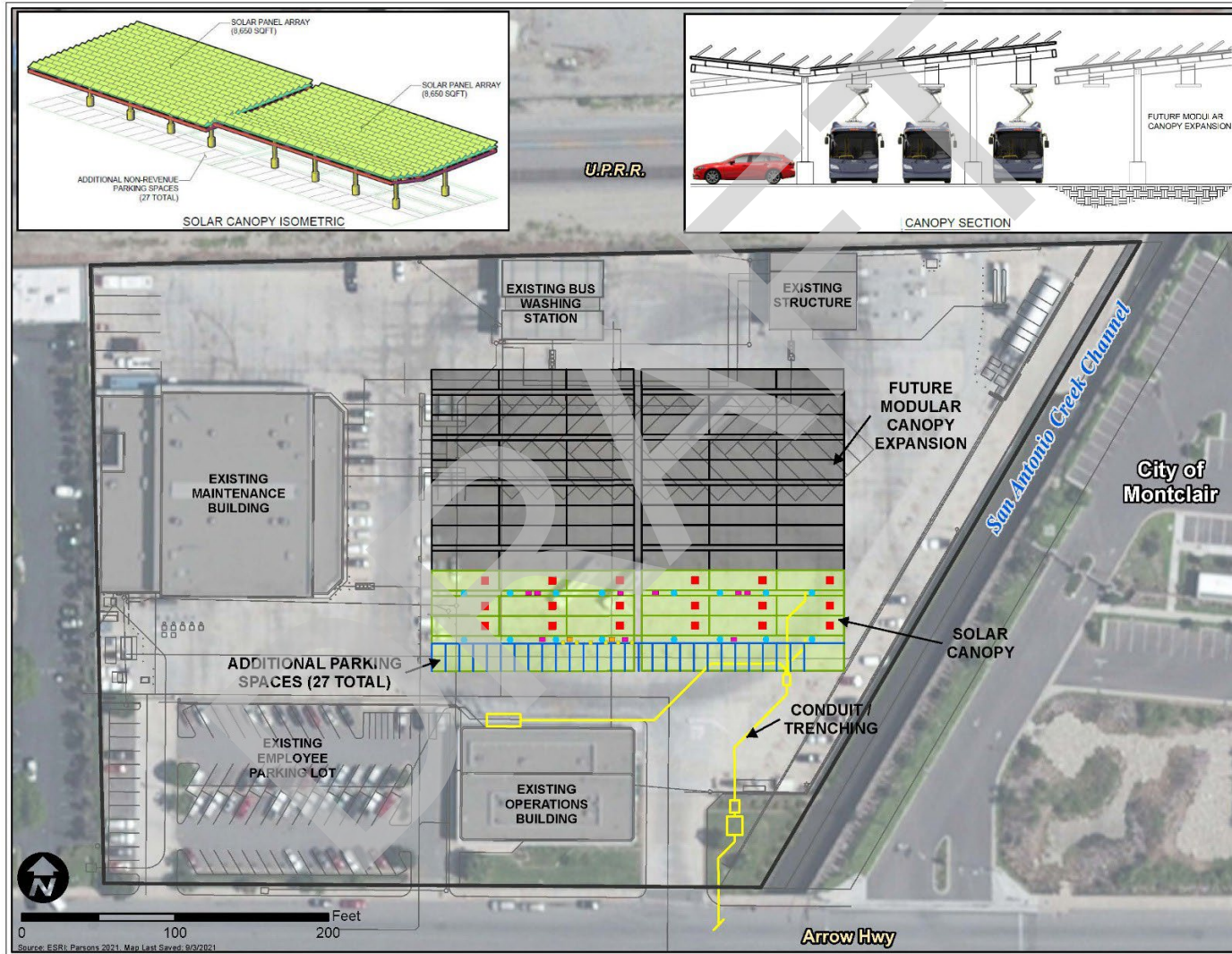
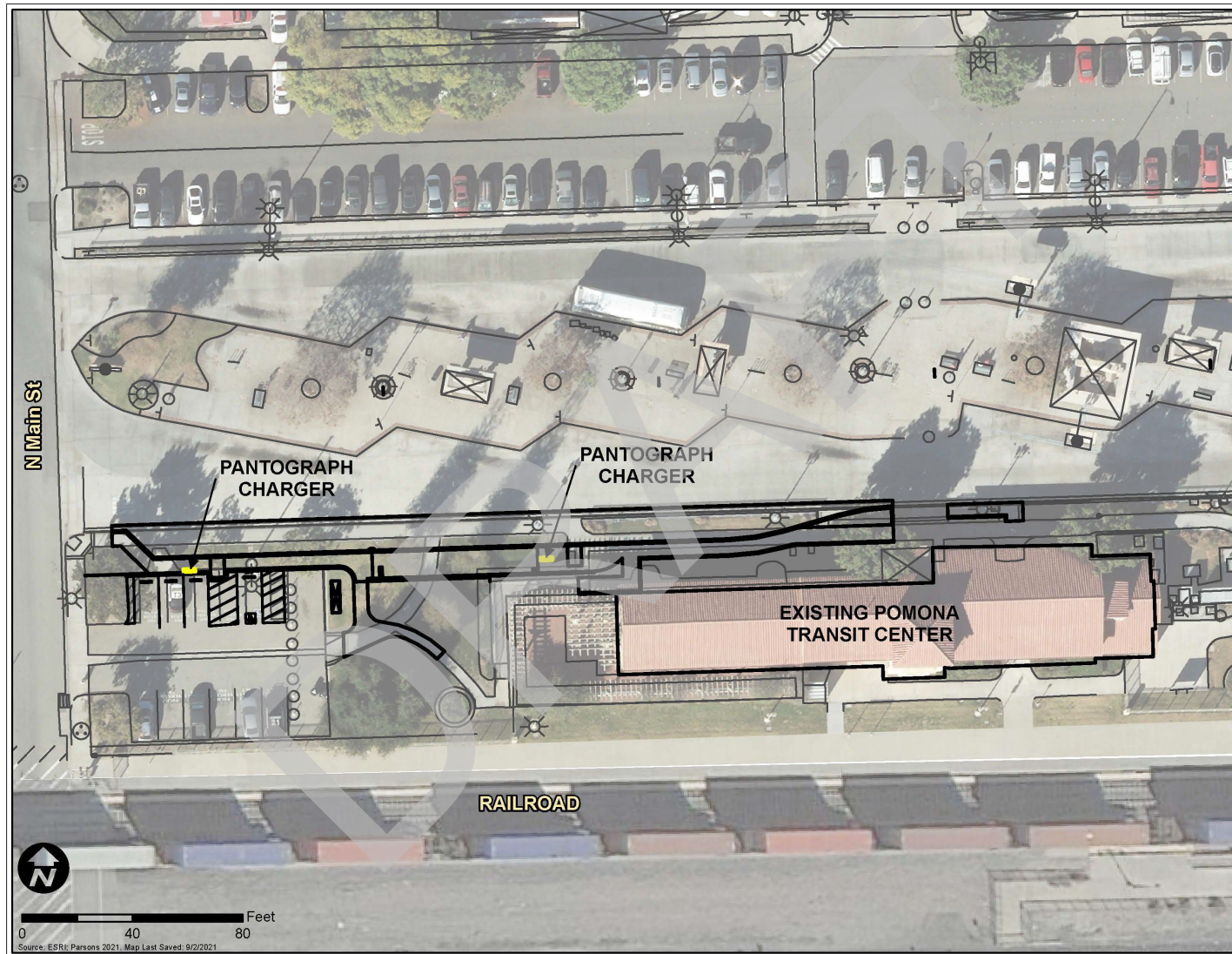


Figure 6. Two Chargers to be Installed at Pomona Transit Center Station



Proposed New Use of WVMF

Conversion of the existing WVMF to support O&M functions of the WVCC Project requires changes to the facility. The BEB parking and charging stations would be located at the open paved area at the central section of the WVMF site, while parking spaces for employee and visitor vehicles would be located just north of the office building area (see Figure 5 above). BEB charging areas would consist of three rows and be covered by a solar canopy supported by concrete columns and located immediately to the north of the new vehicle parking spaces. Nine 150-kilowatt electric bus chargers and two 150-kilowatt electric vehicle chargers would be provided under this canopy. The remaining area between the proposed charging areas and the existing bus wash facility and fueling station to the north would continue to be used for bus parking. Underground conduits would extend from the charging area to the battery backup, switchboard, transformer, and the power line service connection at Arrow Highway.

On-Route Charger

The use of BEBs would also require installation of on-route chargers at the Pomona Transit Center Station. The installation of on-route chargers will occur within the existing footprint of the original proposed station to be located within the Pomona Transit Center Station (see Figure 6 above), and the area and depth of which has been previously disturbed.

Construction Activities

Modification of the existing Omnitrans WVMF to support the BEB maintenance would occur as part of the Phase I/Milliken Alignment construction, which would start in late 2022 and be completed in late 2024. Installation of the on-route chargers at the Pomona Transit Center Station would occur at the same time as the main WVCC Project construction.

Construction activities at the WVMF site would include mobilization and staging, site clearing, grading and paving, charging structure construction, equipment installation, and minor landscaping and finishing. The charging structure would require soil excavation of approximately 15 feet below existing ground surface, subject to the verification of the geotechnical investigation. Trenching for electrical and communication equipment, and if any wet or dry utility relocations are needed, would have an excavation depth of approximately 6 feet.

Construction activities at the Pomona Transit Center Station would include installation of two electric pantograph chargers. The maximum excavation depth for these chargers is 10 feet.

In all, ground disturbance is limited to the above described locations. No extensive backfill or grading are expected given the relatively flat elevation of the project site.

Implementation Schedule

The implementation schedule has been updated as follows:

- Completion of the environmental compliance phase (March 2020)
- Completion of Final Design (December 2022) and begin construction in March 2023
- Completion of Phase I/Milliken Alignment and O&M facility construction in October 2024
- Completion of vehicle procurement and system testing in December 2024
- System operation in February 2025

Construction of Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment pending funding availability.

1.4 Description of Area of Potential Effects and Areas where Monitors will be Used

For this project, the proposed APE was established in accordance with 36 Code of Federal Regulations (CFR) § 800.4(a)(1). The FTA consulted with the SHPO in December 2016 and October 2017 concerning a revision to the Undertaking's APE to account for construction of the O&M facility, for which concurrence was received from the SHPO in March 2018.

The proposed APE was determined to encompass the ROW and parcels along the proposed side and center stations of the above-mentioned alignment for purposes of the built-environment resources study and covers only the ROW within the proposed side and center stations, as well as areas for temporary construction easements (TCE), proposed staging areas, and parcels proposed for full or partial acquisition for the archaeological resources study. As a result of the proposed project changes described above in Section 1.3, the previously approved APE has been revised and expanded to include the proposed use of the existing Omnitrans WVVMF, located at 4748 E. Arrow Highway in Montclair, the proposed route to the WVVMF, and immediately adjacent parcels to the WVVMF which contain built-environment resources that could experience effects from construction and operation of the facility. No other changes in the previously approved APE map have been made. The expanded APE limits of ground disturbance encompass a small area within the 5.3-acre parcel comprising the existing WVVMF in Montclair to account for site improvements and required retrofits, including electrical infrastructure upgrades and installation of charging stations within the facility's premises. None of the existing buildings on the existing WVVMF site would be removed. All project activities, including construction staging and equipment storing areas, are anticipated to be contained entirely within the WVVMF site.

The APE includes parcels that may experience visual, noise, vibration, or changes to setting. These areas were established as the legal parcel adjacent to where these effects may occur if built environment resources were present. If any part of a parcel would be

temporarily or permanently affected, then the entire parcel was included in the APE footprint. In terms of the vertical APE, a summary of maximum depth of ground disturbance for stations, the existing Omnitrans WVMF facility in Montclair, the proposed O&M facility in Ontario, and underground utilities, is contained in Table 3. The maximum depth of ground disturbance is estimated to be 15 feet pile length below current ground surface for infrastructure upgrades and charging station installation, representing the maximum vertical APE for project work at the existing WVMF site in Montclair. The estimated excavation depth for the BEB O&M facility is 3 feet greater than the estimated depth for the proposed O&M facility in Ontario because construction of the steel canopy and pole structure associated with the charging station would require different weight distribution than the structure foundation proposed for the Ontario O&M facility.

Table 3: Summary of Maximum Excavation Depth for Stations, Facilities, 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
New O&M site at the Existing Omnitrans WVMF Facility in Montclair (Phase I)	Pole structures to support steel canopy associated with the charging station	15
New O&M Facility site in Ontario (Phase II) when funding is available	Elevator shaft; maintenance trench; building foundation	12
Holt Boulevard (between Benson Avenue and Vine Avenue)	Construction of center-running BRT Stations	2.5
	Utility relocation	6
	Storm drain laterals	15

This CRMMP indicates particularly sensitive areas that have been identified through tribal consultation (see Section 2.0 and Appendix A).

1.5 Summary of Previous Investigations and Known Resources

To identify historic properties (i.e., National Register of Historic Places [NRHP]-eligible or listed resources) that could be affected by the WVCC Project, several studies were undertaken between 2016 and 2021 including a survey of the built environment and formal evaluation of historic-age (i.e., 50 years old or older) architectural resources; archaeological records searches conducted at the South Central Coastal Information Center (SCCIC)

located at California State University, Fullerton, field surveys of all open, accessible portions of the APE, recordation and evaluation of 11 new archaeological resources, and field check of 2 previously-recorded sites; four searches of the Sacred Lands File with the Native American Heritage Commission; and consultation with 22 Native American groups and 8 historical associations and organizations over the course of the project. The methods and results of those investigations are documented in the Historic Property Survey Report (HPSR 2018), Archaeological Survey Report (ASR 2018), and Historic Resources Evaluation Report (HRER 2018), as well as the Supplemental HPSR and Supplemental ASR, which were prepared in September 2021 to account for cultural resource investigations of the WVCC's revised APE in 2021.

Given the developed nature of the APE, the majority of identified resources consist of historic-age buildings and structures. As documented in the HRER, there are 159 built environment resources which were evaluated that do not appear to be eligible for listing in the NRHP, 5 properties are listed in or previously determined eligible for listing in the NRHP: Southern Pacific Railroad Depot, Pomona; Lincoln Park Historic District, Pomona; Euclid Avenue, Ontario; National Old Trails Road/Route 66, Rancho Cucamonga and Fontana; and Malaga Underpass Bridge, Fontana, and 4 properties determined eligible for listing in the NRHP as a result of the WVCC investigations: Vince's Spaghetti, 1206 W. Holt Blvd., Ontario; A.C. Moorhead House, 961 W. Holt Blvd., Ontario; The Grinder Haven, 724 W. Holt Blvd., Ontario; and Jacob Lerch House, 541 E. Holt Blvd., Ontario. In addition, there are 19 resources in the APE that are listed in or eligible for local historic landmark designation by the City of Ontario. On August 7, 2018, the SHPO provided concurrence on the eligibility findings for built-environment resources as described in the HRER.

The archaeological studies, as documented in the ASR, identified 11 new archaeological resources within the APE, all consisting of historic-age remnants (e.g., foundations, debris, and/or refuse) of past residences and businesses in Ontario. There are no standing structures associated with any of these sites. None of these 11 resources are eligible for the NRHP or the California Register of Historical Resources (CRHR). Two previously recorded archaeological sites within the project APE 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) that is no longer extant and is not eligible for the NRHP or CRHR. No prehistoric resources or TCP/TCRs were identified within the APE during the archaeological investigations and consultation with Native American groups. On August 7, 2018, the SHPO provided concurrence on the findings as described in the ASR.

The Supplemental ASR (September 2021), incorporated as Appendix B of the Supplemental HPSR (September 2021), was prepared to address the change to the project description as outlined in Section 1.3 of this CRMMP, and transmitted by the FTA to the SHPO for concurrence in October 2021. No archaeological sites were identified as part of the records search and pedestrian field survey undertaken at the existing WVVMF site in Montclair, and nor had there been any previously recorded archaeological sites within a

0.25 mile radius of the updated portion of the APE. On March 9, 2022, the SHPO responded to the FTA that the revised APE appears adequately delineated to account for direct and indirect effects to historic properties. The SHPO also indicated that based on the results of the FTA's supplemental identification efforts conducted within the revised APE, the SHPO agreed that the FTA's original finding of no adverse effect with the condition to implement a CRMMP remains appropriate.

Because tribal consultation on the CRMMP was ongoing when the Supplemental HPSR (September 2021) was submitted, the SHPO decided to withhold their review and comment on the CRMMP until the tribal consultation had been concluded. On May 25, 2022, following conclusion of the tribal consultation, the FTA resubmitted the revised CRMMP (dated May 2022) to the SHPO for review. On June 13, 2022, the FTA received comments from the SHPO, among them requesting that the CRMMP be revised to clarify agency responsibilities, including involving the Advisory Council on Historic Preservation (ACHP), specifying consultation time frames, and using the National Historic Preservation Act (NHPA) Section 106 term "effects" rather than "impacts." As a result, this revised CRMMP (Updated June 2022) reflects changes made in response to the SHPO comments. This updated CRMMP is being submitted to the SHPO with the updated Supplemental HPSR (June 2022), the latter was revised to indicate that tribal consultation on the CRMMP has been concluded.

2.0 MONITORING

2.1 Monitoring Plan

Monitoring Requirements

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, or in areas in which the agency and Native Americans consider highly sensitive based on the potential to encounter buried resources. Ground-disturbing construction activities in areas of fill or disturbed sediments shall not be monitored unless specifically agreed to by the SBCTA/FTA and Tribal representatives through consultation. When applicable, the Native American monitor shall be invited by the SBCTA WVCC Project Manager, or designee, under the authority of, and in cooperation with, the FTA, to be present to visually inspect the removed soil and exposed floors and walls of any areas excavated to determine if cultural materials are present. The SBCTA's construction contractor will strive to provide a minimum of a five-day look ahead schedule for any areas as described in Section 1.4 where excavation or ground disturbing activities will occur. The tribal representative shall work with the Archaeological Principal Investigator (PI) to direct excavation crews to divert or slow soil removal to a pace suitable to accommodate a reasonable level of soil examination. The SBCTA has assigned Parsons Transportation Group Inc. (Parsons), the project engineering firm under contract to the SBCTA, to carry out the cultural resources work in compliance with state and federal regulations. Parsons has engaged Paleo Solutions, Inc., currently a part of Stantec, Inc. (Stantec), to provide qualified archaeologists including the monitor(s) for the WVCC Project. The FTA is responsible for Section 106 of NHPA and will work closely with the SBCTA to assure compliance. The FTA will review and approve all documents prepared as part of the CRMMP requirements.

Archaeological monitoring, when applicable, shall be conducted by a qualified archaeologist from Stantec, who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards for Archaeology. Tribal monitor(s) shall be retained and compensated and are required to be approved by the consulting tribal governments participating in the monitoring process, as per the Section 106 consultation conducted by the FTA. Individuals approved by the Tribe(s) to serve as monitors, however, would need to be provided to the SBCTA/FTA for review and final selection. The agencies need to have readily-available and current contact information for these individuals both prior to and during the project's scheduled ground-disturbing activities.

The goal of monitoring is to identify evidence of historic and/or precontact human activities that may inadvertently be displaced or affected by excavation or earth-moving activities. Once the construction and excavation schedule and monitoring locations have been established and agreed upon by the SBCTA WVCC Project Manager and the construction

contractor, the archaeologist, Native American monitor, and the FTA shall be notified by the SBCTA WVCC Project Manager, or designee. Analysis of any cultural material recovered and report preparations shall be conducted under supervision of an SOI-qualified archaeologist who shall serve as the Archaeological PI. The monitoring and all excavations shall follow standard archaeological practice, and the level of description and documentation in the report submitted to the FTA for review shall be consistent with the SOI *Standards and Guidelines for Archaeological Documentation* (1983) and the National Park Service publication, *The Archaeological Survey: Methods and Uses* (1978).

Archaeological and Native American monitors, unless one person is serving in both roles, shall be present during ground-disturbing activity within previously undisturbed sediments, if any are encountered, and locations where there is potential to encounter buried archaeological and other cultural resources based on information learned through tribal consultation (see Appendix A). As a result, during construction of Phase I/Milliken Alignment, monitoring would occur during excavations at all station locations, from the Pomona Regional Transit Center Station to Victoria Gardens in Rancho Cucamonga, and including the existing Omnitrans WVVMF in Montclair, as well as locations along Holt Boulevard (between Benson Avenue and Vine Avenue) in Ontario where ground disturbance involving utility relocation and construction of storm drain laterals will occur.¹ This recommendation is based on information obtained through tribal consultation about areas within and adjacent to the APE. If inadvertent archaeological discoveries are made outside of these designated locations, further monitoring may be required near the unanticipated discovery. All archaeological and Native American monitoring during construction shall be managed by the SBCTA, or its subcontractor, who will coordinate daily monitoring activities with the SBCTA WVCC Project Manager. The SBCTA will provide at least 48 hours' notice to the tribe(s) of impending ground disturbance so that tribal monitors can be effectively mobilized.

The monitors will note any significant archaeological or other cultural resource discoveries and promptly advise the Archaeological PI and the SBCTA, who shall in turn notify and consult with the FTA on the appropriate steps to take to avoid effects to the resource. Consulting parties, including consulting tribes, the SHPO, and the ACHP, will be notified within 48 hours of an archaeological discovery or unanticipated effects to a resource (36 CFR § 800.13(b)(3)).

¹ Since the WVCC FONSI was approved in May 2020 with an unknown timing for construction, this version of the CRMMP only addresses Phase I/Milliken Alignment. When funding is made available to construct the Phase II/Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana, the FTA will initiate a Re-evaluation per 23 CFR 771.129. The tribes, the SHPO, and the ACHP, if participating, will be contacted during the Section 106 process as part of the Re-evaluation. All consulting parties will be provided the opportunity to review and comment on the CRMMP and it will be revised and updated per that consultation

The archaeological monitor shall be a qualified archaeologist who is familiar with the types of resources that could be present in the project APE and shall be directly supervised by the SOI-qualified Archaeological PI.

The role of the archaeological monitor will be to identify, document, and protect known and previously unknown cultural resources that may be uncovered during construction activities.

This monitoring program includes:

- Review of the background information provided by the Tribe(s)
- Meetings with the construction contractor and other project personnel to coordinate field-monitoring efforts and schedules and explain stop-work requirements
- A qualified archaeological monitor supervised by a qualified Archaeological PI
- A Native American monitor
- Completion of daily monitoring logs
- Completion and submittal of a draft and final monitoring report
- Completion of cultural resources noncompliance incident reporting, as needed

Description of Expected Resources

The types of archaeological resources that could be encountered within the Project APE are predicted based on documented resources in the vicinity and known information about the prehistoric and historic use of the region. A review of these data sets indicates that the following resources could be encountered within the APE. Additional materials not identified here are possible.

Prehistoric Resources. Prehistoric materials that could be encountered include lithic scatters and stone tools, ground stone/milling implements such as manos and metates, midden deposits, hearths or rock rings, cut or burned bone, and shell or bead ornaments.

Historic-age Resources. Historic-age materials that could be encountered include cans; bottles; ceramics; nails; other household items such as pots, wash basins, lanterns; personal items such buttons, combs, clothing; toys; agriculture or livestock-related items such as horseshoes, pieces of barbed wire, wire mesh fencing; commercial items such as restaurant ware and hotel-related items; and remnants of buried utility (e.g., gas, water, sewer) lines.

Pre-Construction Worker Training

Prior to any project excavation, the SBCTA WVCC Project Manager is responsible for the training of all earth moving personnel and their supervisors on the possibility for archaeological and tribal cultural resources discoveries. The SBCTA has assigned Parsons to carry out the cultural resources work in compliance with state and federal regulations. Parsons has engaged Stantec to provide a qualified archaeologist and a paleontologist to develop the Worker Environmental Awareness Program (WEAP) and conduct the training

for all earth moving personnel and their supervisors. The WEAP shall be provided as a PowerPoint presentation and/or distributed as hand-outs, which can be presented to new personnel, as necessary, over the construction lifetime of the Project. The program shall inform personnel of the types of artifacts or features that may be encountered, the ability of the archaeological monitor and Native American monitor, under the authority of the SBCTA WVCC Project Manager, to temporarily halt or redirect work to evaluate discoveries, the procedures to be followed if archaeological materials are unearthed at the project site and if an archaeological monitor is not present, contact information for the archaeological personnel, and the regulatory requirements for the protection of archaeological resources. A sign-in sheet of contractor personnel who have received the training will be maintained by the SBCTA WVCC Project Manager.

2.2 Roles and Responsibilities

Monitoring Overview

The individuals involved in field monitoring shall coordinate with the SBCTA WVCC Project Manager, or its contractor, who shall be responsible for notifying the construction team to schedule day- to-day archaeological and Native American monitoring requirements. The focus of the monitoring for the proposed construction project shall be to observe soil exposed by ground- disturbing activities and to determine the presence or absence and nature of newly discovered cultural resources. If archaeological or other cultural resources are identified, the monitoring team shall be prepared to protect artifacts, define exclusion zones, provide preliminary evaluation of discoveries, advise the construction contractor of the appropriate diversion of construction activities, and immediately notify the SBCTA. The SBCTA shall notify the FTA. The FTA shall make decisions concerning resource evaluation and consultation, and the SBCTA shall take measures to protect the newly discovered resource until those decisions have been made. If potentially significant archaeological or historic properties are discovered during construction, the FTA shall notify the SHPO, the ACHP, and the consulting tribes within 48 hours of the discovery. The notification shall include a preliminary evaluation of the resource under all NRHP criteria, and, if applicable, an assessment of adverse effects and proposed treatment measures. In general, the SHPO may respond within 30 calendar days from receipt of the information, but the time frame may be extended or shortened by mutual agreement. If human remains are discovered and are determined by the County Coroner to be Native American in origin, the NAHC shall be notified within 48 hours (see Section 3.2).

Personnel Qualifications

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

- A Master's degree in anthropology, archaeology, historic archaeology, or a closely related field;

- At least 10 years of professional archaeological management experience, with at least 3 of those years conducting fieldwork in California; and
- At least 3 years of experience in a decision-making capacity on cultural resources projects, with at least 1 of those years in California, and the appropriate training and experience to knowledgeably make recommendations regarding the significance of cultural resources.

The archaeological monitor shall have, at a minimum:

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

Qualifications of Native American monitors to be used on the project will be determined through consultation.

Responsibilities

The role of the Archaeological PI is to coordinate with the SBCTA and the FTA to ensure that there are no effects to known historic properties within the Project area and to ensure that unanticipated discoveries are adequately identified, recorded, and evaluated in accordance with the provisions of this CRMMP and MM CI-CR-1 and -2. The Archaeological PI oversees all archaeological monitoring activities and measures taken to address new discoveries. The PI ensures that all archaeological monitors assigned to the Project meet the minimum qualifications for monitors, as outlined above. The PI also ensures the accurate and timely completion of all daily monitoring logs and the monitoring report, as described below in Section 2.3. The Archaeological PI shall be available to respond to unanticipated discoveries, shall report new finds to the SBCTA and the FTA, and shall make NRHP and CRHR eligibility recommendations to the SBCTA and the FTA, as appropriate, and consistent with Section 2.2. The FTA maintains authority for approving actions carried out in compliance with Section 106 of the NHPA.

The PI shall prepare and implement any needed research designs or treatment or avoidance plans. The PI shall also establish a protocol for communication with the Construction Supervisor, who shall confer with the PI on changes to construction schedule.

A qualified archaeological monitor shall be present to observe ground disturbing construction activities, based on the locations and frequencies described above in Section 2.1. The monitor's role is to identify and record unanticipated discoveries, as directed by the Archaeological PI. The Monitor shall observe ground disturbance for any kind of archaeological remains that might be exposed by machines during construction activities. These activities include mechanical scraping, grading, and excavating. The Monitor shall examine exposed soils, sidewall profiles, and spoils piles. If the monitor or other construction personnel discover archaeological finds during construction, the monitor shall

have authority to halt construction and shall notify the Archaeological PI. The Monitor shall be responsible for following all federal, state, and project-specific safety protocols.

Native American Monitoring

As determined through consultation, the GBMI – Kizh Nation and SMBMI shall have the option to provide a Native American monitor representing the Gabrieleño during ground-disturbing activities in specific, agreed upon locations. The Native American monitor shall coordinate activities with the Archaeological PI, the archaeological monitor, and on-site construction contractors to ensure that cultural features are treated appropriately from the Tribe's point of view. All prehistoric or traditional cultural artifacts that may be found shall be treated appropriately, as outlined in Section 3.

The Native American monitor shall be afforded an opportunity to participate in the evaluation of Native American cultural resources for significance under the NRHP criteria. In addition, the Native American monitor shall be invited to assist with recordation of any find. If test excavation or data recovery is necessary, the Native American monitor shall be invited to assist in excavation and site documentation. The Native American monitor shall be responsible for following all federal, state, and project-specific safety protocols.

2.3 Communications

Daily logs with a summary of monitoring activities and findings within the project APE shall be maintained and kept on file, as described in Section 2.5. The daily monitoring logs shall be included in the monitoring report. While in the field, the on-site archaeological monitor will be in daily contact with the construction manager for activity updates and schedule information.

If appropriate notice has been given and the Native American monitor does not show up at the site location due to unforeseen circumstances, work may proceed, but phone calls shall be made as soon as possible to the appropriate tribal contacts. Likewise, if a monitor arrives at a scheduled work location and no workers are there, the SBCTA or their representative(s) shall be notified. A list of primary and secondary contact information is provided in Appendix B.

The field monitors and PI shall communicate observations and recommend protection/avoidance measures to the SBCTA, who will disseminate the information to the construction management team. The construction management team shall be responsible for coordination with the individual field contractor on a schedule that is consistent with the work effort. In turn, it is the SBCTA's responsibility to immediately notify the FTA of any discoveries. The FTA shall be responsible for agency consultation with the SHPO and consulting Tribal Governments under Section 106 of the NHPA.

2.4 Health and Safety Plan

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

2.5 Documentation

The archaeological monitor shall maintain a daily monitoring log that will document the date, hours, and amount of time spent at a construction monitoring location. The monitor shall describe construction locations, activities that were monitored, observations regarding conditions and discoveries, and general environmental factors such as weather, soil conditions, and topography. In addition, the daily logs shall provide a record of any unusual conditions, the progress of the project, and the events of the day's monitoring. The name and hours of the Native American monitor shall be documented. Digital photographs shall be taken as appropriate to document the general activity of daily work and observations. The photographs will be kept as part of the permanent job file. Monitors shall provide their monitoring logs daily to the Archaeological PI.

The Archaeological PI shall prepare find reports when cultural materials are encountered during construction. The find reports shall describe the find and treatments recommended for the find, if applicable. The find reports shall be delivered to the SBCTA within 48 hours of discovery of the find. The PI shall oversee preparation of Department of Parks and Recreation (DPR) 523 site records for all new finds.

The Archaeological PI shall prepare a monitoring report, updated on a monthly basis during the period of construction activity. The report will provide descriptive and visual information regarding the monitoring conducted, including:

- Dates and locations of monitored construction activities
- Surface and subsurface sediments observed
- Methods used in monitoring
- Information on the characteristics and the potential significance of any discovered site or

feature

- Assessment of the integrity and size of any discovered resource
- Recommendations for the management of the newly discovered resources
- Treatment/disposition of collected materials
- Daily monitoring logs to be attached as an appendix
- Maps and figures of newly discovered cultural resources to be included as a separate, confidential appendix
- DPR 523 site records to be attached as a separate, confidential location
- Artifact catalog for recovered materials to be attached as a separate appendix

The monthly archaeological monitoring report(s) shall be submitted to the SBCTA and the FTA for review and approval at least two weeks prior to the scheduled FTA and SBCTA quarterly meeting. The FTA shall submit a copy of the monitoring report(s) to GBMI – Kizh Nation and SMBMI, for review and comment. The SHPO has indicated it does require receipt of monitoring reports when no resources have been discovered.

3.0 INADVERTENT ARCHAEOLOGICAL AND TRIBAL CULTURAL RESOURCE DISCOVERY PLAN

This CRMMP establishes procedures and provides guidelines for the treatment of inadvertent discoveries during all ground-disturbing activities associated with the project. This plan addresses the potential for discovery of a buried precontact and historic archaeological site, precontact and historic archaeological features, precontact and historic isolated archaeological artifacts and/or cultural resources that were not identified by means of the completed archaeological field survey described in the *West Valley Corridor Connector BRT Archaeological Survey Reports* (July 2018 and September 2021). These inadvertent archaeological finds include any material culture that is greater than 50 years old. Finds may include human remains or cultural items consisting of cultural patrimony, cultural affiliation, sacred objects, and associated funerary objects. The formalization of these procedures in this CRMMP helps ensure all parties involved with the proposed project are familiar with legislated mandates and project-specific protocols for compliance, enabling a response to a discovery be made in a timely and responsible manner.

If potentially significant archaeological remains are uncovered during the construction process, all work will be temporarily stopped or redirected to another location, as discussed below. Work outside the area of the find will be allowed to continue with appropriate monitoring. The resource location will be plotted and mapped with appropriate global positioning system (GPS) equipment.

If previously unidentified cultural materials are unearthed during construction, work shall be halted within 100 feet (30 meters) of the find until the resource can be fully documented and evaluated by the archaeological monitor and/or Archaeological PI. The Native American monitor shall be provided an opportunity to inspect the find. All discoveries shall be treated as a historic property meeting NRHP eligibility criteria until a formal evaluation can be made by the FTA in consultation with participating tribes, the SHPO, and the ACHP. If the Archaeological PI determines the discovery to be an isolated find that holds no potential to be considered a historic property under the NHPA, the isolate shall be adequately documented and recorded by the archaeological monitor including basic identification and metrics as well as UTM locational data. Once documented and the object moved, construction shall be allowed to continue in that area. The Archaeological PI shall notify the SBCTA of the find, who will promptly notify the FTA. The FTA will then notify consulting tribes. It is acknowledged here the SBCTA has separate responsibilities under AB 52 to consult with tribes who have requested to participate in evaluating finds that may be considered a Tribal Cultural Resource (TCR).

If the find potentially qualifies as a historic property under the NHPA, the ground surface around the discovery shall be carefully inspected to make preliminary recommendations

regarding the significance of the discovery. The PI can temporarily halt work for the inspection of a potential discovery per the project's EIR/EA; in doing so, the archaeologist is expected to work closely with the Native American monitor.

Due to contractual responsibilities, only the designated SBCTA WVCC Project Manager can halt construction of the overall or a portion of the project, although any project construction personnel, not just an archaeological monitor or tribal monitor, has the authority and responsibility to initiate a temporary stop work order around a find. If the discovery needs additional attention to be properly assessed, the SBCTA WVCC Project Manager shall either halt or redirect the construction work. Except for human remains, the discovery shall be thoroughly documented as exposed.

If appropriate, the archaeological monitor shall establish a temporary Environmentally Sensitive Area (ESA) around the find, including an appropriate buffer, as determined by the Archaeological PI in coordination with the SBCTA WVCC Project Manager and the construction contractor. The ESA shall serve as a temporary construction exclusion zone to protect the resource from effects until the find has been documented and evaluated and appropriate treatment measures developed and implemented, if needed.

The PI shall immediately report the discovery to the SBCTA WVCC Project Manager with recommendations of what types of additional fieldwork may be necessary to determine the potential eligibility of the resource for the NRHP and CRHR. The SBCTA WVCC Project Manager shall immediately contact the FTA. Within 48 hours of the discovery, the FTA shall begin consultation regarding the significance of the discovery and recommendations to resolve adverse effects, as applicable, with the consulting tribes, the SHPO, and the ACHP, if after being notified, they elect to participate. The SBCTA WVCC Project Manager shall provide the FTA with written documentation regarding the discovery as soon as it is available to be shared with consulting parties.

Determinations concerning NRHP eligibility and implementation of proposed treatment measures shall be made by the FTA in consultation with the consulting tribes, the SHPO, and the ACHP. If the determination is that the discovered resource is not eligible for the NRHP, the SBCTA shall issue a Notice to Proceed (NTP) for construction work in the area of discovery. If a discovered resource is determined to be eligible for the NRHP and effects to it cannot be avoided, treatment measures will be required. A Data Recovery Plan specific for the affected resource shall be prepared by the SBCTA's cultural resources contractor (i.e., Stantec), for the review and approval of FTA, and to be forwarded to the consulting parties, including consulting tribes and the SHPO, requesting a 30-day review and comment period, and allowing for 45-days for the ACHP. Data recovery efforts shall be focused only on the portion of the historic property that falls within the APE.

To the degree feasible, the construction crew shall be included in discussions to avoid or minimize potential damage to a discovered resource. The level of effort shall be dictated by the nature and extent of the discovery and on the results of the initial evaluation effort using

the framework established in the SOI *Standards and Guidelines for Archaeological Documentation* (1983) and the National Park Service publication, *The Archaeological Survey: Methods and Uses* (1978). The focus shall be on recovering a sufficiently large data sample to characterize the discovery and to address regional research questions, as appropriate. Upon completion of any required fieldwork, a brief interim letter report summarizing the results shall be prepared. This letter report, to be prepared by the Archaeological PI for the SBCTA for the FTA, and for their transmission to the SHPO and consulting tribes, shall recommend whether construction work at the discovery site can resume, or if additional sampling is required. The letter report containing the management summary will be prepared within 15 calendar days of completing testing fieldwork and will request that consulting parties provide any review and comment within 30 calendar days of receipt of the interim letter report.

A preliminary final data recovery technical report shall be prepared upon completion of post-field laboratory studies and analyses, assumed to be within six months of completion of fieldwork, and will be submitted by the FTA to the SHPO, the consulting tribes, and other consulting parties approved by the FTA, for a 30-day review and concurrence period, a time frame which may be extended through mutual agreement. Technical report(s) resulting from data recovery mitigation is more detailed than the letter report summarized in the preceding paragraph above and generally will feature focused data analysis and address several research-oriented questions pertinent to the discovery and goals outlined in the Data Recovery Plan.

Upon acceptance by the consulting parties, the SBCTA WVCC Project Manager or designee will ensure the FTA-approved final (evaluation and/or treatment) technical report(s) are forwarded to the SCCIC at California State University-Fullerton.

Unanticipated Discoveries that would Require Avoidance

Inadvertent, unanticipated, or emergency discoveries that would require avoidance until an evaluation and/or appropriate treatment has been determined, are defined as:

- Previously unidentified archaeological sites and features.
- All artifacts and/or cultural materials within, or immediately adjacent to, cultural sites/resources previously determined or recommended eligible for the NRHP.
- Any evidence of human remains and/or associated funerary objects, regardless of context of discovery. All discoveries of bone are to be treated by construction personnel as potential human remains until a determination can be made by the Archaeological PI, a qualified osteologist or forensic anthropologist, and/or County Coroner, as described below in Section 3.2.

- Diagnostic and exceptional isolated prehistoric or historic finds that are unique, associated with a specific setting or environment, or may contribute to the understanding and appreciation of California's prehistory and history, shall be avoided or collected. The following list includes examples of such potential diagnostic and/or isolated artifacts that would merit avoidance or collection:

Prehistoric—ceramics (e.g., decorated, rim, or basal sherds, lugs, figurines, ear spools, complete vessels); lithics (e.g., projectile points, exceptional/unusual ground stone, exceptional/unusual chipped-stone artifacts); ceremonial items (e.g., shell or bead ornaments, carved bone).

Historic—ceramics (decorated rim or basal sherds, makers marks, complete vessels), glass (complete vessels, vessel bases with makers marks, body fragments with labels), buttons, marbles, pipes, figurines, or doll parts, and identifiable metal (tools, gun parts, machine parts, hinges, nails, buckles, flatware, wagon hardware, horse tack,) that are clearly 50 years of age or older.

The following contemporary materials are examples of those that **shall not be reported** and require no avoidance, unless exceptional:

- Plastic products limited to Styrofoam® and other foamed polystyrene products, Velcro®, Teflon® coated cookware, polyvinylchloride (PVC) pipe, high-density polyethylene, polypropylene, polyimide, thermoplastic polyester, linear low-density polyethylene, liquid crystal polymers, and products marked with resin codes.
- Cans made from aluminum or bi-metal, or those with pull-tab or push-tab (metal or plastic) openings.
- Aluminum foil.
- Synthetic tires, car parts.
- Modern electronics (CD players, VCRs, electronic appliances, personal electronics, computers, printers).
- Compact disks, floppy computer disks, magnetic tape media.
- Unidentifiable metal fragments.
- Rubber and rubberized metal.
- Clothing or shoes made of plastic or synthetic materials.

Any cultural resources that are found with materials older than 50 years of age shall be documented. If there is any doubt regarding the age of a discovery, the Archaeological PI shall discuss this with the SBCTA when providing notice of the find.

Inadvertent Effects to Cultural Resources

Although it is the goal to protect known and unknown (buried) cultural resources from project-related effects to the extent possible, circumstances may arise when construction or other project-related activities cause inadvertent effects to cultural resources. The term "effect" is defined under 36 CFR § 800.13(b)(3) as an alteration to the characteristics of a

historic property qualifying it for inclusion in or eligibility for the National Register. As used in this CRMMP, however, the term is also meant to more broadly include the intentional or unintentional destruction of, damage to, or dislocation of in situ cultural resources or Native American human remains and associated grave goods as a result of project-related activities.

Proper implementation of the procedures described in this CRMMP shall avoid or minimize inadvertent effects to previously undiscovered resources and human remains. If an inadvertent effect occurs to a cultural resource, the following procedures shall be implemented.

Construction work shall be halted within 100 feet (30 meters) of the find until the resource can be fully documented and evaluated in consultation with the tribes. The archaeological monitor, if not also simultaneously serving in the role of the Native American tribal monitor, is on site, the monitor shall immediately notify the tribal monitor and the Archaeological PI, who shall notify the SBCTA, who will promptly notify the FTA. If an archaeological monitor is not on site, the construction contractor shall immediately notify the SBCTA, who will notify the FTA. The FTA may conduct a site visit, but in any circumstance, will contact the consulting tribes, the SHPO, and the ACHP, within 48 hours per 36 CFR § 800.13(b)(3).

Within 24 hours of notification of a project-related inadvertent effect to a cultural resource, the Archaeological PI shall provide to the SBCTA and the FTA a written summary that:

1. Describes the resource affected;
2. Defines in detail the nature and extent of the effect to the resource including photographs and maps as appropriate;
3. Identifies the project activity that resulted in the effect, when the effect occurred, and whether measures were in place to prevent the effect;
4. Describes measures taken to protect the resource from further effects;
5. Provides an assessment of whether the effects have altered the significance of the resource; and
6. Proposes treatment measures to reduce or mitigate the effect to the degree possible.

3.1 Notification and Coordination

A list of project contacts with current phone numbers and, if possible, e-mail addresses shall be provided to project personnel at the preconstruction meeting (Appendix B).

Specific points of contact shall be identified, and their roles and responsibilities clarified at the initial meeting.

Reporting any discovery of cultural resources by the archaeological or tribal monitor or any other project personnel during any phase of construction activities is the direct

responsibility of the on-site archaeological monitor. The on-site archaeological monitor, in collaboration with the Native American monitor, will undertake a limited investigation to ascertain whether any find is an isolated occurrence or whether it is indicative of a larger deposit. If the archaeological and Native American monitor are not on-site at the time of the discovery, the construction lead or on-site field manager shall report the find to the SBCTA or the Archaeological PI.

3.2 Human Remains and Sacred Objects

If any human remains are inadvertently encountered during ground-disturbing activities, all work shall be halted immediately within 100 feet of the find by the construction contractor, and the San Bernardino County or Los Angeles County Coroner, as appropriate, shall be contacted within 24 hours of discovery by the SBCTA WVCC Project Manager, or designee, in compliance with CEQA Guidelines Section 15064.5(e), California Health and Safety Code Section 7050.5(b), and PRC 5097.98. The SBCTA WVCC Project Manager or designee will also alert the FTA's assigned environmental protection specialist within 24 hours of discovery. If the remains are determined to be Native American, the County Coroner will contact the NAHC, which will designate a Most Likely Descendant (MLD) to offer guidance on the appropriate and respectful treatment and disposition of the remains per California PRC 5097.98. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after being granted access to the project area to examine the remains, the SBCTA, in coordination with the FTA, shall reburial the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The FTA will notify the SHPO by email of any inadvertent discovery of human remains determined to be Native American; the SHPO, however, has indicated no formal consultation is necessary.

Any human remains, burial sites, or funerary objects that are discovered during construction will be treated with the utmost respect, dignity, and confidentiality. No photographs should be taken unless they are needed to help identify whether the items observed are human remains. The appropriate Tribal representative(s) must grant approval for the use of any photographs and detailed drawings of human skeletal remains, associated grave goods or sacred objects prior to their public display or use for interpretive or reporting purposes. The documentation of human remains should be included as a separate appendix to the main body of a report and should not be available for public distribution unless there is a scientific or cultural interest and only when the Tribal representative(s) agree to such publication.

The federal Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) only applies to the FTA when a federal-aid project is located on tribal or federal lands, which is not the case with the WVCC Project.

3.3 Treatment

Cultural resources consisting of intact subsurface deposits indicative of prehistoric or historic period use, or features 50 years or greater in age, will require more extensive treatment, including an assessment of significance/eligibility to the NRHP.

The Archaeological PI, in consultation with participating tribes, and on behalf of the SBCTA and the FTA, shall make an initial assessment of potential eligibility. The FTA shall consult with the consulting tribes, the SHPO, and the ACHP on this recommendation of eligibility and, if applicable, the resolution of adverse effects.

The procedures below are assumed appropriate to inadvertent finds, but different procedures may be used consistent with the best professional judgment of the archaeologists and in consultation with the tribes, as determined in part, on the nature of the inadvertent find and on historic-era information of the project vicinity the GBMI – Kizh Nation shared with the FTA during a requested field trip. All prehistoric and historic cultural material discovered during project construction shall be recorded by a professional archaeologist on the State of California DPR 523 site or isolate form using standard techniques. The NAHC maintains a Sacred Lands Inventory. All burials, reburials, and sacred, religious, or ceremonial sites shall be recorded on the Sacred Lands Inventory Form, which is submitted to the NAHC. The FTA shall make decisions in consultation with the appropriate Tribal representative(s) and the SHPO.

To evaluate the potential eligibility of archaeological sites under Criterion D, in addition to tribal consultation, a Phase II testing effort may be necessary. If project effects to an archaeological site cannot be further avoided, a Phase II study may be undertaken to evaluate the site under NRHP and CRHR criteria and to assess potential project effects. A Phase II study may consist of test excavations and other information to accomplish these objectives.

Site overviews, features, and artifacts will be photographed; stratigraphic profiles and soil/sediment descriptions shall be prepared for subsurface exposures. Discovery locations shall be documented on scaled site plans and site location maps. Cultural features, horizons, and artifacts detected in buried sediments may require further evaluation using hand-dug test units. Units may be dug in controlled fashion to expose features, collect samples from undisturbed contexts, or interpret complex stratigraphy. A test excavation unit or small trench might also be used to determine if an intact occupation surface is present. Test units shall be used only when necessary to gather information on the nature, extent, and integrity of subsurface cultural deposits to evaluate the site's significance. Excavations shall be conducted using state-of-the-art techniques for controlling provenience. Spatial information, depth of excavation levels, natural and cultural stratigraphy, presence or absence of cultural material, and depth to sterile soil, regolith, or bedrock shall be recorded for each probe on a standard form. Test excavation units shall be recorded on unit-level forms, which include plan maps for each excavated level, and material type, number, and vertical provenience

(depth below surface and stratum association where applicable) for all artifacts recovered from the level. A stratigraphic profile shall be drawn for at least one wall of each test excavation unit. Sediments excavated for purposes of cultural resources investigation shall be screened through 1/8-inch mesh unless soil conditions warrant 1/4-inch mesh. All artifacts collected from the surface and from probes and excavation units shall be analyzed, catalogued, and temporarily curated.

Prehistoric archaeological sites usually require test excavation to determine whether they qualify for inclusion in the NRHP. There are instances, however, in which a determination can be made without Phase II excavation. A site may be determined to be eligible for inclusion in the NRHP on the basis of: (a) Information generated from previous excavations; (b) Unusual and important surface characteristics or features, such as house pits; (c) Ethnographic or ethnohistoric information, or other information obtained through Native American consultation; and (d) Existing stratigraphic exposures indicating the presence of important subsurface constituents.

Phase III excavations conducted as part of any proposed data recovery program will only occur if a resource is determined eligible for the NRHP, and when the eligible resource cannot be prudently avoided by project activities. Should a Data Recovery Plan become necessary, the FTA will further consult with the consulting tribes, the SHPO, and the ACHP, and request review and comment on the draft Data Recovery Plan within a 30-day time frame.

Ultimate disposition of cultural materials shall be determined in consultation with the FTA, the SHPO, and the consulting tribes. The SBCTA shall be responsible for the decisions and fees associated with appropriate long-term curation or donation of prehistoric, ethnohistoric, and historic artifacts, data samples, and records resulting from the project investigation. Within 90 days of concluding fieldwork, a technical report describing all monitoring, and if applicable, resultant archaeological excavations, shall be provided to the SBCTA WVCC Project Manager, who shall forward the report to the FTA, who in turn, shall transmit it to the consulting tribe(s), the SHPO, and if participating, the ACHP, for a 30-day review and comment period. If no comments are received from a party within the 30-day review period, the FTA may assume that the non-responsive party has no comment. The FTA shall take into consideration all comments received in writing within the 30-day review period and may make revisions before finalizing the documentation. The review time frame may be extended or shortened by mutual agreement. Upon its acceptance by consulting parties, the SBCTA WVCC Project Manager or designee will ensure the final technical report is forwarded to the SCCIC at California State University-Fullerton. If assessment activity exposes human remains (i.e., burials, isolated teeth, or bones), the notification process described in Section 3.2 shall be followed.

3.4 Collection, Records Management, and Curation

Collection and any subsequent analysis of artifacts shall occur by the implementing cultural resources contractor under direction of the SBCTA WVCC Project Manager or its designee, under the authority and review of the FTA, in consultation with the tribe(s). All recovered artifacts of the GBMI – Kish Nation and SMBMI tribal history or ancestry shall be given to the consulting tribes(s), or reburied nearby, as feasible, and as agreed upon in consultation. Should consulting tribes not reach consensus on the ultimate disposition, recovered artifacts will be submitted to San Bernardino County Museum (SBCM) for curation. Artifacts or ecofacts collected as a result of cultural resources monitoring, testing, and/or mitigation, and any required subsequent treatment, shall be analyzed, catalogued, and prepared in accordance with 36 CFR Part 79 and the curation guidelines of the SBCM.

If necessary, a curation agreement shall be established by the SBCTA for all pertinent cultural material collected during any phase of archaeological work associated with the project. All collected material shall be temporarily curated in a secured location on-site or archaeological laboratory, and will be available to be viewed by interested parties. After completion of the project, material not otherwise submitted to consulting tribes or reburied, as per consultation, will be curated at a facility that meets the standards required in 36 CFR Part 79.

3.5 Site Assessment/Treatment Documentation and Schedule

The PI and archaeological monitor shall document all efforts focused on the assessment and treatment of cultural resources identified during monitoring. The PI shall submit a formal notice of completion of efforts to the SBCTA/FTA, which is required for the release from suspension of work orders within 24 hours of completion.

Individuals involved in the monitoring and potential discovery program shall meet the qualification requirements for professional education and experience as defined in 36 CFR Part 800 of the National Historic Preservation Act. Professional services will be performed by individuals meeting all applicable federal regulations and guidelines according to the SOI's Professional Qualifications Standards (*Federal Register* Notice Vol. 48, No. 190, pp. 44738–44739, 1983).

4.0 NOTIFICATION AND RESPONSE FOR NEW FINDS

ACTION	Archaeological Monitor	Tribal Monitor ²	Construction Contractor	Archaeological Principal Investigator	SBCTA/FTA	SHPO
Initial Response/ Notification of Discovery	Temporarily halts ground disturbing activities near find and notifies SBCTA PM. Consults with Native American monitor. Notifies PI of find and construction contractor of potential work disruption. Establishes ESA in coordination with PI.	Temporarily halts ground disturbing activities near find. Consults with archaeological monitor.	If potential find is discovered by construction contractor when no monitor is present, work is redirected away from find; the SBCTA PM and PI are promptly alerted.	Inspects new discovery and notifies the SBCTA. Records resource and prepares a find report. Makes preliminary recommendation on its NRHP eligibility after consultation with Tribe(s).	The SBCTA notifies the FTA of discovery. The FTA notifies Tribe(s), the SHPO, and the ACHP.	
Human Remains Discovered	Immediately notifies construction contractor and PI of the discovery. Construction activities halted and area secured with ESA.	Immediately notifies construction contractor, archaeological monitor and PI.	Gives instruction to construction crew. Enforces ESA buffer.	Immediately notifies the SBCTA of discovery. Ensures protocols are being followed.	The SBCTA notifies the Coroner and the FTA. If remains are determined by Coroner to be Native American, the FTA consults with MLD, as identified by the NAHC.	
Suspend Work Order	Monitors maintenance of ESA.	Monitors maintenance of ESA.	Gives instruction to construction crew; maintains ESA	Ensures adequate ESA is established and maintained.	Stop Work Order is issued through the SBCTA PM.	

² The response to activities by responsible parties outlined here has been simplified and may involve further refinement, depending on the individual(s) selected to conduct archaeological monitoring and tribal monitoring, as they may or may not be the same person.

Notification and Response for New Finds (Continued)

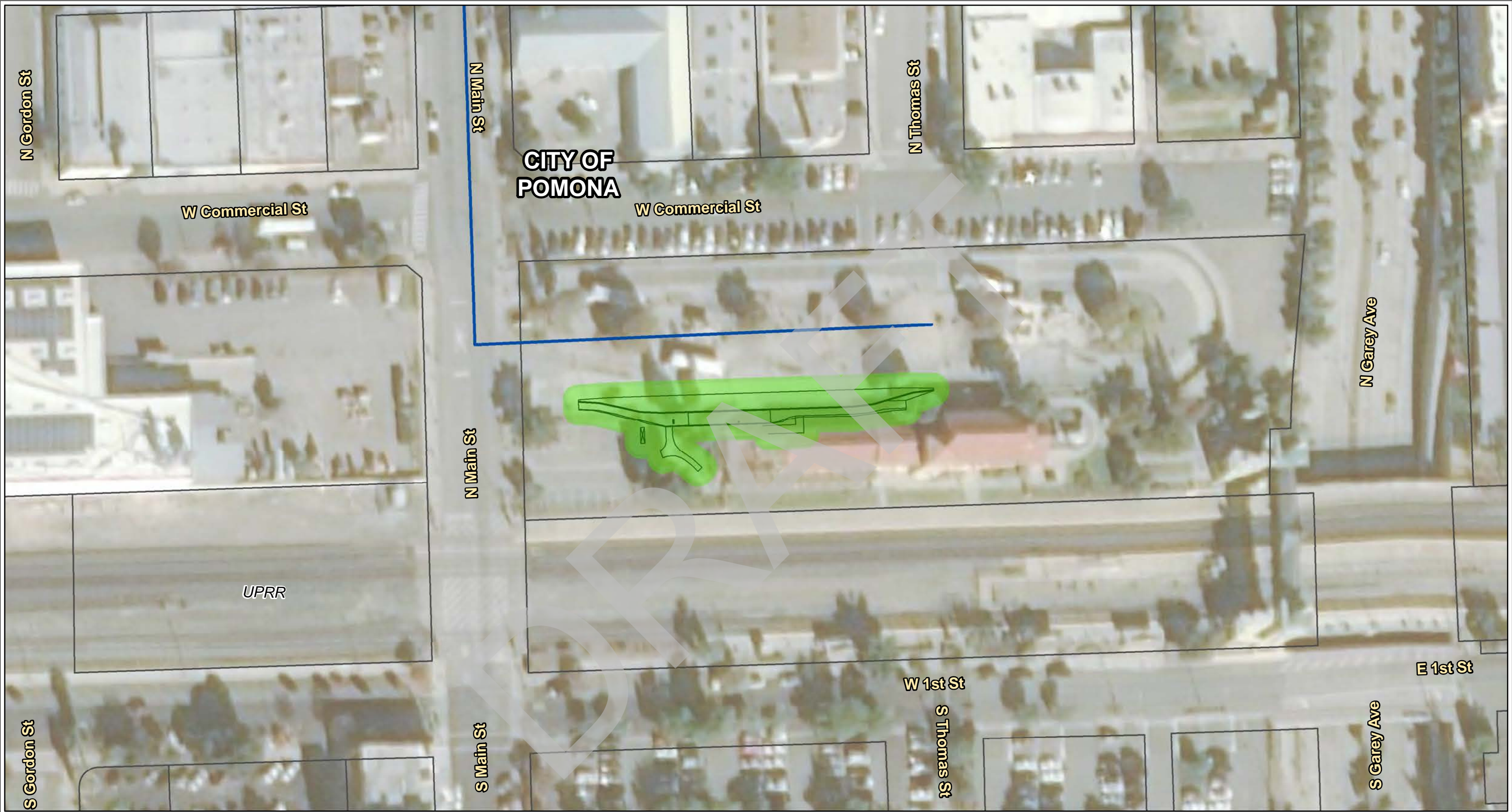
ACTION	Archaeological Monitor	Tribal Monitor	Construction Contractor Foreman	Principal Investigator	SBCTA/FTA	SHPO
Evaluate Significance and Assess Effects	Assists PI with evaluation of find, as needed.	Assists PI with evaluation of find	Maintains ESA.	Completes resource evaluation and assessment of effects in consultation with Tribe(s) and provides documentation and treatment recommendations to the SBCTA. Prepares treatment plan if needed.	The SBCTA makes recommendations to the FTA. The FTA consults with the Tribe(s), the SHPO, and the ACHP, on NRHP eligibility, assessment of effects, and appropriate treatment. The SBCTA and the FTA review and approve treatment plan.	Reviews submitted documentation and provides a formal determination on NRHP eligibility, assessment of effects, and treatment plan.
Mitigate Effect	Assists PI as needed.	Assists archaeologists as needed	Maintains ESA.	If discovered resource is NRHP eligible and effects cannot be avoided, implements treatment plan. Mitigation report is prepared and submitted to the SBCTA.	The SBCTA submits mitigation report to the FTA on mitigation results. The FTA reviews report and submits to the Tribe(s) and the SHPO and continues consultation.	Reviews submitted documentation.
Resume Work	Removes ESA upon authorization from PI.	Removes ESA upon authorization from PI	The SBCTA will issue NTP to construction contractor and PI when work may resume at site.	Upon notification from the SBCTA, authorizes removal of ESA.	The FTA informs the SBCTA when it may issue NTP to construction contractor.	

Appendix A DESIGNATED MONITORING AREAS FOR PHASE I MILLIKEN ALIGNMENT

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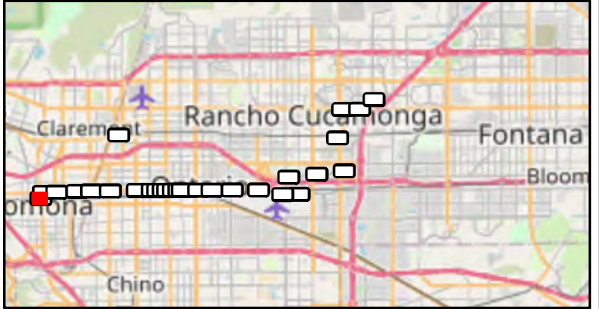
West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
 Pomona Regional Transit Center Station

Project Alignment	Approximate Recommended Monitoring Area	Parcel Boundary
Phase I / Milliken Alignment	Design Linework	City Boundary
Phase II / Haven Alignment		

0 130 260 Feet

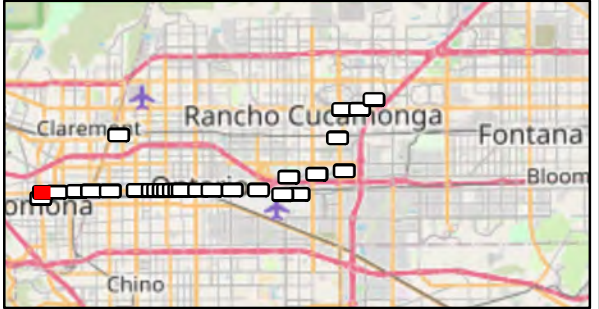
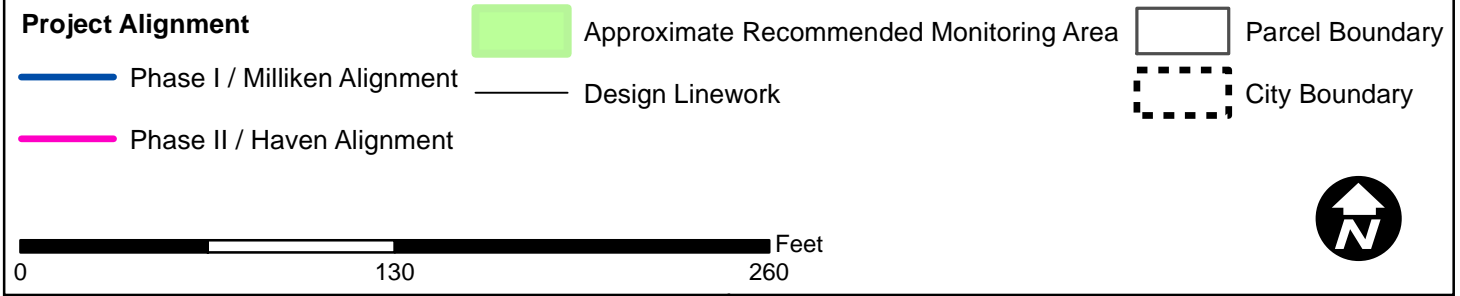




West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Avenue/Garey Avenue



**CITY OF
POMONA**

N Towne Ave
Towne Ave

E Holt Ave

Palm Pl

West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment

Holt Avenue/Towne Avenue

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

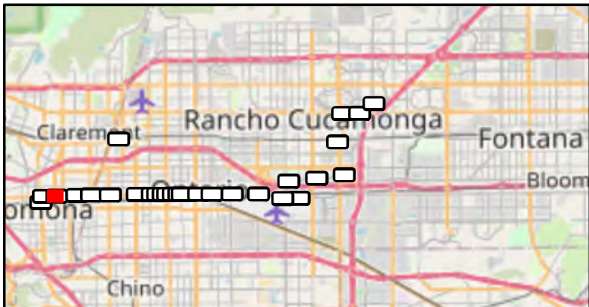
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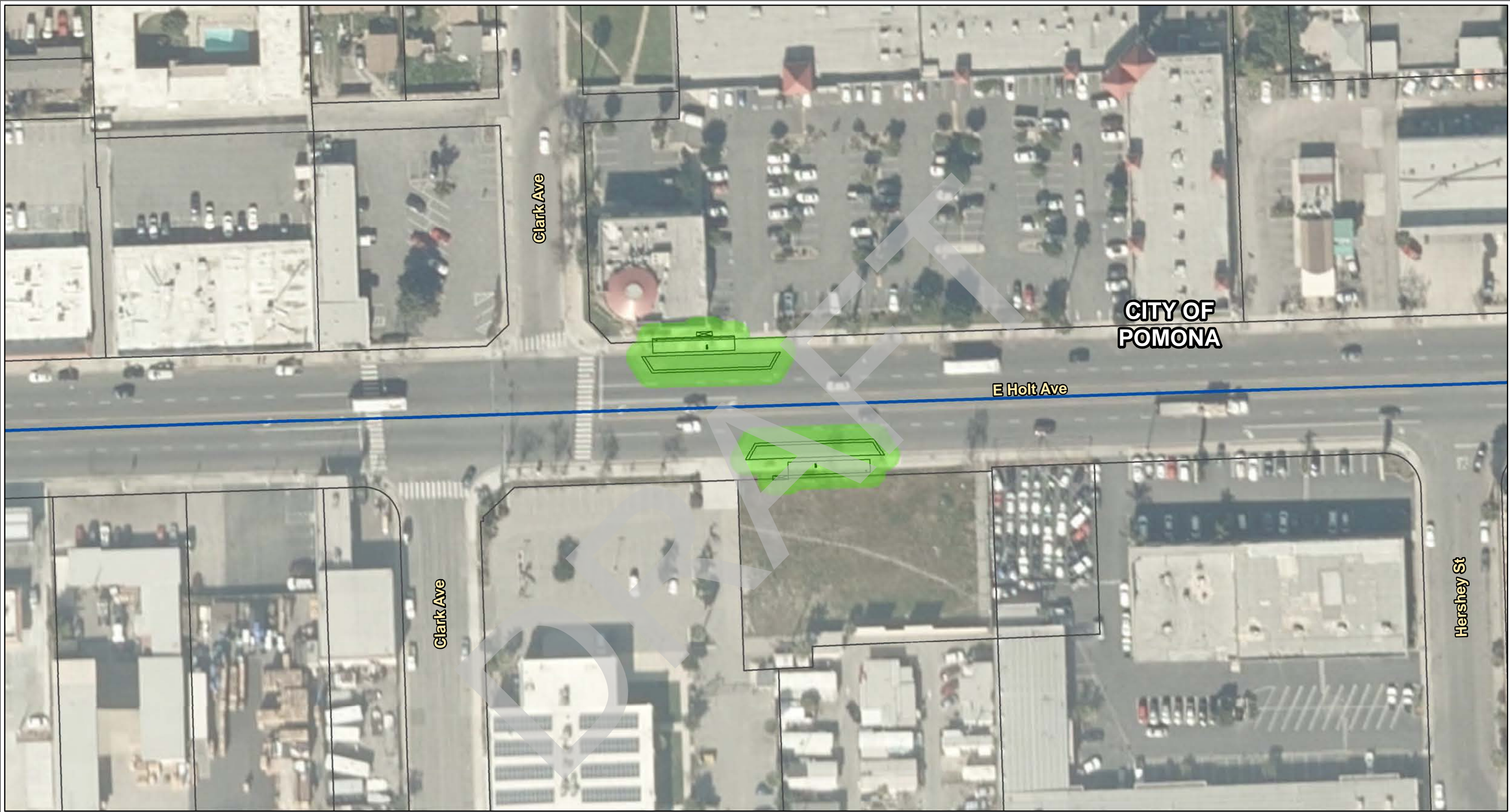
Design Linework

Parcel Boundary

City Boundary

0 130 260 Feet









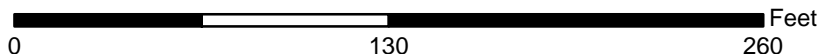



West Valley Corridor Connector

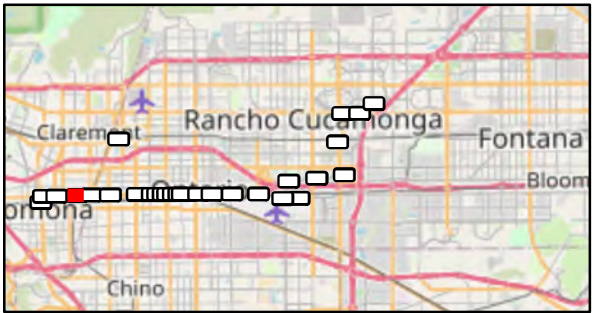
Recommended Monitoring Areas

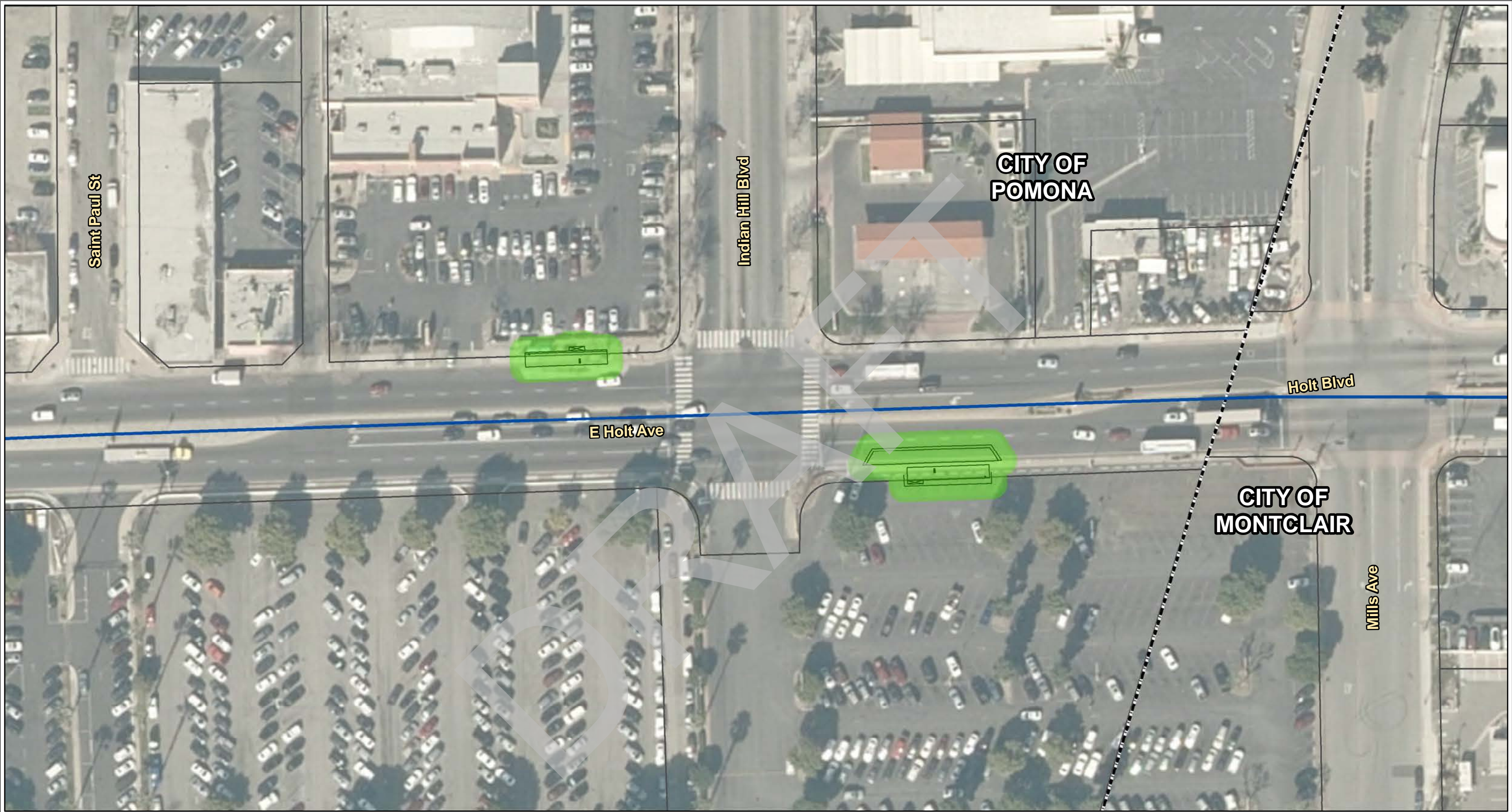
Phase I/Milliken Alignment
Holt Avenue/Clark Avenue

Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		









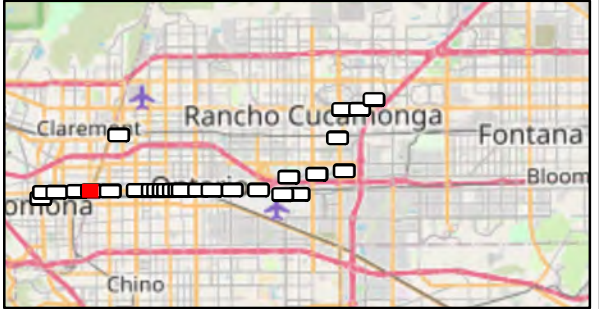
West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
 Holt Avenue/Indian Hill Boulevard

Project Alignment	Approximate Recommended Monitoring Area	Parcel Boundary
Phase I / Milliken Alignment	Design Linework	City Boundary
Phase II / Haven Alignment		

0 130 260 Feet



**CITY OF
MONTCLAIR**

Ramona Ave

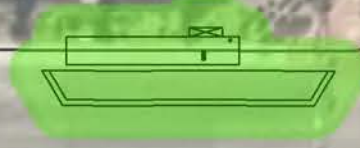
Calico Ct

Bodega Ct

Adobe Ct

Yosemite Dr

Holt Blvd



West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard/Ramona Avenue

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

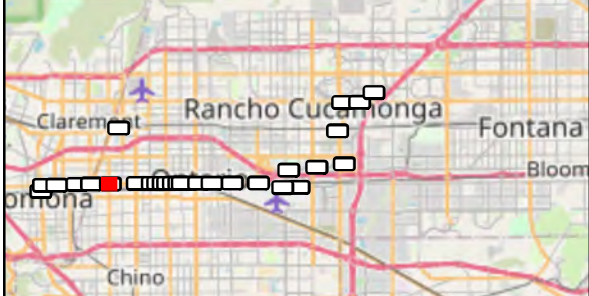
Approximate Recommended Monitoring Area

Design Linework

Parcel Boundary

City Boundary

0 130 260 Feet





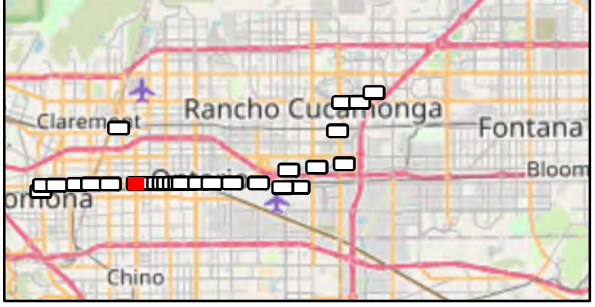
West Valley Corridor Connector

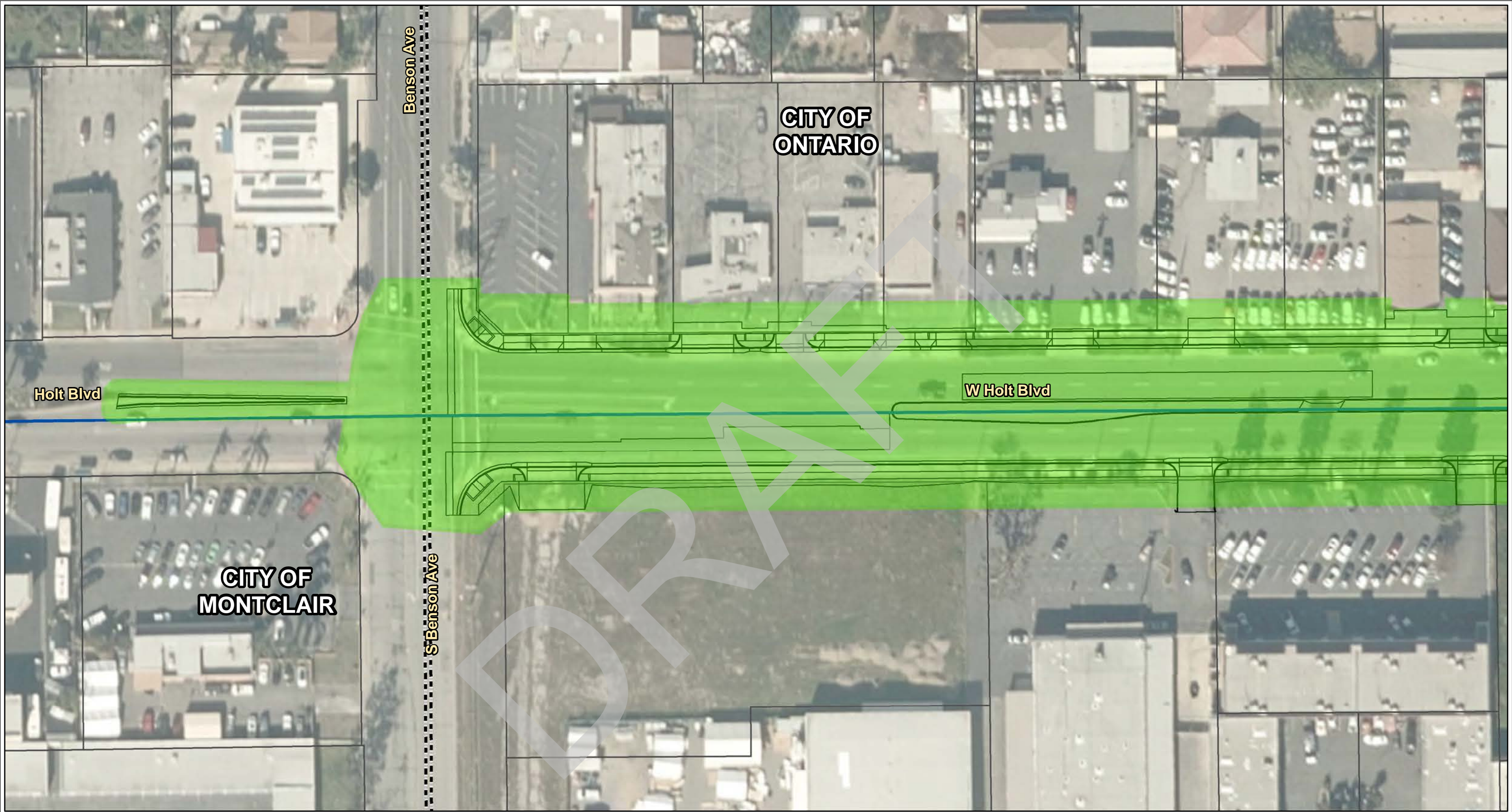
Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard/Central Avenue

Project Alignment	Approximate Recommended Monitoring Area	Parcel Boundary
Phase I / Milliken Alignment	Design Linework	City Boundary
Phase II / Haven Alignment		

0 130 260 Feet









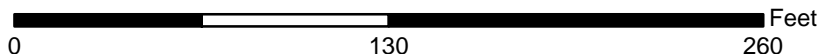


West Valley Corridor Connector


Recommended Monitoring Areas

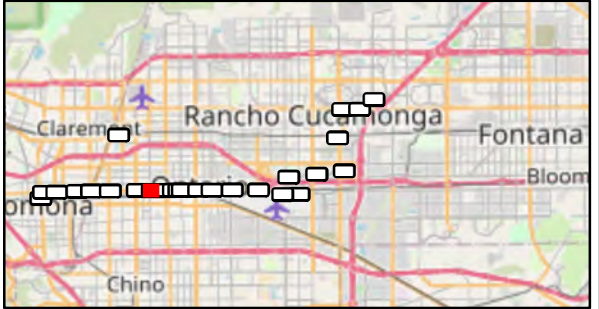
Phase I/Milliken Alignment
 Holt Boulevard - Benson Avenue to Vine Avenue

Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		

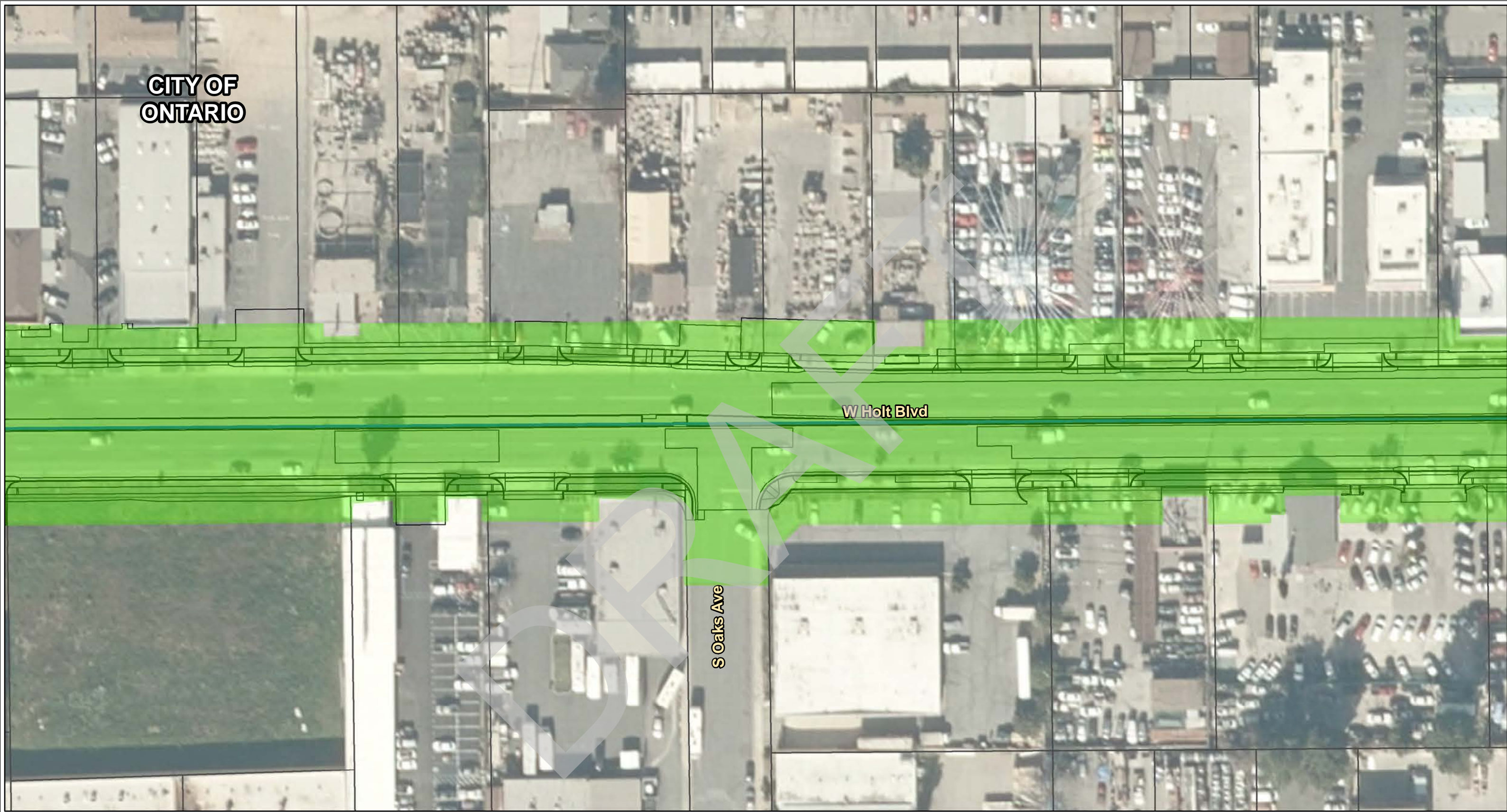


0 130 260 Feet





**CITY OF
ONTARIO**



West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard - Benson Avenue to Vine Avenue

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

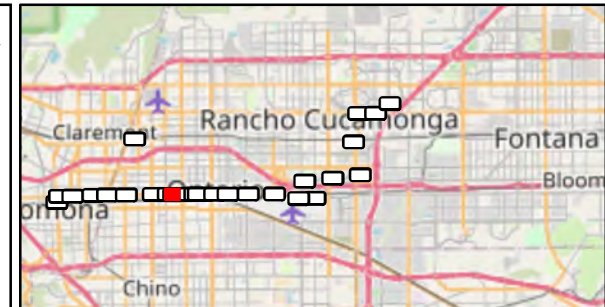
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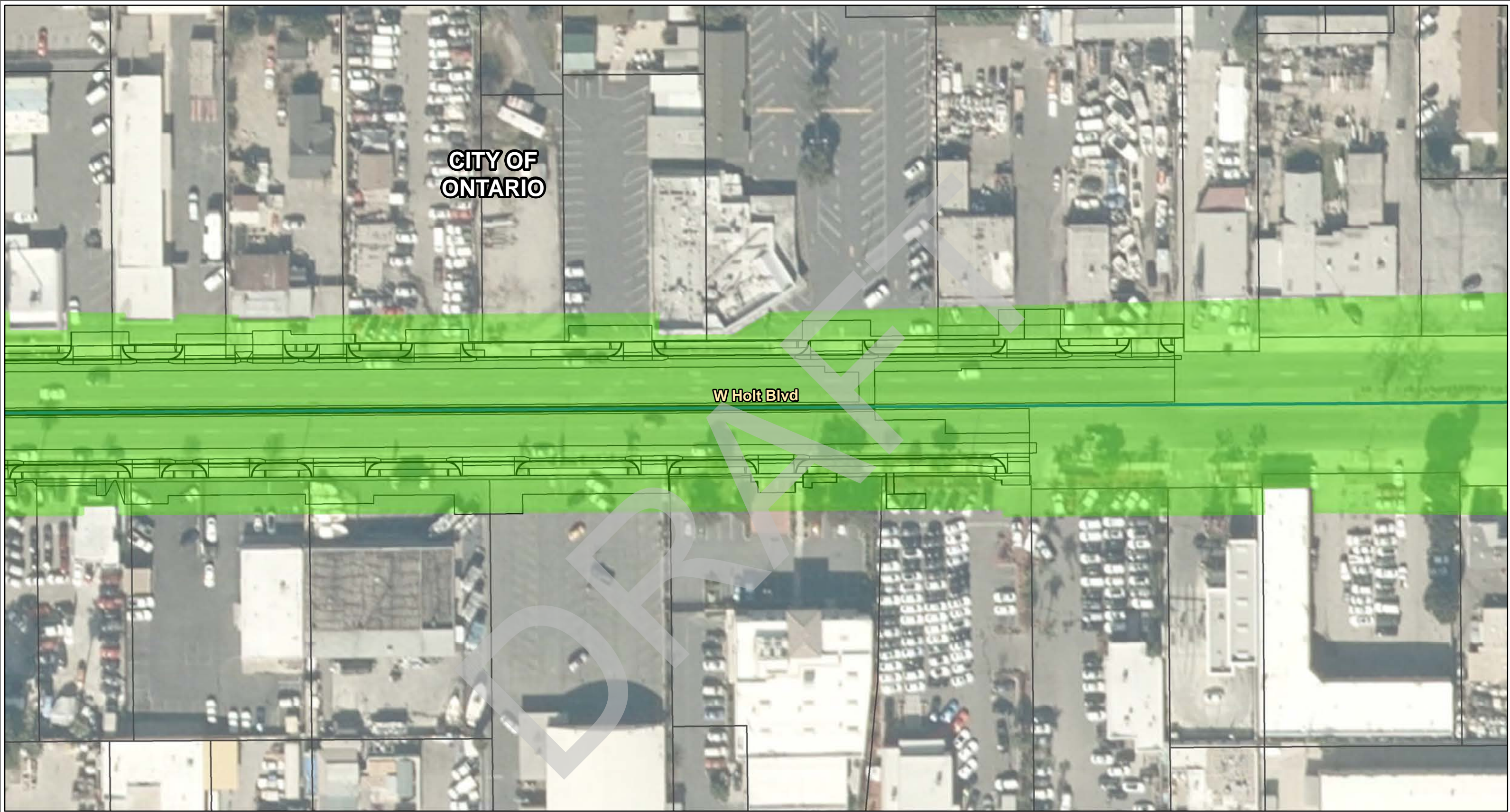
Design Linework

Parcel Boundary

City Boundary

0 130 260 Feet





West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
 Holt Boulevard - Benson Avenue to Vine Avenue

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

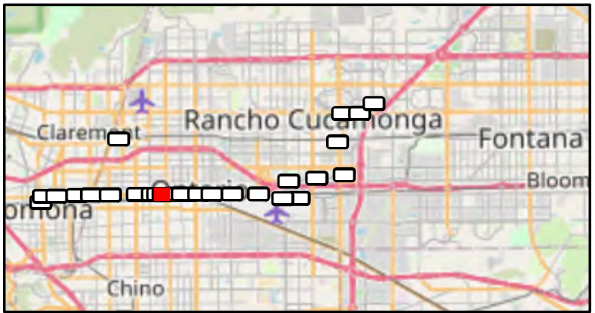
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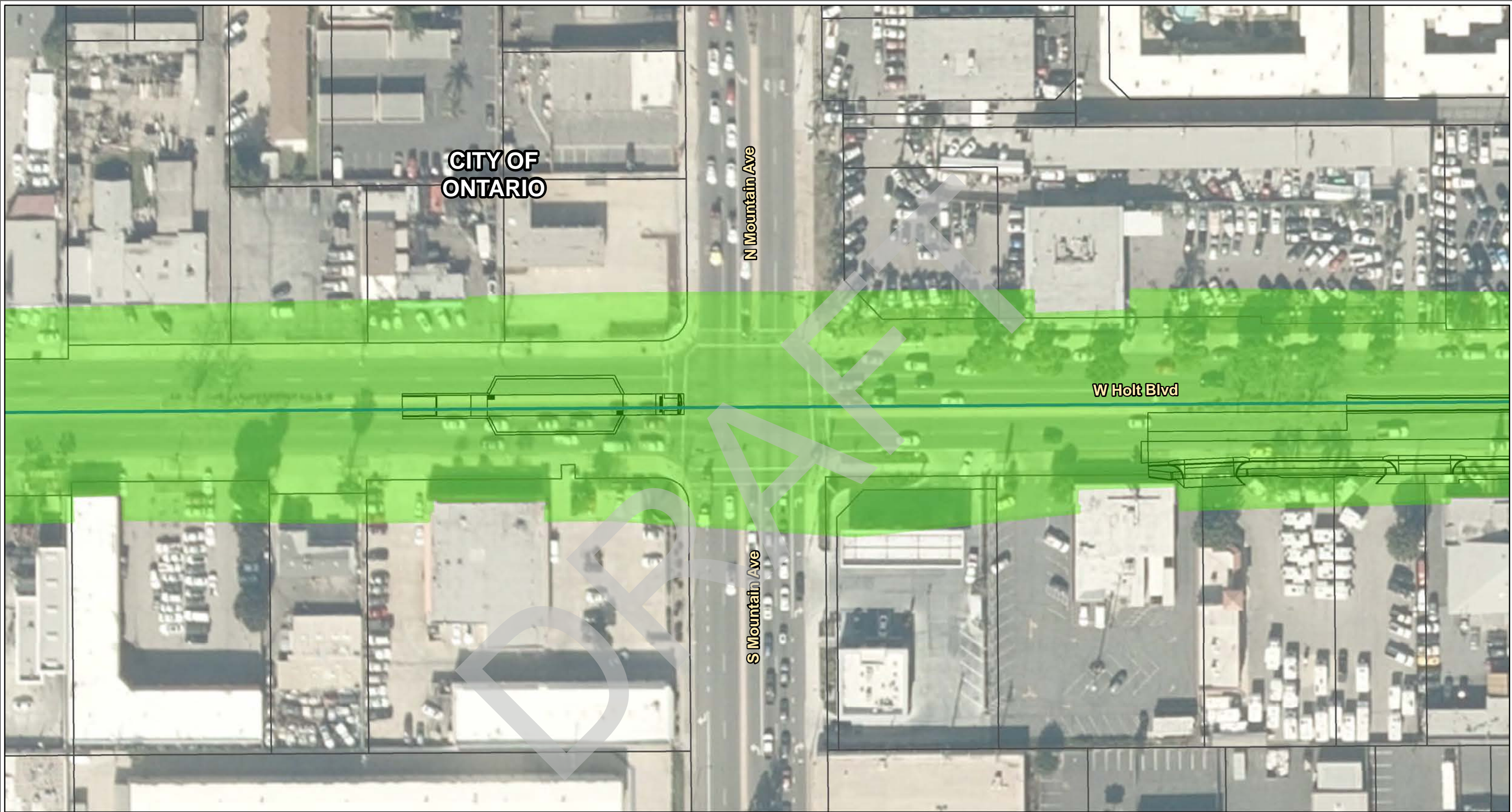
Design Linework

Parcel Boundary

City Boundary

0 130 260 Feet





**CITY OF
ONTARIO**

N Mountain Ave

S Mountain Ave

W Holt Blvd

West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard/Mountain Avenue

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

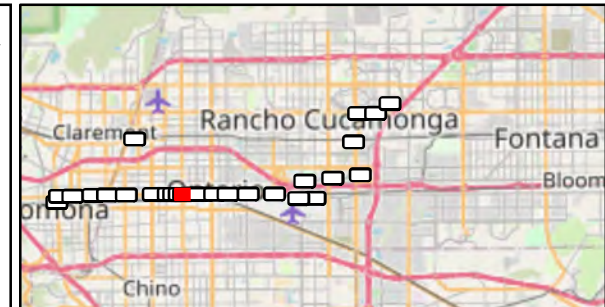
Approximate Recommended Monitoring Area

Design Linework

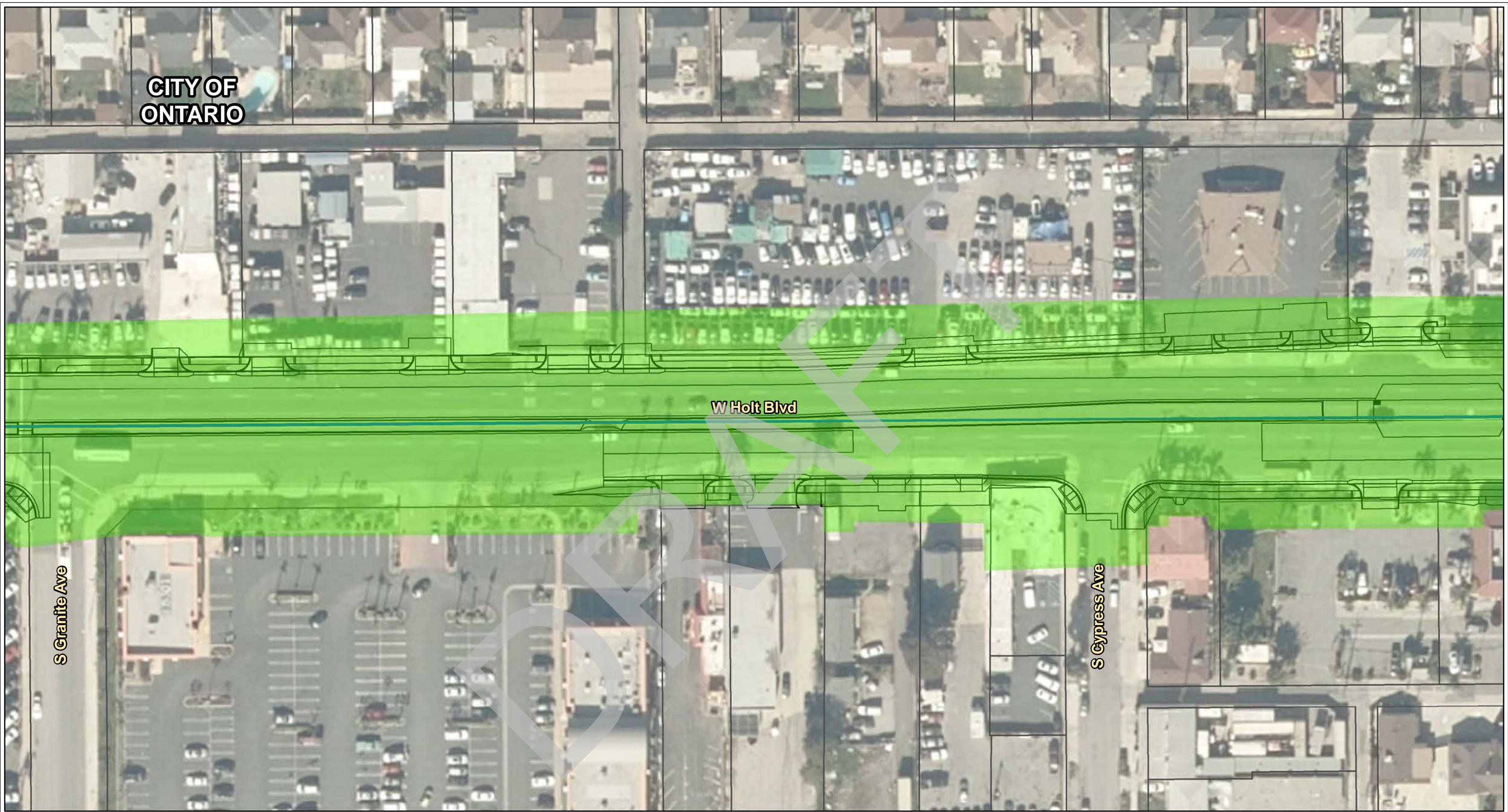
Parcel Boundary

City Boundary

0 130 260 Feet



**CITY OF
ONTARIO**



W Holt Blvd

S Granite Ave

S Cypress Ave

West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard - Benson Avenue to Vine Avenue

Project Alignment

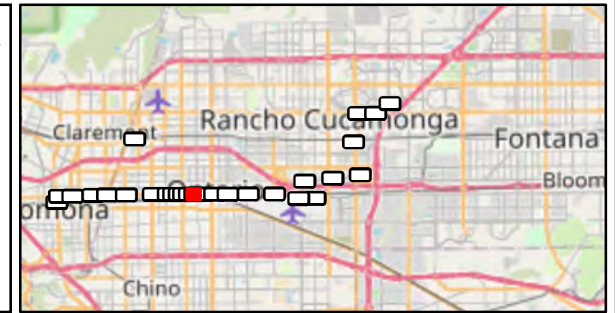
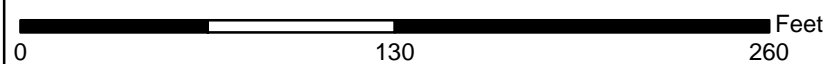
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- Phase II / Haven Alignment

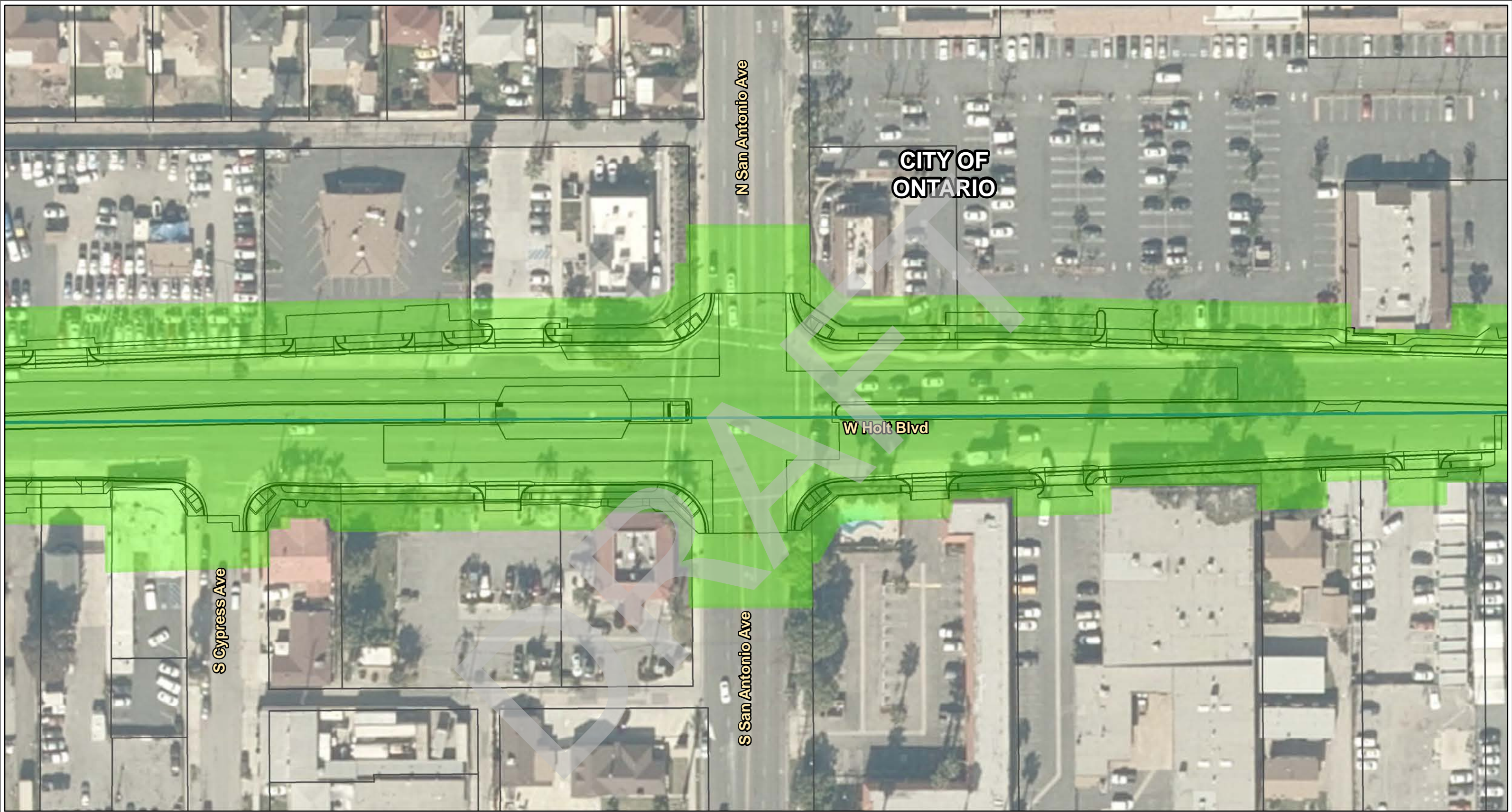
Approximate Recommended Monitoring Area

Design Linework

Parcel Boundary

City Boundary









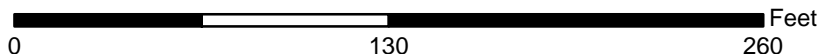


West Valley Corridor Connector


Recommended Monitoring Areas

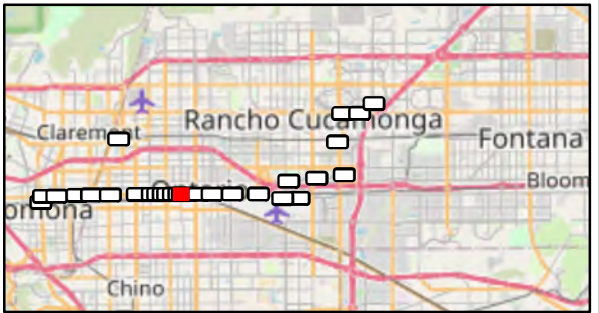
Phase I/Milliken Alignment
Holt Boulevard/San Antonio Avenue

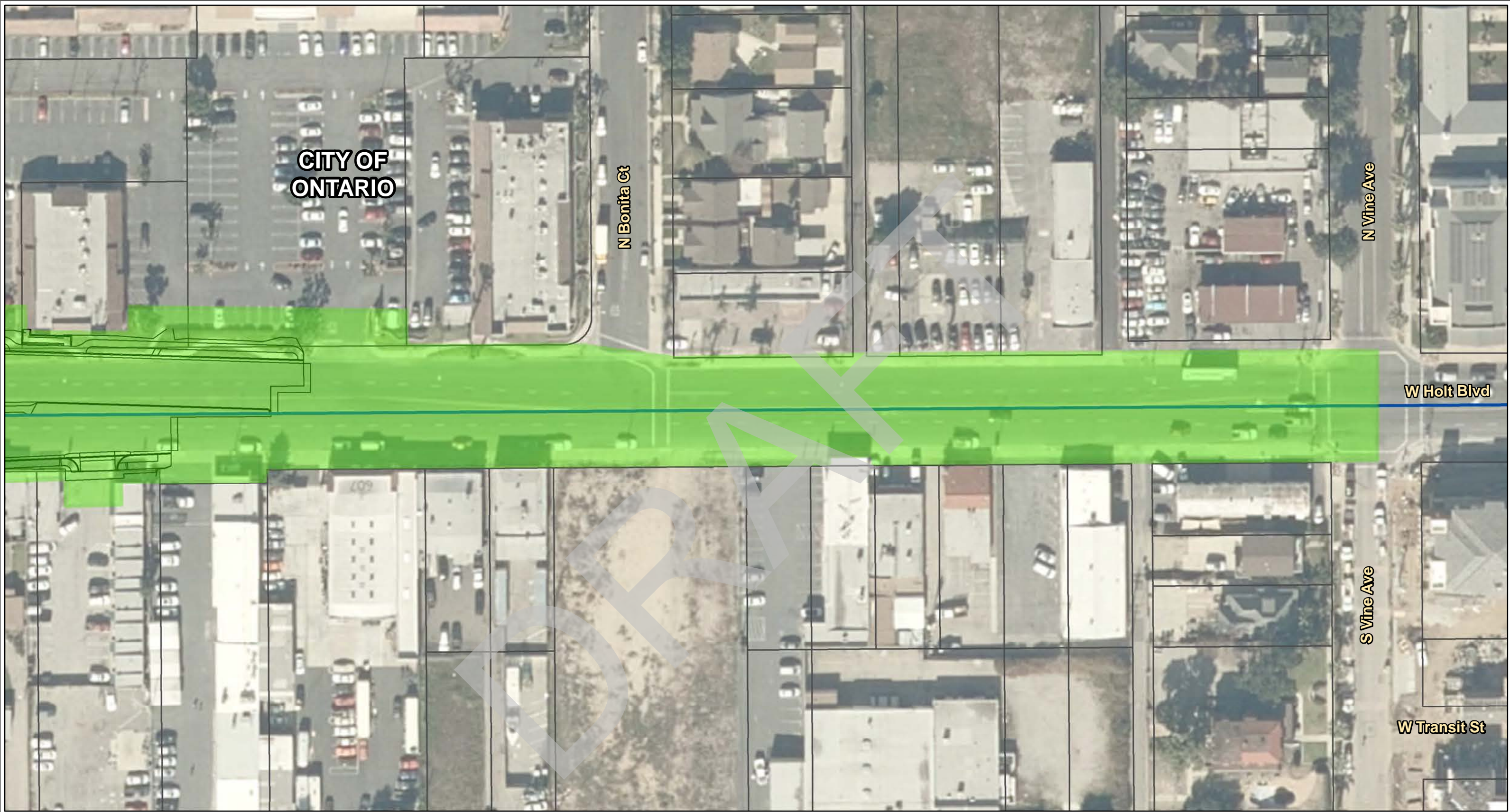
Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		



0 130 260 Feet







West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
 Holt Boulevard - Benson Avenue to Vine Avenue

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

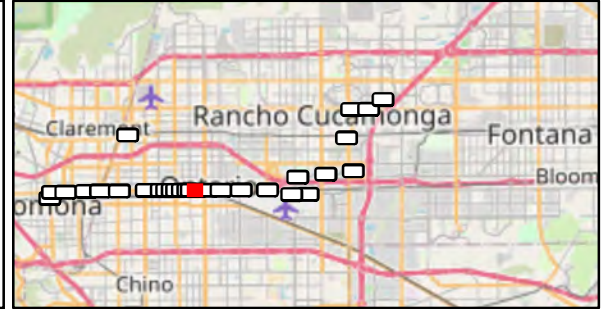
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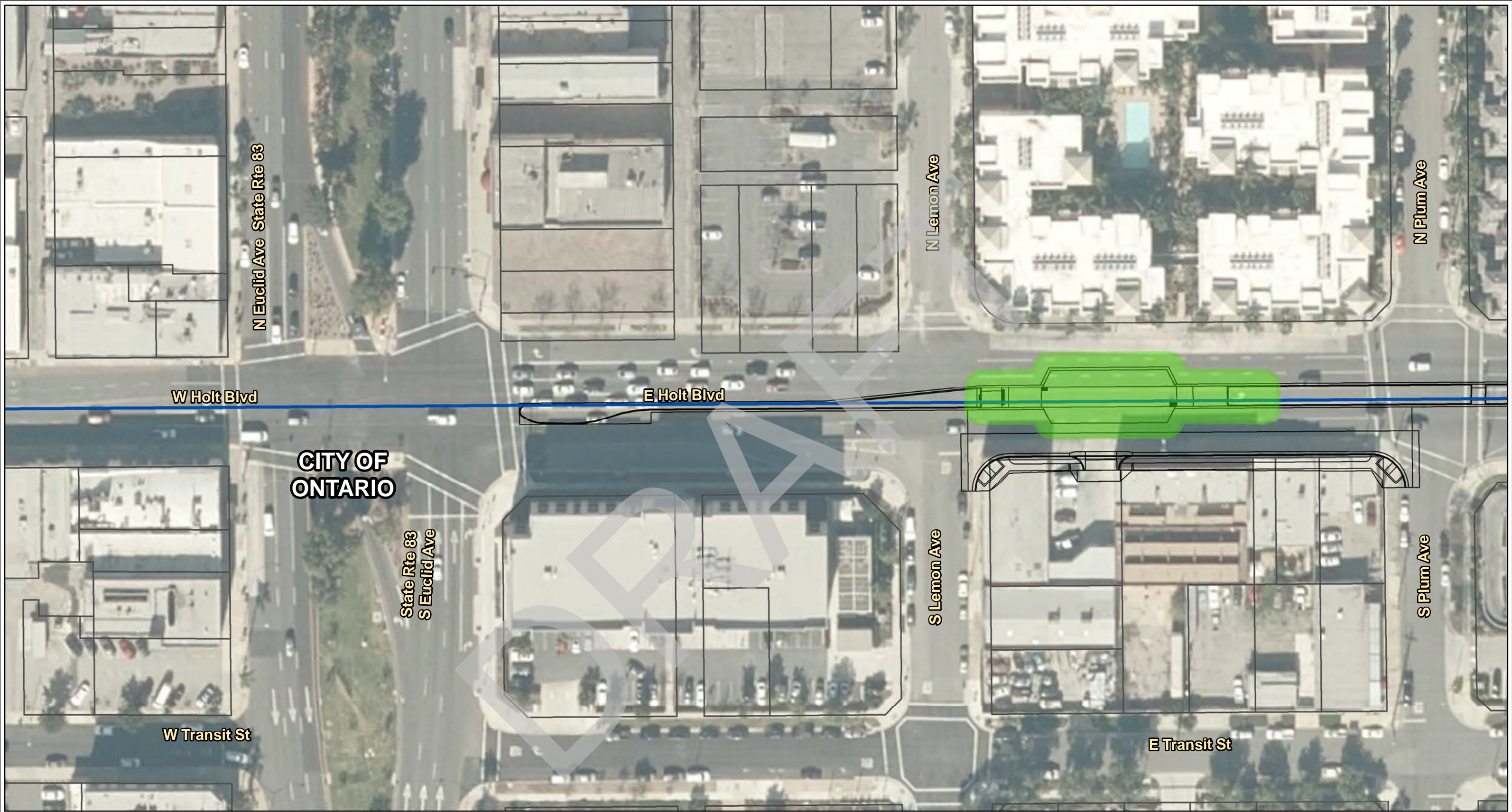
Design Linework

Parcel Boundary

City Boundary

0 130 260 Feet

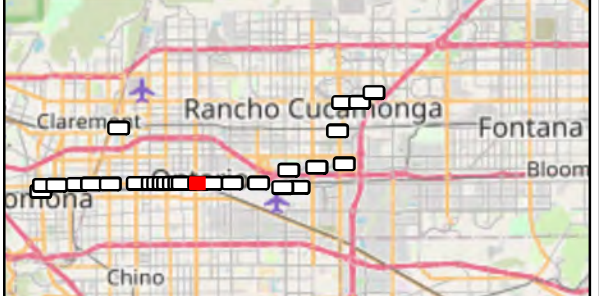
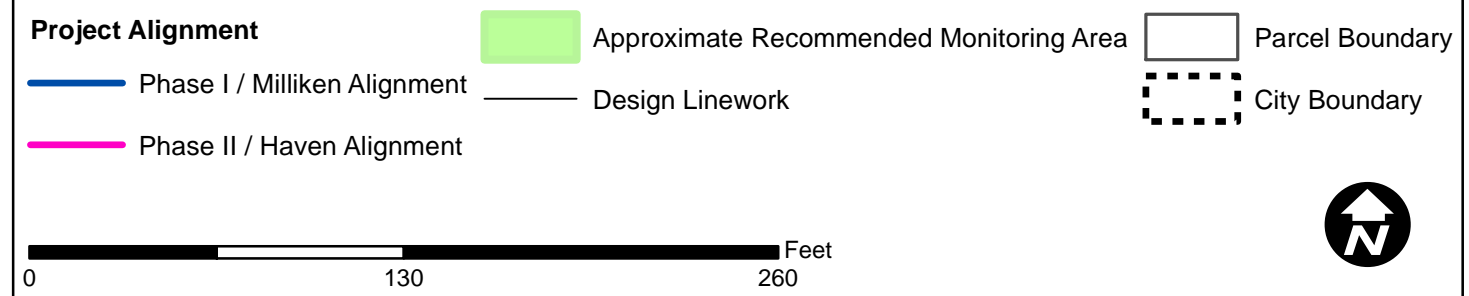


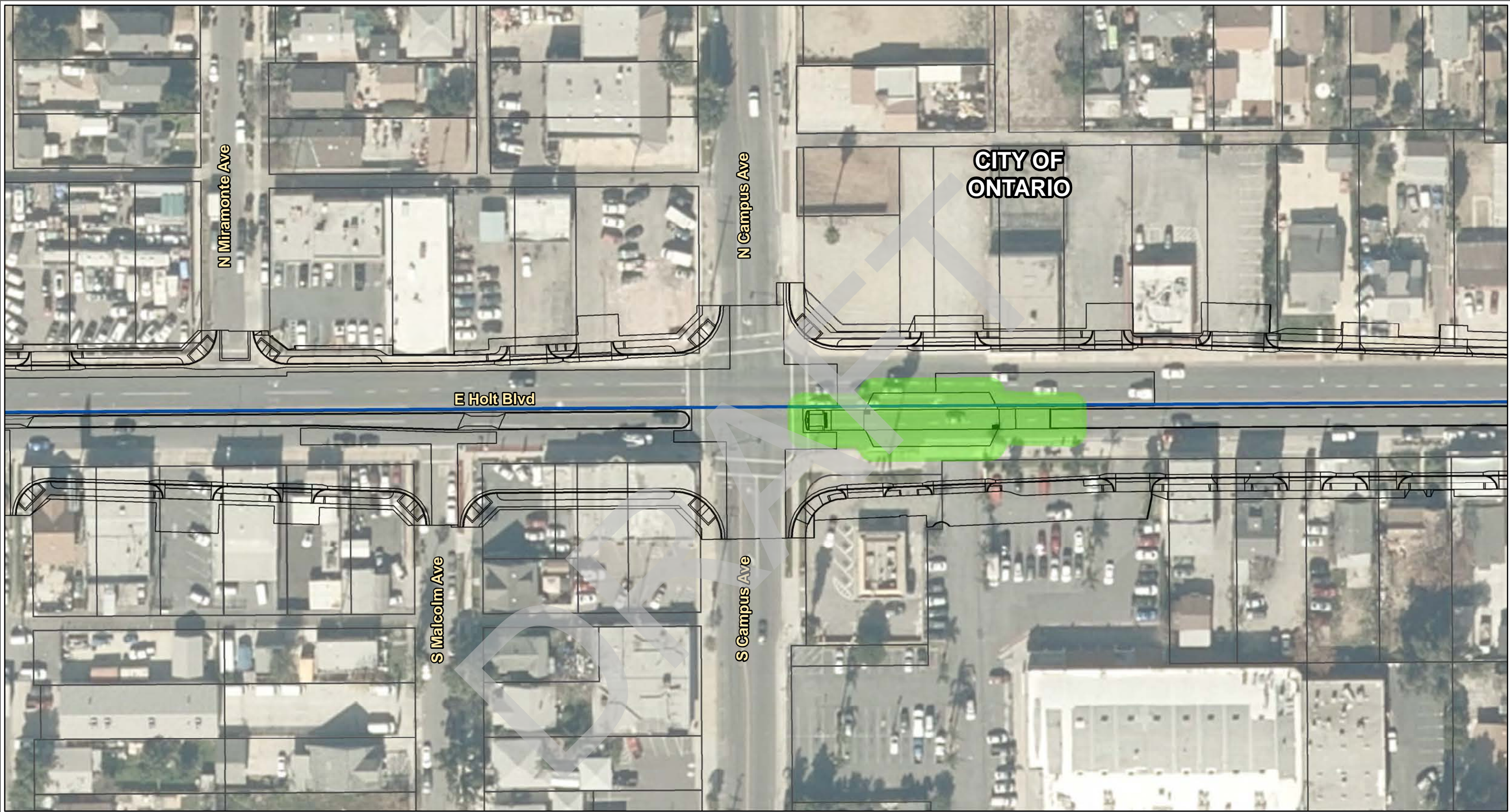


West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard/Euclid Avenue









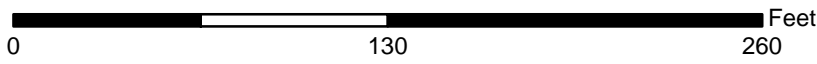


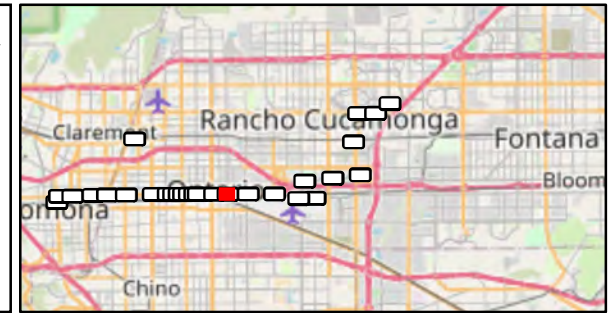
West Valley Corridor Connector

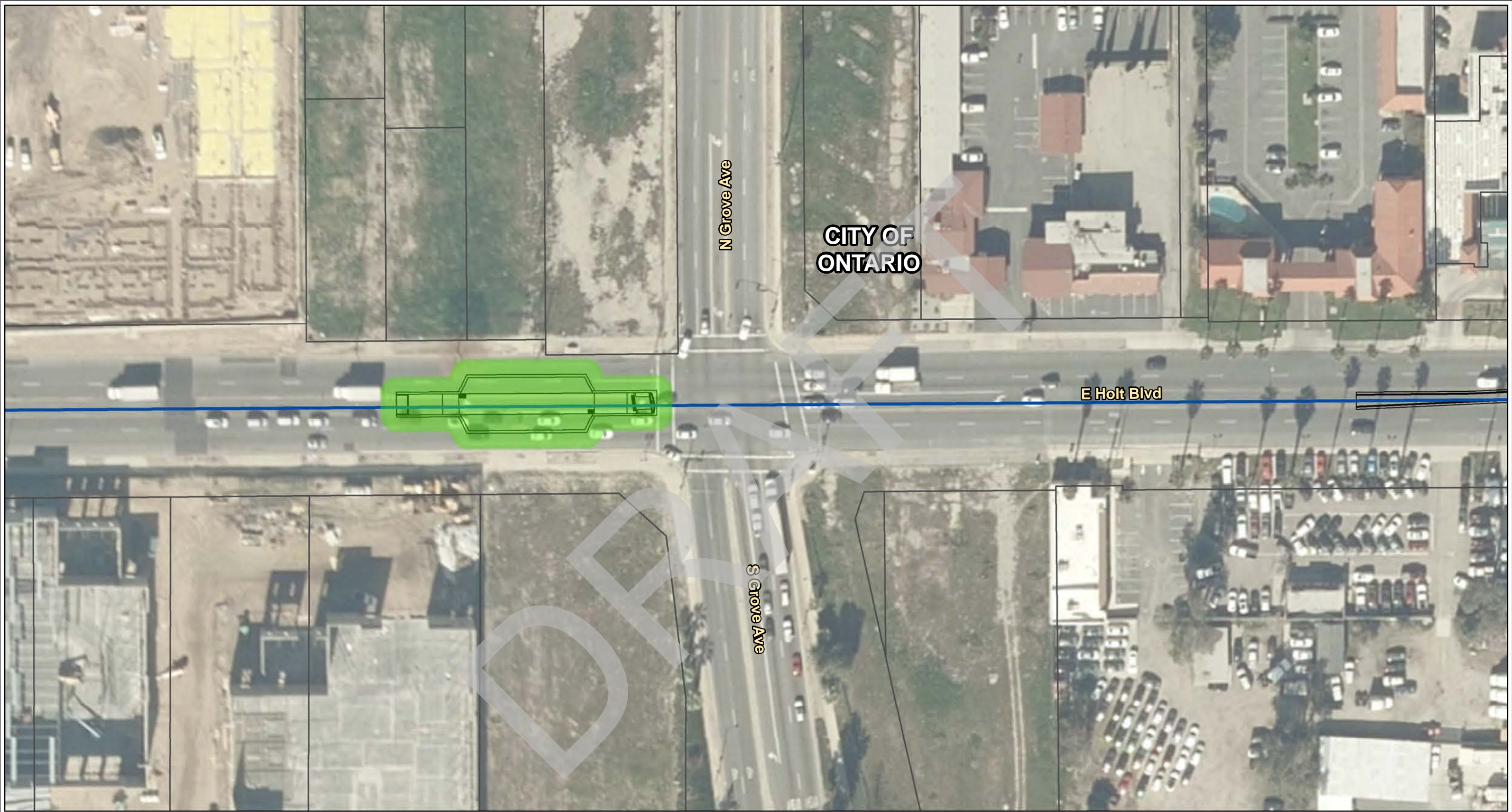
Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard/Campus Avenue

Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		











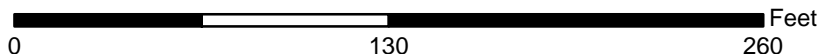


West Valley Corridor Connector


Recommended Monitoring Areas

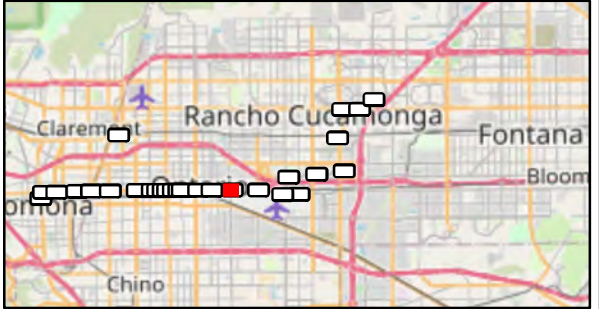
Phase I/Milliken Alignment
Holt Boulevard/Grove Avenue

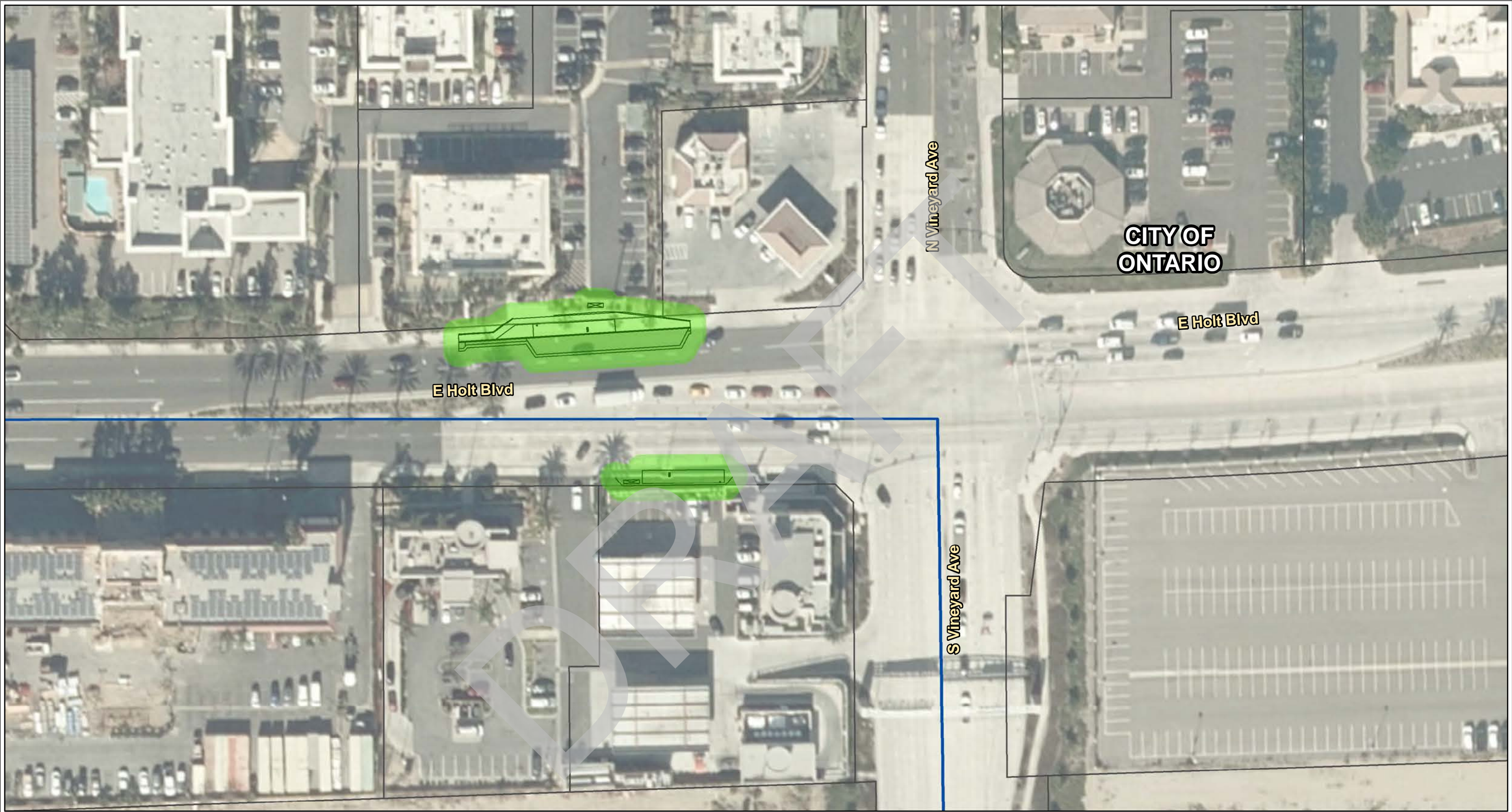
Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		



0 130 260 Feet



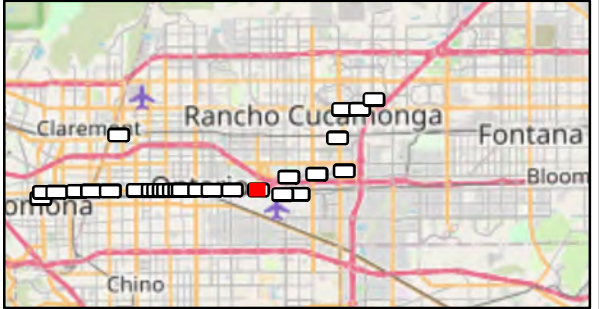
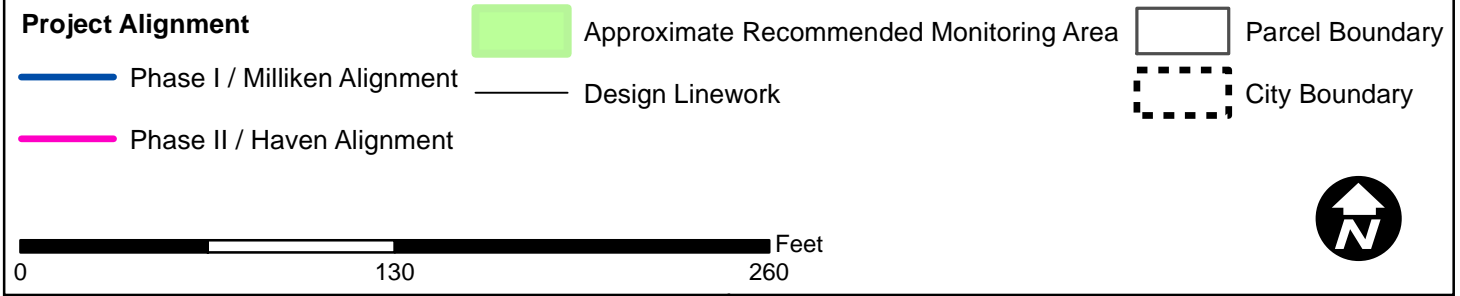


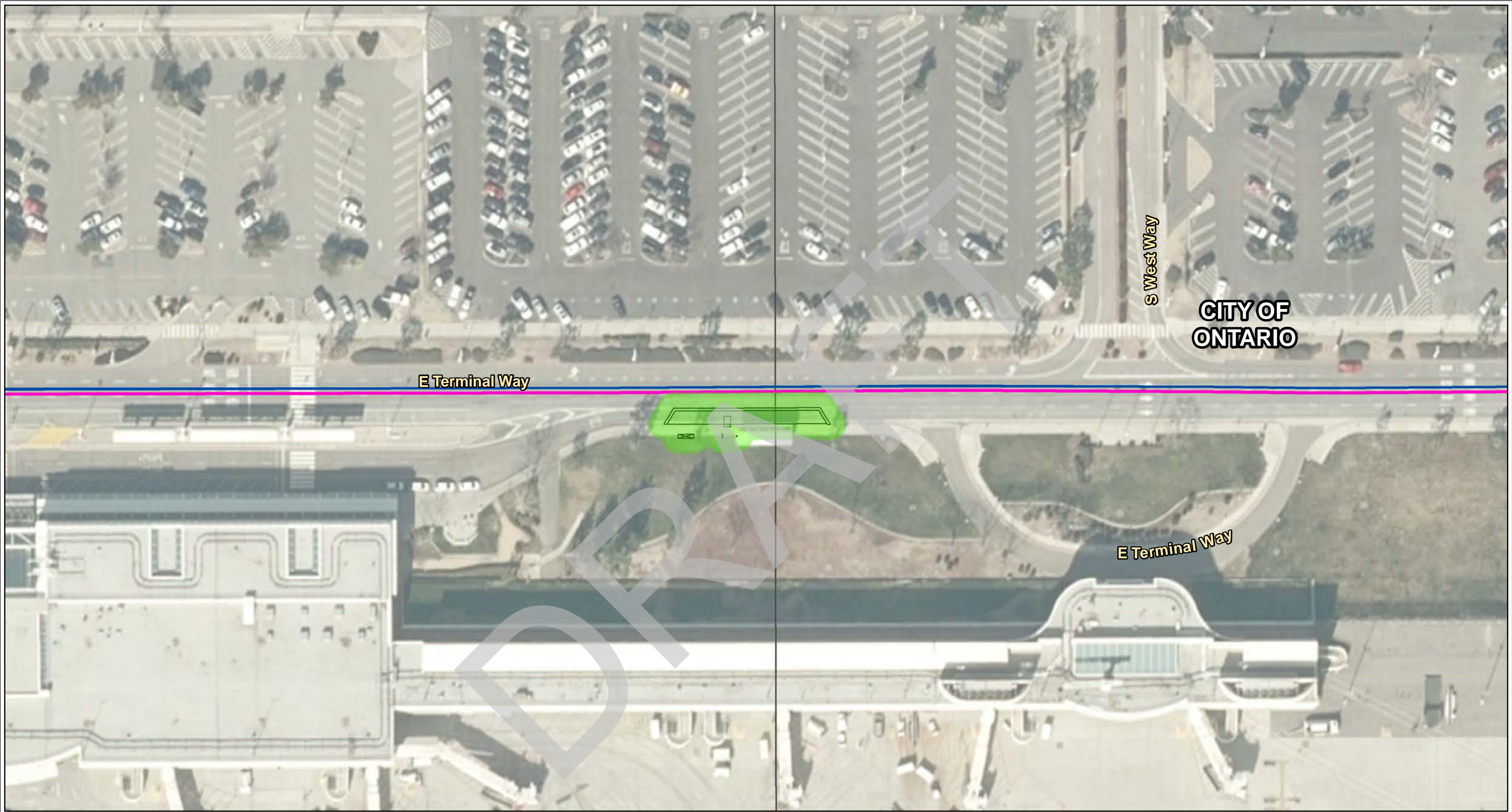


West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
Holt Boulevard/Vineyard Avenue





West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
 Ontario International Airport - Terminal 2

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

Approximate Recommended Monitoring Area

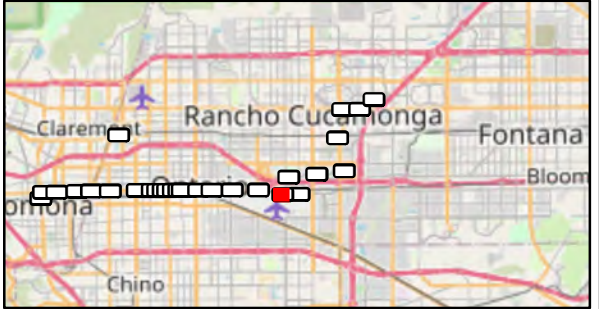
Design Linework

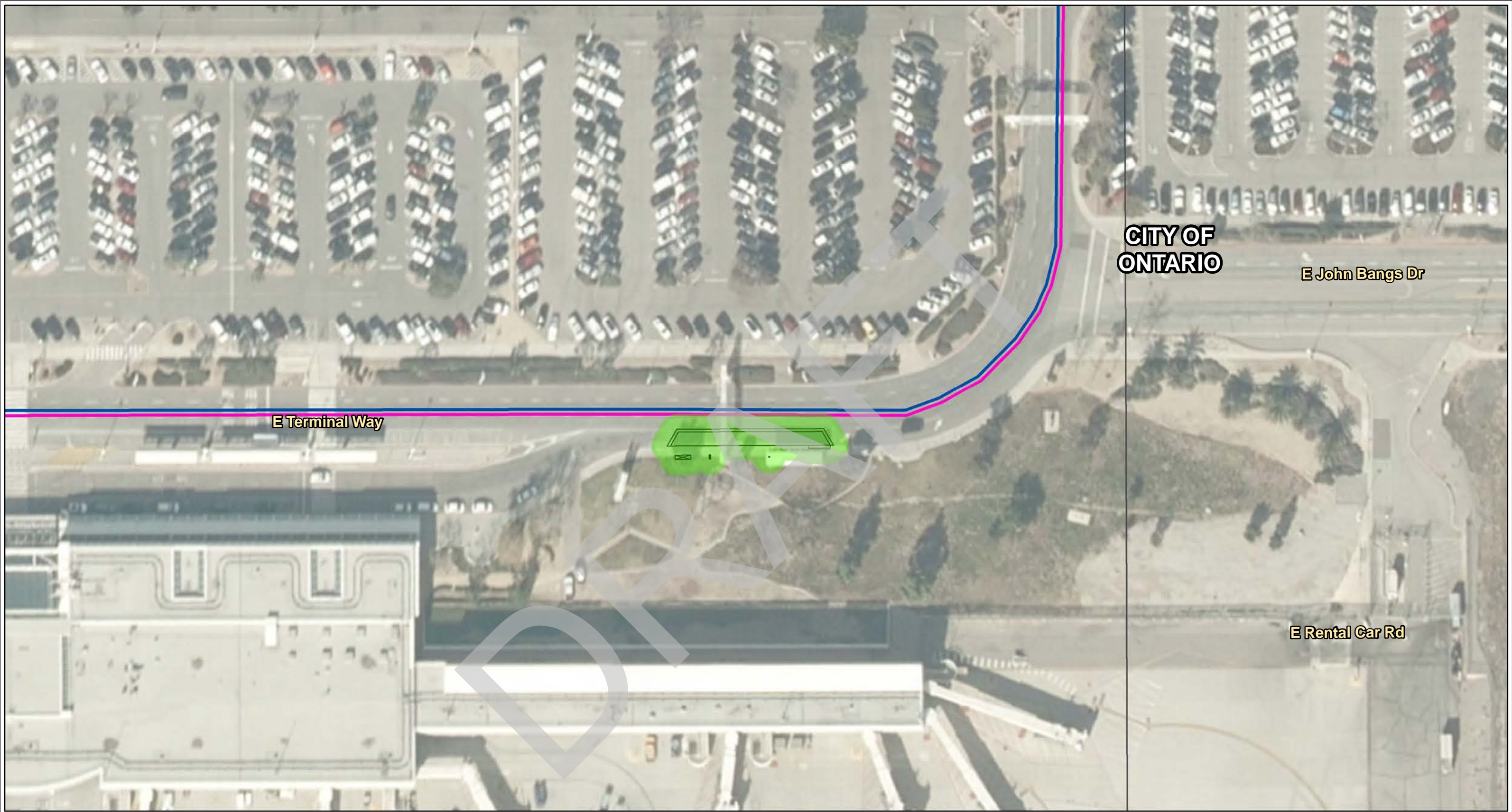
Parcel Boundary

City Boundary

0 130 260 Feet

N












West Valley Corridor Connector

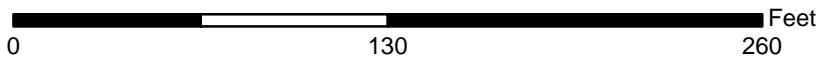
Recommended Monitoring Areas

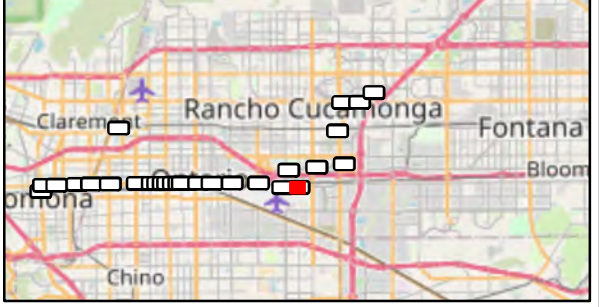
Phase I/Milliken Alignment

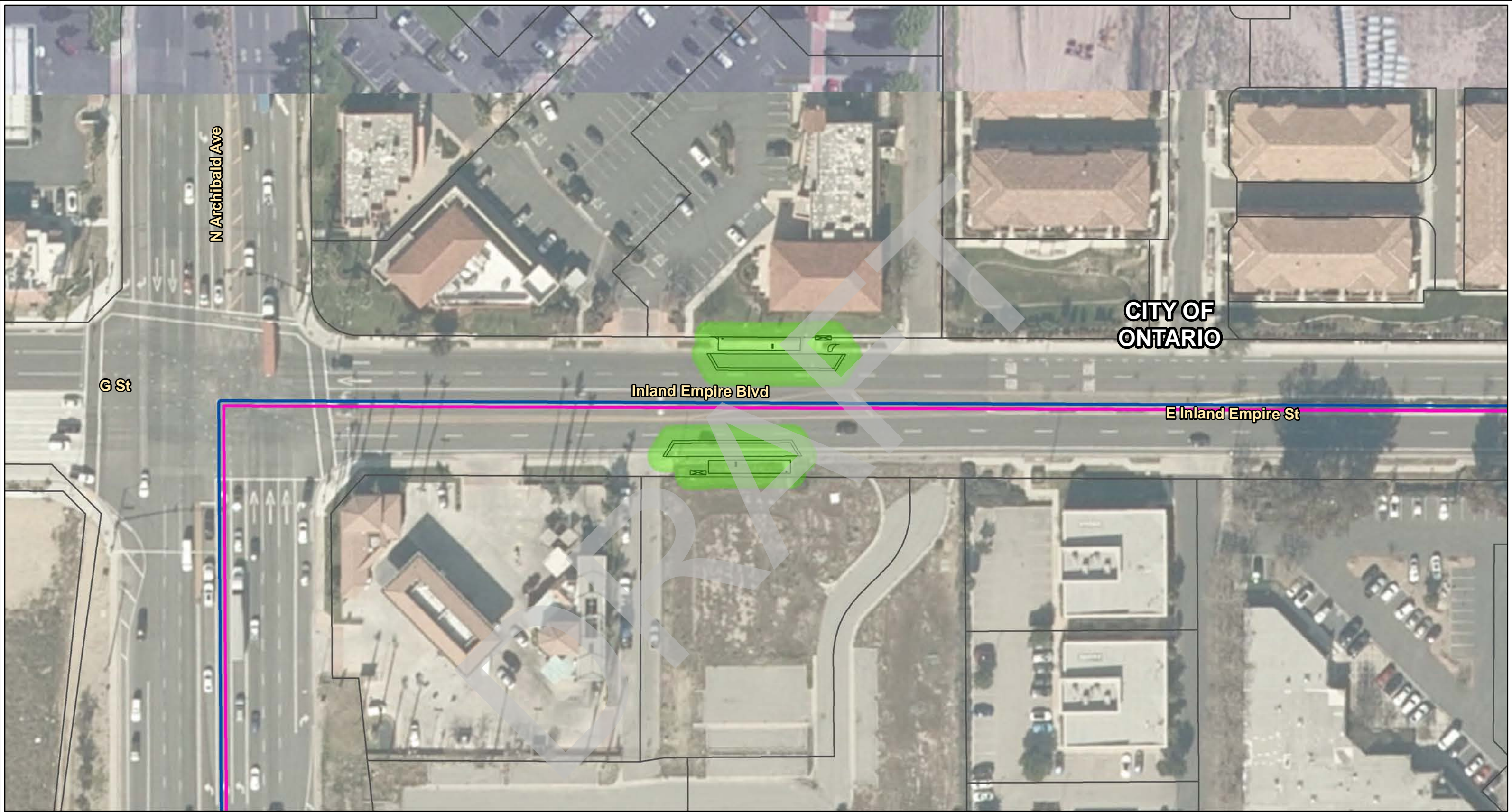
Ontario International Airport - Terminal 4

Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		









West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment
 Inland Empire Boulevard/Archibald Way

Project Alignment

- Phase I / Milliken Alignment
- Phase II / Haven Alignment

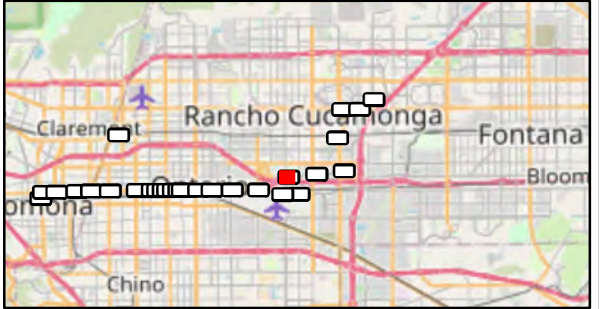
Approximate Recommended Monitoring Area

Design Linework

Parcel Boundary

City Boundary

0 130 260 Feet





West Valley Corridor Connector

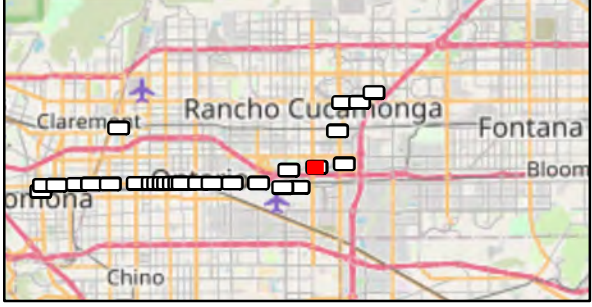
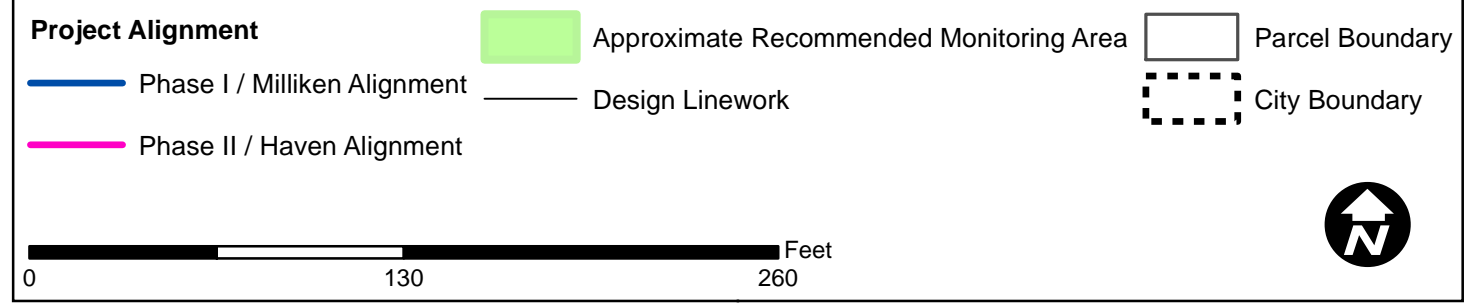
Recommended Monitoring Areas

Phase I/Milliken Alignment

Inland Empire Boulevard/Porsche Way

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Source: ESRI; Parsons 2022
Map Last Saved: 4/28/2022





West Valley Corridor Connector

Recommended Monitoring Areas

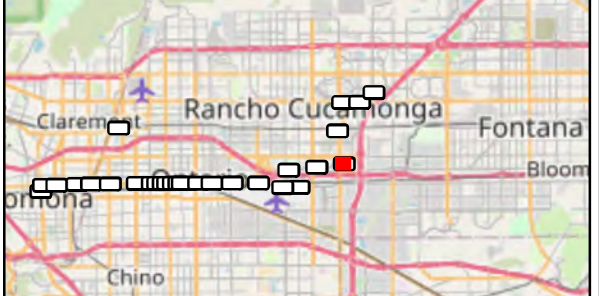
Phase I/Milliken Alignment

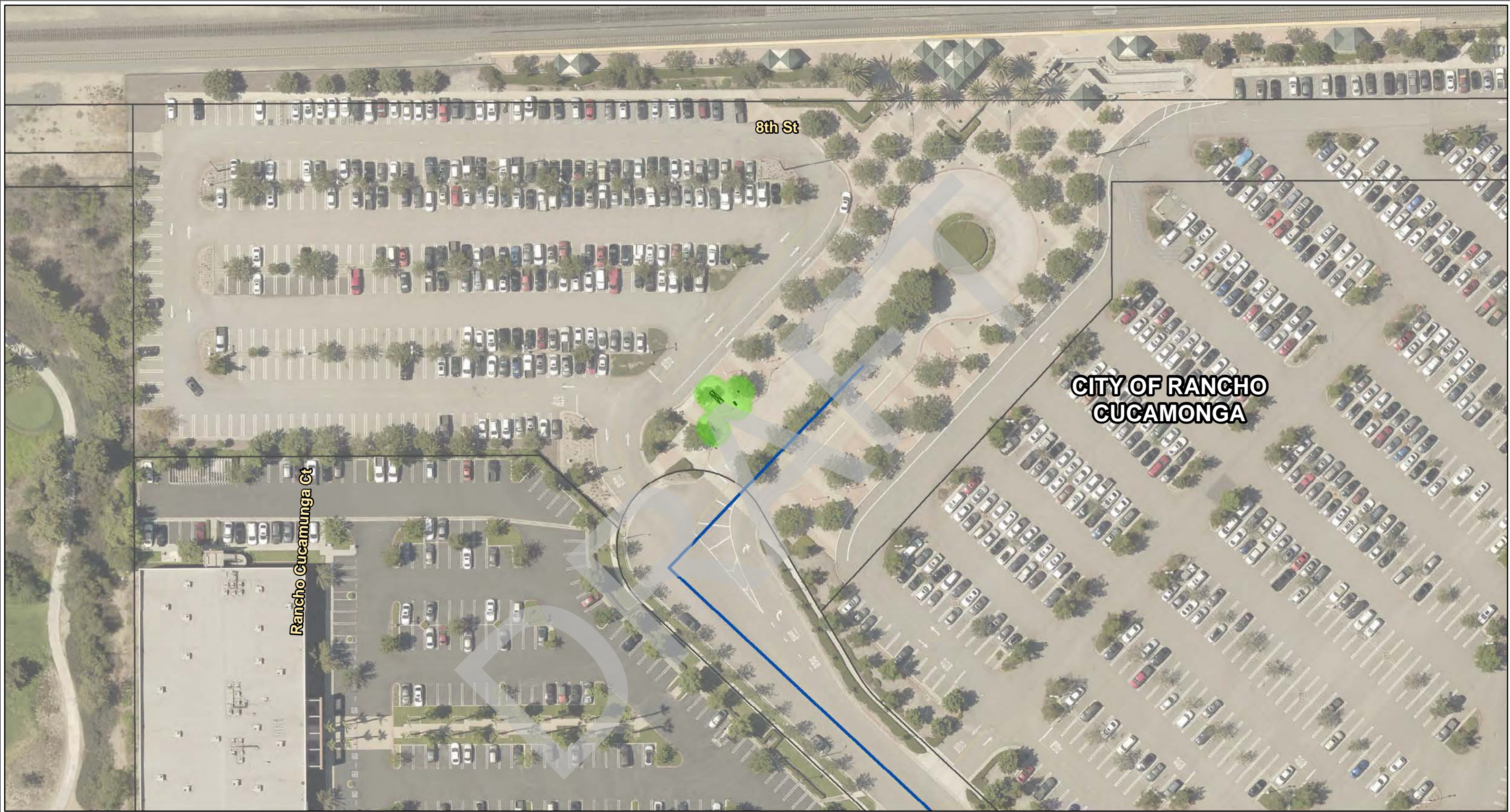
Ontario Mills

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Source: ESRI; Parsons 2022
Map Last Saved: 4/28/2022

Project Alignment	Approximate Recommended Monitoring Area	Parcel Boundary
Phase I / Milliken Alignment	Design Linework	City Boundary
Phase II / Haven Alignment		









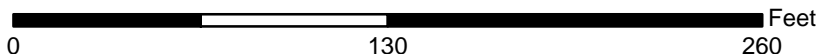


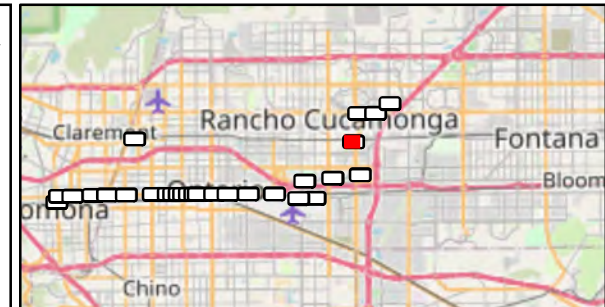
West Valley Corridor Connector

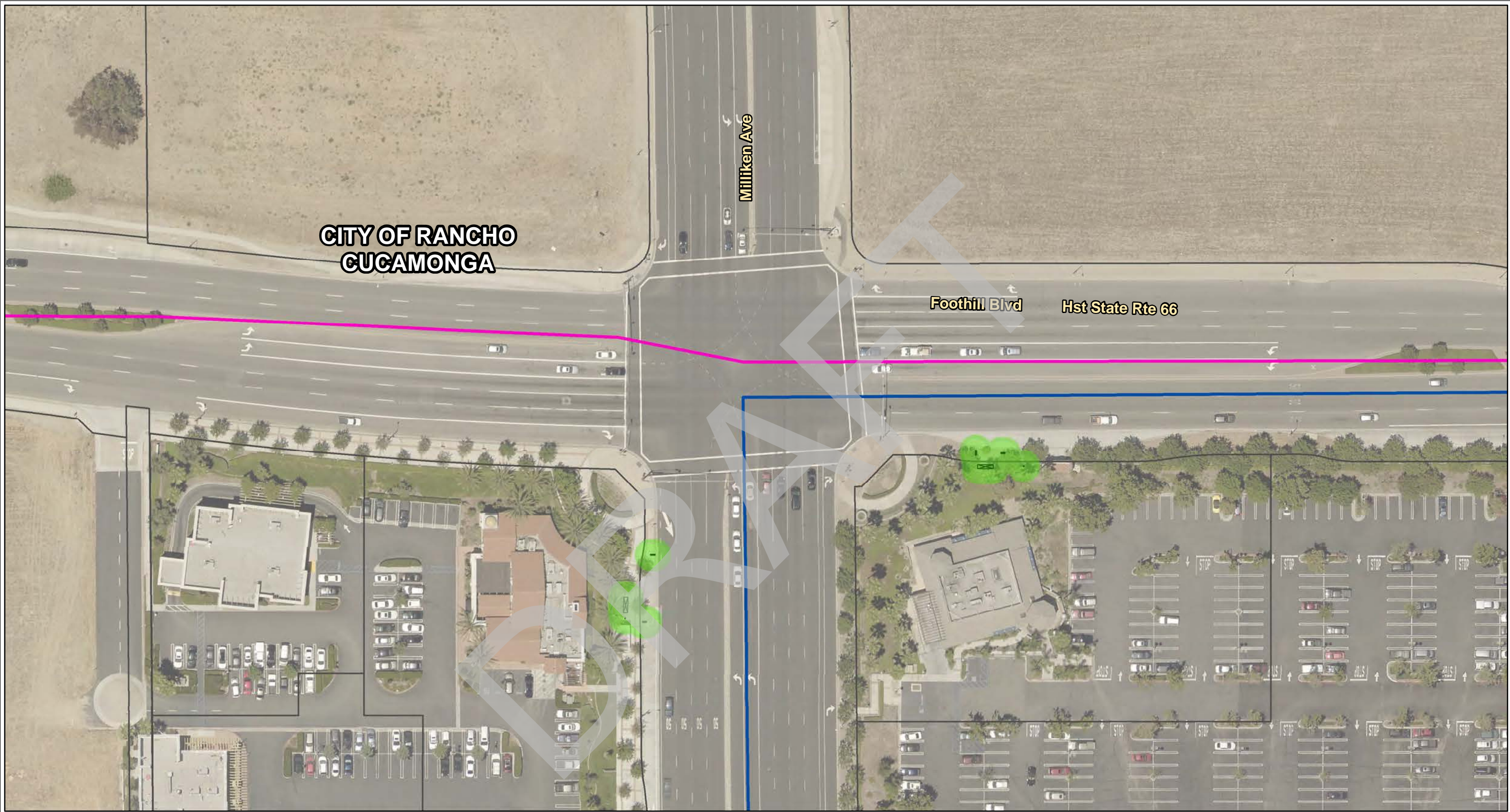
Recommended Monitoring Areas

Phase I/Milliken Alignment
 Rancho Cucamonga Metrolink Station

Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		








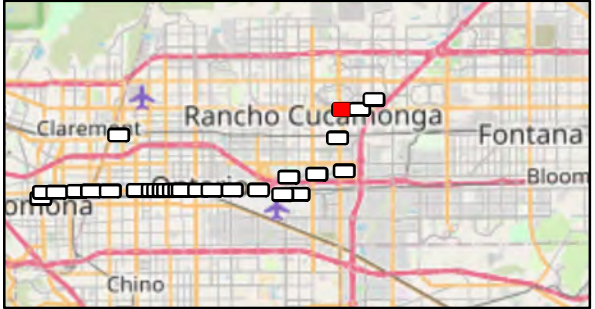
West Valley Corridor Connector

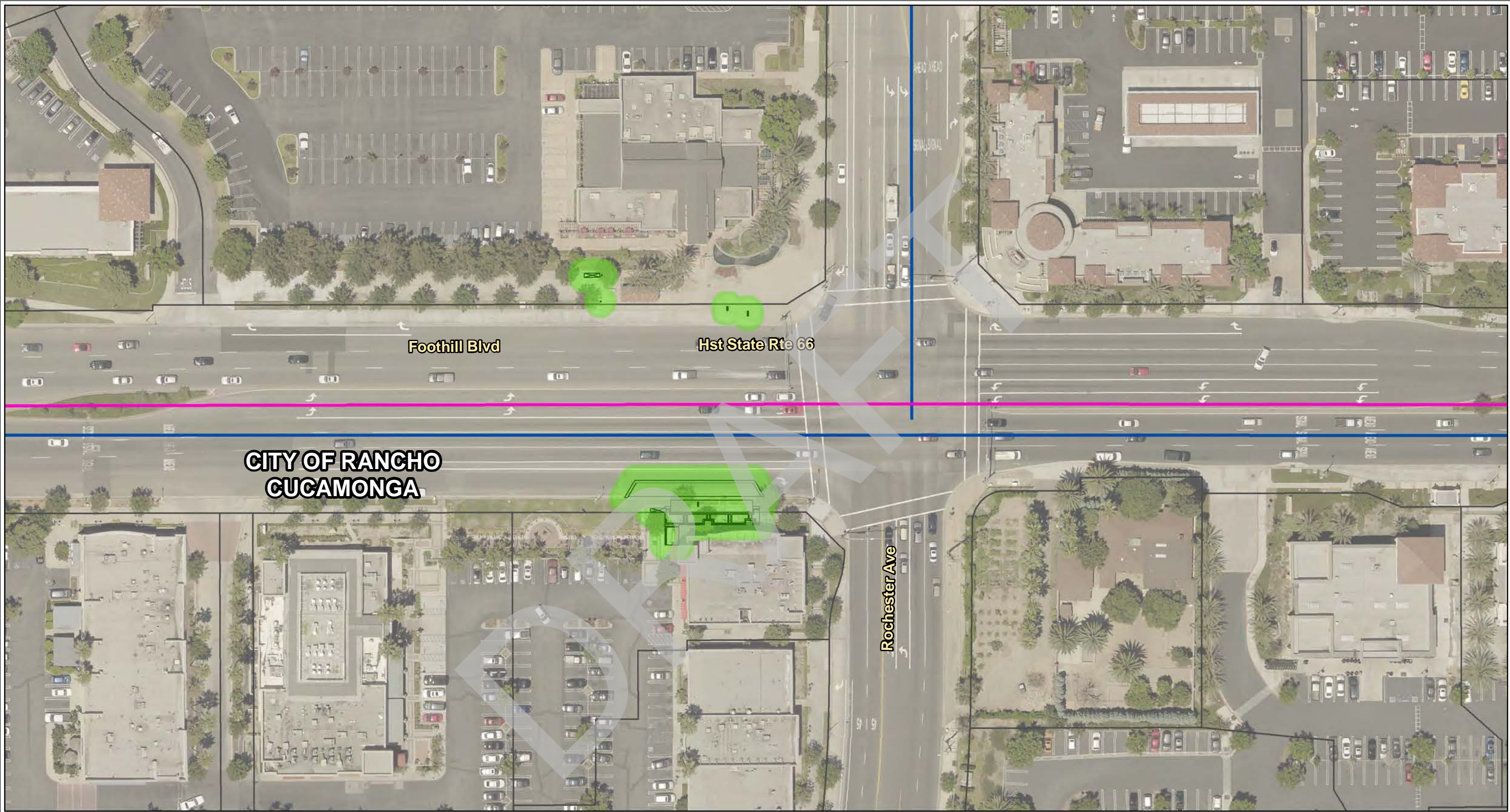
Recommended Monitoring Areas

Phase I/Milliken Alignment
 Foothill Boulevard/Milliken Avenue

Project Alignment	Approximate Recommended Monitoring Area	Parcel Boundary
Phase I / Milliken Alignment	Design Linework	City Boundary
Phase II / Haven Alignment		

0 130 260 Feet










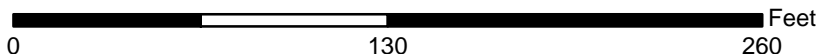


West Valley Corridor Connector

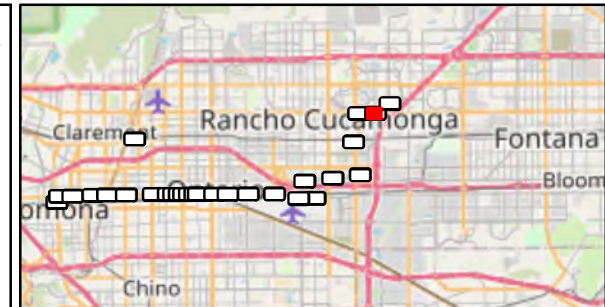
Recommended Monitoring Areas

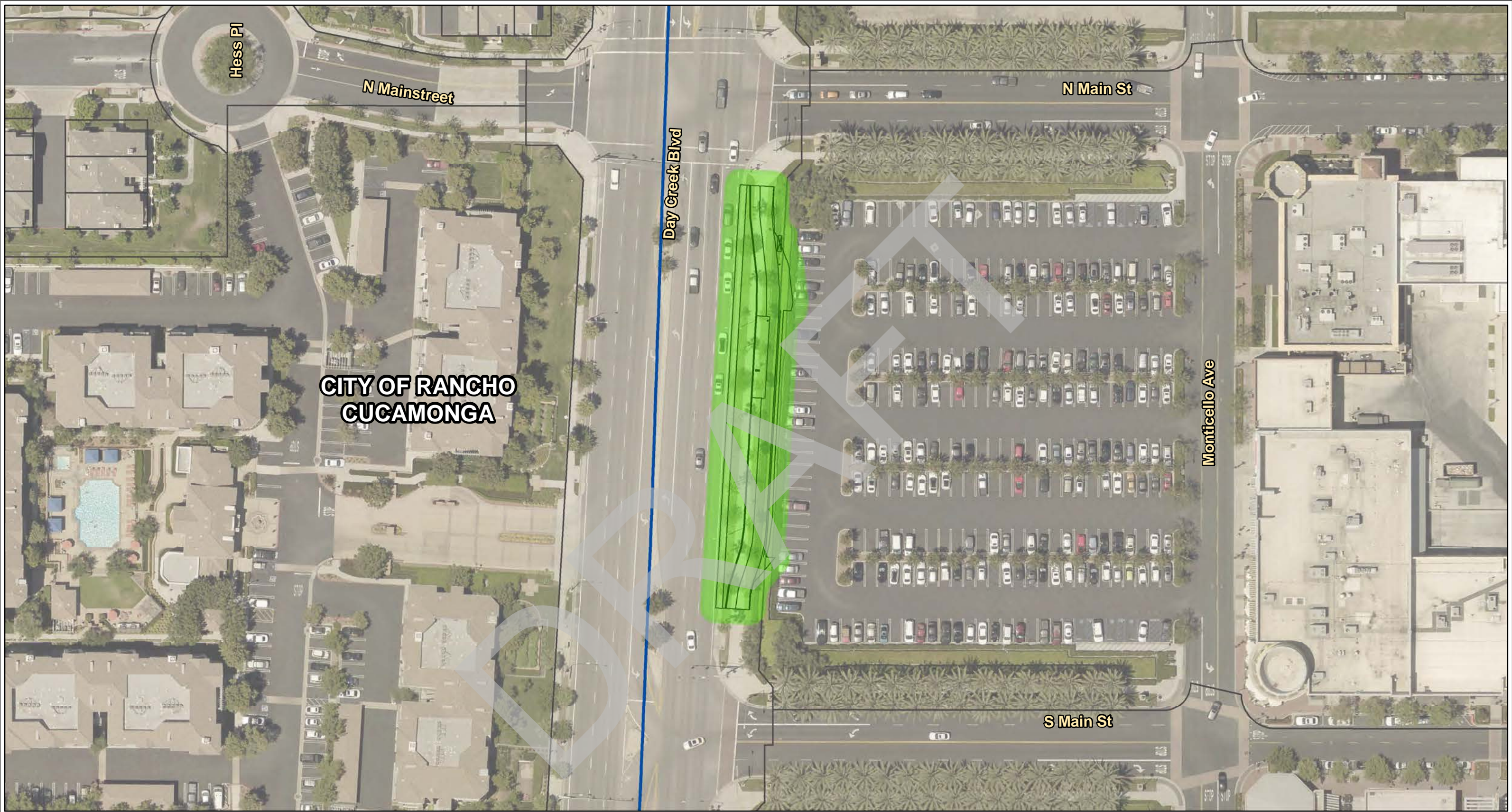
Phase I/Milliken Alignment
 Foothill Boulevard/Rochester Avenue

Project Alignment	 Approximate Recommended Monitoring Area	 Parcel Boundary
 Phase I / Milliken Alignment	 Design Linework	 City Boundary
 Phase II / Haven Alignment		



0 130 260 Feet





West Valley Corridor Connector

Recommended Monitoring Areas

Phase I/Milliken Alignment


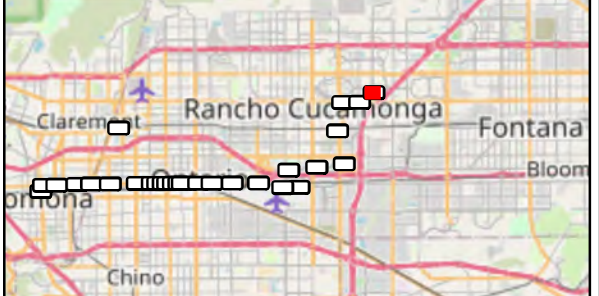
Victoria Gardens

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Source: ESRI; Parsons 2022
Map Last Saved: 4/28/2022

Project Alignment	Approximate Recommended Monitoring Area	Parcel Boundary
Phase I / Milliken Alignment	Design Linework	City Boundary
Phase II / Haven Alignment		

0 130 260 Feet



West Valley Corridor Connector

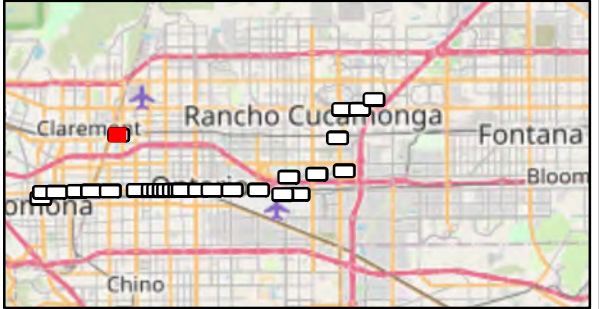
Recommended Monitoring Areas

Phase I
 Omnitrans WVVMF
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Source: ESRI; Parsons 2022
 Map Last Saved: 4/28/2022

Project Alignment	Approximate Recommended Monitoring Area	Parcel Boundary
Phase I / Milliken Alignment	Design Linework	City Boundary
Phase II / Haven Alignment		

0 160 320 Feet



Appendix B CONTACT INFORMATION

1. FTA Contacts

Director, Office of Planning and Program Development: Ted Matley
(415) 734-9468
ted.matley@dot.gov

Environmental Protection Specialist: Candice Hughes
(213) 629-8613
candice.hughes@dot.gov

2. SBCTA Contacts

Project Manager: Victor Lopez
(909) 804-8276
vlopez@gosbcta.com

Archaeologist Principal Investigator:³ Dr. Alex Kirkish
(619) 417-3201
Alex.Kirkish@parsons.com

3. Omnitrans Contacts

Planning Manager: Anna Jaiswal
(909) 379-7256
anna.jaiswal@omnitrans.org

4. Other Agency Contacts

SB County Sheriff-Coroner: Shannon D. Dicus
(909) 387-2978
cmr-requests@sbcasd.org

LA County Sheriff: Alex Villanueva
(213) 229-1700
Sibmedia24hrs@lasd.org

LA County Coroner: Jonathon R. Lucas
(323) 343-0512
info@coroner.lacounty.gov

³ It is anticipated that once selected, the name of the Stantec PI will be substituted for the Parsons PI named here.

5. Tribal Contacts

Gabrieleño Band of Mission Indians-Kizh Nation

Chairperson:

Andrew Salas
(626) 926-4131
admin@gabrielenoindians.org

Administrative Specialist:

Brandy Salas
(844) 390-0787
admin@gabrielenoindians.org

Tribe Member:

Matt Teutimez
(844) 390-0787
admin@gabrielenoindians.org

Tribal Archaeologist/PI:

John A Torres
(909) 705-6241
jtorres@tcrmanagement.net

San Manuel Band of Mission Indians

Chairperson:

Kenneth Ramirez
(909) 864-8933
kramirez@sanmanuel-nsn.gov

Director, Cultural Resources :

Jessica Mauck
(909) 864-8933 x3249
jmauck@sanmanuel-nsn.gov

Augustine Band of Cahuilla Indians

Chairperson:

Amanda Vance
(760) 398-4722
info@augustinetribe-NSN.gov

Vice-Chairperson:

William Vance
(760) 398-4722
info@augustinetribe-NSN.gov

Tribal Secretary:

Victoria Martin
(760) 398-4722
info@augustinetribe-NSN.gov

Additional contacts will be added upon request.