

Ontario International Airport Connector Project



ATTACHMENT D CULTURAL RESOURCES MONITORING AND TREATMENT PLAN

March 2025



Prepared for:

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

Ontario International Airport Connector Project



CULTURAL RESOURCES MONITORING AND TREATMENT PLAN

October 2024

Submitted to:

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

Prepared by:

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

TABLE OF CONTENTS

1	INTRODUCTION	1-1
1.1	Project Location and Description.....	1-1
1.1.1	Area of Potential Effects.....	1-4
1.2	Proposed Construction Activities	1-20
2	CULTURAL CONTEXT OF THE APE.....	2-1
2.1	Previous Cultural Resources Studies and Consultation Results.....	2-10
2.1.1	Cultural Resources within the APE.....	2-11
2.2	Archaeological Sensitivity.....	2-12
3	MONITORING AND TREATMENT PROGRAM	3-1
3.1	Purpose of Plan.....	3-1
3.2	Roles and Responsibilities	3-1
3.2.1	Personnel Qualifications.....	3-1
3.3	Prior to Start of Construction	3-2
3.3.1	Health and Safety Plan	3-2
3.3.2	Preconstruction Meeting.....	3-2
3.3.3	Worker's Environmental Awareness Program Training	3-3
3.4	Monitoring Procedures	3-3
3.4.1	Discovery Protocol	3-4
3.4.2	Treatment Plan for Historic Properties	3-11
3.5	Discovery of Human Remains.....	3-12
3.6	Post Construction Requirements.....	3-13
4	LIST OF CONTACTS	4-1
5	REFERENCES.....	5-1

FIGURES

Figure 1: Regional Location Map	1-2
Figure 2: Proposed Project/Build Alternative Site	1-2
Figure 3: APE Map	1-5

TABLES

Table 1. Notification and Consultation Protocols For Discoveries	3-6
Table 2. Contact Information	4-1

ACRONYMS AND ABBREVIATIONS

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

1 INTRODUCTION

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

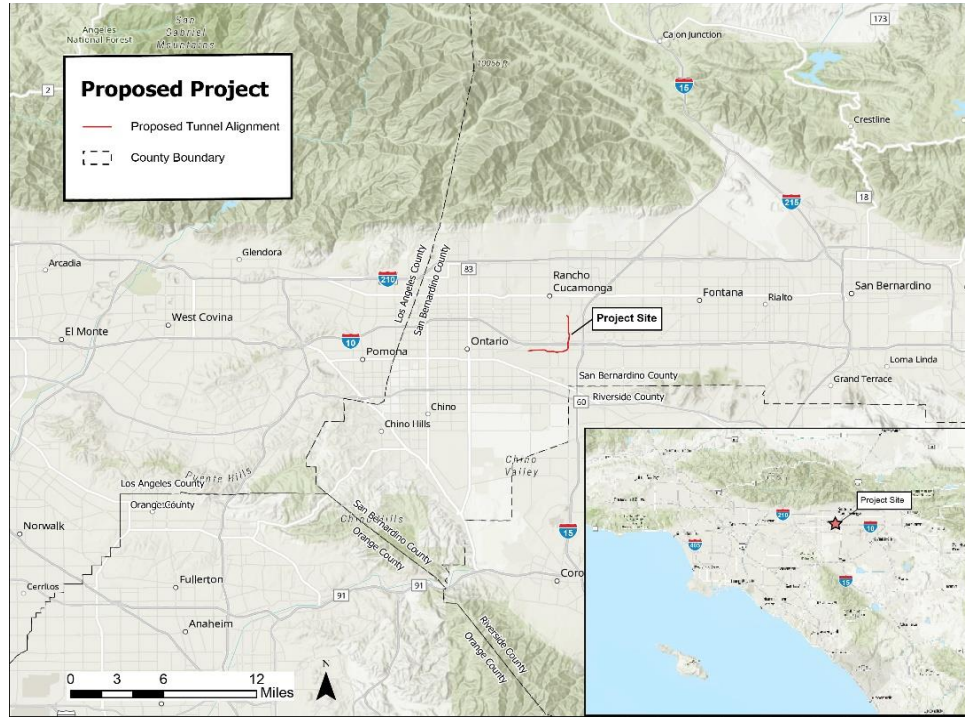
FTA, in cooperation with SBCTA, have prepared this to assure compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800), and provides a framework for cultural resources monitoring, discovery, evaluation and assessment of adverse effects, and treatment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

1.1 PROJECT LOCATION AND DESCRIPTION

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

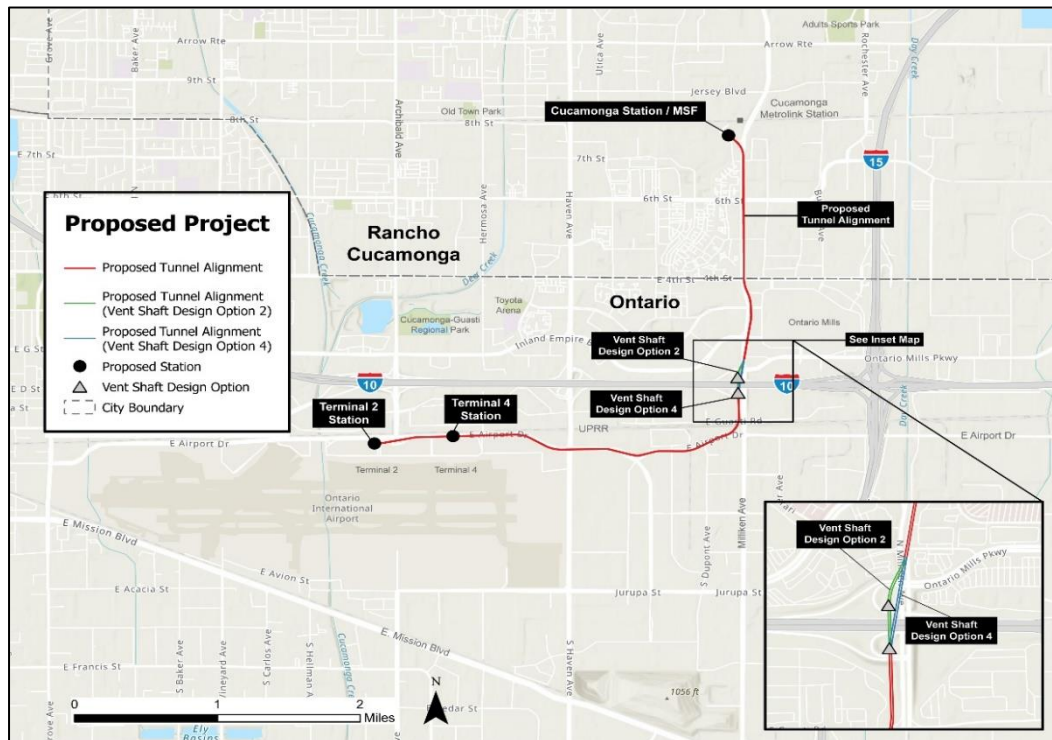
The proposed Project consists of three key components: stations, a tunnel, and ventilation shafts. The proposed Project includes the Cucamonga Metrolink Station, ONT, and the 4.2-mile-long footprint of the underground tunnel that generally travels south along Milliken Avenue and crosses beneath 6th Street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

Figure 1: Regional Location Map



Source: AECOM 2024

Figure 2: Proposed Project/Build Alternative Site



Source: AECOM 2024

Stations

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

Tunnel

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

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

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

Ventilation Shafts

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

Purpose and Need

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

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

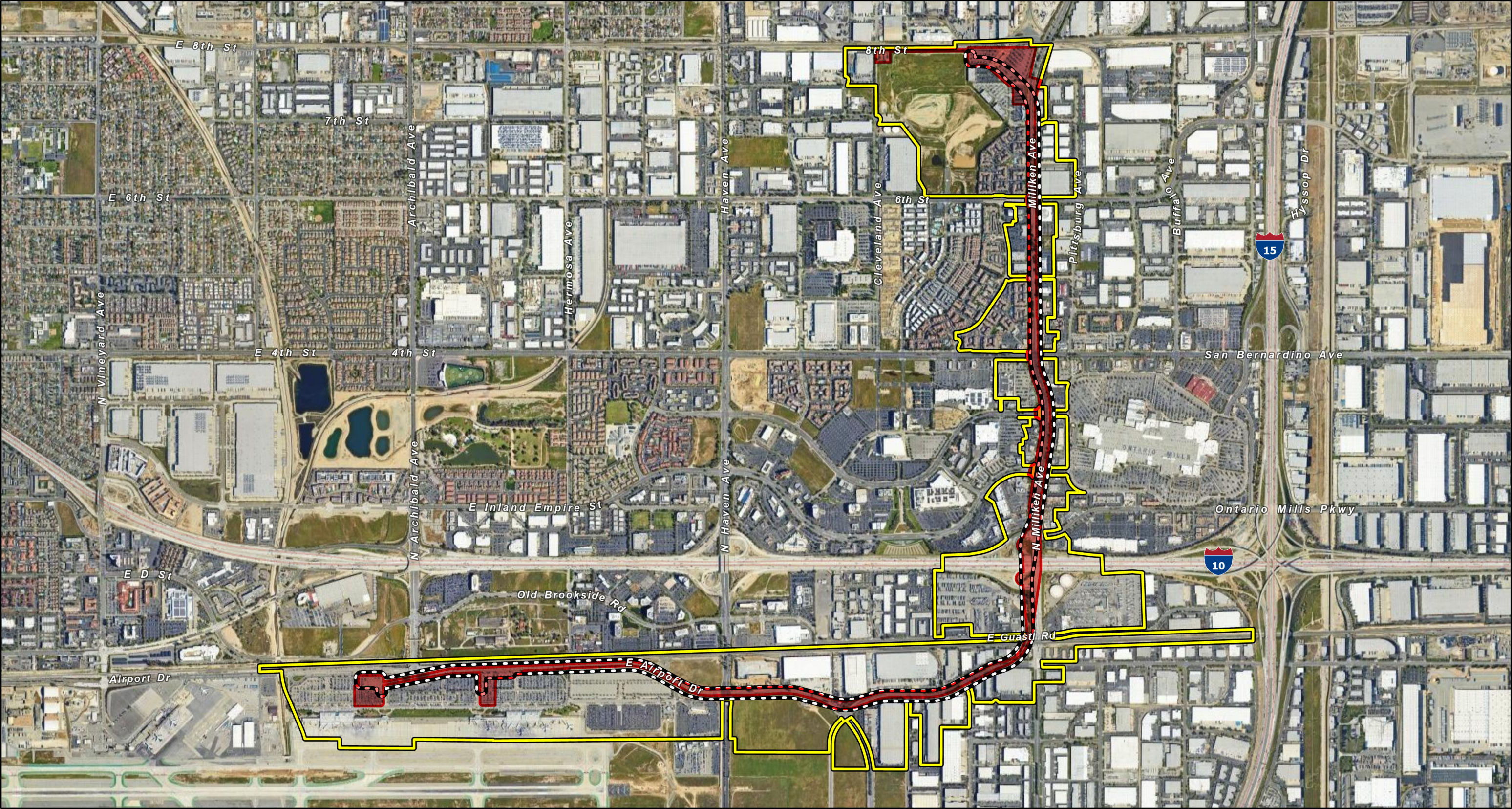
The proposed Project need includes:




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

1.1.1 Area of Potential Effects

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

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



-  Area of Potential Effects (APE)
-  Project Footprint
-  80-ft Vibration Zone



0 750 1500
Feet

SOURCE: Google Maps (2023); AECOM (2024)

I:\AEM2201\GIS\Pro\Emerging Technology Tunnel to Ontario International Airport\ONT Connector Project.aprx (9/4/2024)

1.2 PROPOSED CONSTRUCTION ACTIVITIES

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

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

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

2 CULTURAL CONTEXT OF THE APE

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

Prehistory

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

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

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

Ethnography

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

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

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

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

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

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

History of Rancho Cucamonga Settlement

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

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

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

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

History of Ontario Settlement

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

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

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

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

Guasti

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

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

Ontario International Airport

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

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

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

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

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

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

Railroads

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.1 PREVIOUS CULTURAL RESOURCES STUDIES AND CONSULTATION RESULTS

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

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

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

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

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

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

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

2.1.1 Cultural Resources within the APE

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

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

Not Eligible for the NRHP

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

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

Not Eligible for the NRHP

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

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

Not Eligible for the NRHP

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

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

2.2 ARCHAEOLOGICAL SENSITIVITY

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

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

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

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

3 MONITORING AND TREATMENT PROGRAM

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

3.1 PURPOSE OF PLAN

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

3.2 ROLES AND RESPONSIBILITIES

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

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

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

3.2.1 Personnel Qualifications

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

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

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

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

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

3.3 PRIOR TO START OF CONSTRUCTION

3.3.1 Health and Safety Plan

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

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

3.3.2 Preconstruction Meeting

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

3.3.3 Worker's Environmental Awareness Program Training

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

3.4 MONITORING PROCEDURES

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

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

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

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

3.4.1 Discovery Protocol

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

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

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

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

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

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

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

Table 1. Notification and Consultation Protocols For Discoveries

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

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

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

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

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

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

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

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

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

3.4.1.2 Potential NRHP-Eligible Discoveries

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

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

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

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

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

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

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

All prehistoric artifacts will be collected, and in the case of historic material, all diagnostic historic-era items will be collected for cataloging and inclusion in the Final Monitoring Report. Once such discoveries have been documented and recovered by the monitors, construction may resume.

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

3.4.2 Treatment Plan for Historic Properties

If a discovery is determined by the FTA to be a NRHP-eligible historic property and avoidance by project construction activities is not feasible, a Treatment Plan shall be prepared by the PI. The Treatment Plan and any developed treatment and mitigation measures must be approved by SBCTA and the FTA prior to the commencement of the Treatment Plan. In the case of potential NRHP-eligible historic properties, the FTA will consult with the SHPO and ACHP on NRHP eligibility, assessment of effects, and appropriate treatment. In the case of a Native American (prehistoric) potential NRHP-eligible historic property, the FTA will also consult with Native American Tribe(s) on the proposed treatment measures.

Treatment of an in-situ archaeological feature(s) or intact deposits will include the excavation of the resource in stratigraphic levels with the soil passed through 1/8-inch wire screen to retrieve artifacts. Standard archaeological procedures of mapping and recordation of features, as well as the collection, bagging, and labeling of artifactual material will be followed. Artifacts will be washed and rough-sorted by material types. For cataloging, the artifacts will be identified and quantified by the minimum number of individual items represented. Item classification will be organized by functional activity groups. For each object identified, the activity group, material, item, type, product, technology, pattern, identification marks, manufacturer, origin, date, size, quantity, weight, references, and any necessary additional comments will be recorded. The detection of functional activity profiles, consumer profiles, economic index values, and identification of ethnic cultural traits will be analyzed through research design developed as part of the Treatment Plan.

All on-site measures in the Treatment Plan must be completed, and results of the on-site treatment measures be provided in a brief Mitigation Report prepared by the PI and submitted to SBCTA. SBCTA will submit the Mitigation Report to the FTA, who will review the report to ensure that all on-site measures in the Treatment Plan have been completed and will provide a copy of the report to the SHPO and the ACHP. In the case of Native American resources, a copy of the report will also be provided to the Native American Tribe(s). All parties will be given 30 days to provide comment on the

Mitigation Report. Once all parties have been consulted on the completion of on-site treatment measures, the recommendation for construction to resume will be made and the Mitigation Report would be revised, and responses to comments received will be documented, prior to submittal to the SHPO for review. After

approval from the SHPO is received, FTA will notify SBCTA, and SBCTA will authorize the PI to release the area of avoidance (ESA) to construction activity. Construction, including ground-disturbing activities, can then immediately resume. Post-field analysis including laboratory cataloguing, artifact analysis, and special studies, as outlined in the Treatment Plan, will continue off-site, and the final results of all treatment measures will be included in the Final Monitoring Report. Treatment and curation of recovered resources and cultural artifacts is further addressed in section 3.6 below.

If human remains are involved, the protocol in Section 3.5 will be followed. No soil shall be exported off-site until a determination can be made regarding the significance of the resource, specifically in the case of Native American resources.

3.5 DISCOVERY OF HUMAN REMAINS

In the event that human remains are encountered during construction, potentially destructive activities within 100 feet of the discovery will be stopped, and the procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken.

The Archaeological Monitor(s) shall immediately notify the PI, who will notify SBCTA. The PI shall notify the Medical Examiner after consultation with SBCTA either in person or via telephone. SBCTA will notify the FTA on the same day of the discovery. The FTA will notify the SHPO, ACHP, and Native American Tribe(s) within two working days of discovery to provide notification of potential human remains being observed during the implementation of the undertaking. The information provided will also indicate whether, and if so, how it was determined that the Native American human remains were an isolated find or constituents of a larger archaeological context.

Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the County Coroner concerning the provenience of the remains. The Coroner, in consultation with the PI, resource agencies as required, SBCTA, and FTA, shall determine the need for a field examination to determine the provenience.

If the remains are determined to be Native American, the Coroner shall notify the NAHC. By law, only the Coroner can make this call. The NAHC will identify the person or persons determined to be the Most Likely Descendent (MLD) and will contact them or provide contact information. FTA, SBCTA, and the PI shall coordinate with the MLD for additional consultation. Treatment of the remains and all subsequent actions will be completed per the California Public Resources Code (Sec. 5097.98), State Health and Safety Code (Sec. 7050.5), and this Plan.

If the discovery of human remains or associated funerary items occur, additional consultation under the National American Graves Protection and Repatriation Act (NAGPRA) will be required (43 CFR 10). The FTA will report the discovery to affiliated Native American Tribe(s) within 24 hours and must receive a response by the appropriate official of the Native American Tribe(s) no later than three days after

receiving written documentation of the discovery. Additionally, the FTA will provide a courtesy notification to the SHPO to inform them of the consultation under NAGPRA. Before excavation of the discovery occurs, the Native American Tribe(s) must consent in writing by providing a written authorization for the excavation. Once the human remains or associated funerary items are removed, disposition of the items to the affiliated Native American Tribe(s) will occur.

If there is no request for formal consultation from the affiliated Native American Tribe(s), SBCTA and the FTA will compile an itemized list of any human remains or associated funerary objects discovered and will include this list in a written notification to potential affiliated Native American Tribe(s) and NAGPRA Project Manager within 30 days of identification of a new consulting party based on new information or no later than 2 years after the addition of a Tribal entity to the list of federally recognized Native American Tribes. FTA must complete or update the inventory within two years after acquiring possession or control of the resources, required under 43 CFR 10.10(d) and submit a notice of inventory completion under 43 CFR 10.10(e) within six months of completing the inventory for publication in the Federal Register.

3.6 POST CONSTRUCTION REQUIREMENTS

All cultural resources discovered during monitoring will be documented on appropriate California Department of Parks and Recreation (DPR) 523-series forms. The DPR 523 form(s) will be completed and submitted to the SCCIC for assignment of a permanent Primary (and, if applicable, Trinomial) number.

All diagnostic cultural artifacts recovered during the Monitoring Program and implementation of Treatment Plan(s), if completed, will be cleaned, catalogued, and analyzed to identify function and chronology as they relate to the history of the area.

Post construction, a Monitoring Report will be prepared for the project. The Draft Monitoring Report (even if negative) will be prepared, in accordance with the Secretary of the Interior's Standards for Archaeological Documentation (National Park Service 1983) and will be consistent with Archaeological Resources Management Reports: Recommended Contents and Format Guidelines (California Office of Historic Preservation 1990), that describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) and submitted to SBCTA and FTA for review within 60 days following the completion of monitoring. FTA will review and provide comments on the draft report within 30 days of receipt. If a Treatment Plan shall be implemented, the methods and results of all archaeological efforts and treatment measures undertaken as part of the Treatment Plan will be included in the Monitoring Report.

A review of the Monitoring Report will be conducted by SBCTA, Native American Tribe(s) and the FTA for a 30-day review and comment period. Once comments are provided and resolved, a final version of the Monitoring Report will be provided to SBCTA, the FTA, the SHPO, Native American Tribe(s), the SCCIC, and the ACHP for their permanent records.

All diagnostic recovered historic-period archaeological material collected during monitoring will be permanently curated with an appropriate institution. Unless otherwise specified in a treatment agreement between SBCTA, the FTA, and the Native American Tribe(s), artifacts or other cultural material associated with Native American resources will also be permanently curated with an appropriate institution. The preparation and curation of the collection will be completed according to standards set forth in "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR Part 79, September 12, 1990).

4 LIST OF CONTACTS

A list of contacts for the undertaking is provided in Table 2, *Contact Information*.

Table 2. Contact Information

ORGANIZATION	CONTACT	TITLE/ROLE	EMAIL	PHONE NUMBER
FTA	Rusty Whisman	Senior Transportation Program Specialist	rusty.whisman@dot.gov	213.202.3956
SBCTA	Victor Lopez	Director of Transit and Rail Programs	vlopez@gosbcta.com	909.884.8276
Construction Team	TBD	Construction Manager and/or Contractor		
Archaeological Consultant	Principal Investigator			
Archaeological Consultant	Monitoring Coordinator			
Archaeological Consultant	Archaeological Monitor(s)			

5 REFERENCES

- American Public University. n.d. Southern Pacific Railroad. Accessed online in June 2010 at: <http://www.u-s-history.com/pages/h1817.html>.
- American-rails.com. 2007–2010. The Espee, The Friendly Southern Pacific. Accessed online in June 2010 at: <http://www.american-rails.com/southern-pacific.html>.
- ASM Affiliates. 2017. *Ontario International Airport Historic Context Statement*. Accessed online in November 2022 at: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Historic_Preservation/Historic%20Contexts/ONT%20Historic%20Context.pdf.
- Baxter, Tom. 1947. "Los Angeles Division, AT&SF, 487 miles of main and branch lines cross high mountains, arid deserts; serve agricultural and industrial districts of West Coast." In *Trains*. June. Article on file in the vertical files in the Norman F. Feldheym Library, Arda Haenszel California Room.
- Bean, Lowell John, and Charles R. Smith. 1978. Gabrielino. In *California*, edited by R.F. Heizer, pp. 538–549. Handbook of North American Indians, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.
- Beattie, George, and Helen Beattie. 1951. *Heritage of the Valley, San Bernardino's First Century*. Biobooks, Oakland, California.
- Blackburn, Thomas C. 1962–1963. *Ethnohistoric Descriptions of Gabrielino Material Culture*. Annual Reports of the University of California Archaeological Survey 5: 1–50.
- California Department of Transportation (Caltrans). 2015. *Historic Resources Evaluation Report for the Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, California* (07-LA-10 P.M., 44.9/48.3; 08-SBD-10 P.M., 0.0/R37.0) EA 0c2500. Accessed online on July 19, 2024, at: <https://www.gosbcta.com/wp-content/uploads/2019/09/I-10-CP-HRER-April2015.pdf>.
- Cataldo, Nicholas. 2006. *The Earp Clan: the Southern California Years*. Black Roads Press, San Bernardino.
- Clucas, Donald L. 1979 "Guasti." In: In: Light Over the Mountain: A History of Rancho Cucamonga. On file, California State University, Fullerton, South Central Coastal Information Center, Fullerton, California.
- Daily Report*. 1981. "Yester Year Dates to Remember." May 24.
- Duke, Donald. 1995. *Santa Fe: The Railroad Gateway to the American West*, Vol. 1. Golden West Books.

- Gordon, Larry. 1985. "Economy, Modernization Quiet Rail Yard." *Los Angeles Times*, October 31. Page 1.
- Heizer, Robert F. 1968. The Indians of Los Angeles County. *Hugo Reid's Letters of 1852*. Southwest Museum Papers 21. Los Angeles, California.
- HistoricAerials.com. 2022. Various aerial photographs including the Project area from 1897 to 1980.
- _____. Various. Accessed online at <http://www.historicaerials.com/default.aspx>.
- Houk, Randy. 2008. Railroad History, Important Milestones in English and American Railway Development. Accessed online in June 2010 at <http://www.sdrm.org/history/timeline/>.
- Hudson, D. Travis. 1971. Proto-Gabrielino Patterns of Territorial Organization in Southern Coastal California. *Pacific Coast Archaeological Society Quarterly* 7(2):49–76.
- Ingersoll, L.A. 1904. Ingersoll's Century Annals of San Bernardino County 1769 to 1904. Ingersoll, Los Angeles, California.
- Johnston, Bernice E. 1962. California's Gabrielino Indians. Frederick Webb Hodge Anniversary Publication Fund 8. Los Angeles: Southwest Museum.
- Kroeber, A.L. 1925. *Handbook of the Indians of California*. Bulletin No. 78, Bureau of American Ethnology, Smithsonian Institution, Washington, D.C.
- LA/Ontario International. n.d. History of LA/Ontario International Airport. Accessed online in November 2022 at: <https://www.flyontario.com/sites/default/files/history-fact-sheets.pdf>.
- McCawley, William. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning and Novato: Malki Museum Press and Ballena Press.
- Moratto, Michael J. 2004. *California Archaeology*. Orlando, Florida: Academic Press. Originally published 1984.
- Orsi, R.J. 2005. *Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850-1930*.
- Robertson, Donald B. 1998. *Encyclopedia of Western Railroad History*, Volume IV, California. Caxton Printers, Ltd., Caldwell, Idaho.
- Robinson, John W. 2005. *Gateways to Southern California: Indian Footpaths, Horse Trails, Wagon Roads, Railroads, and Highways*. Big Santa Anita Historical Society, USA.

- Sanborn Fire Insurance Maps. 1928. Accessed online through the Los Angeles Public Library at: <http://www.lapl.org/>.
- Signor, John. 1990. *Beaumont Hill, Southern Pacific's Southern California Gateway*. Golden West Books, San Marino, CA.
- Snow, Jenna, and Kathryn McGee. 2009. Department of Parks and Recreation (DPR) forms for the Cucamonga Neighborhood Character Area. On file at the City of Rancho Cucamonga Planning Department.
- Straight, Susan. 2012. "Spirits of Guasti." *Boom*, Vol. 2 No. 4.
- Streeter, Kurt, and Mitchell Landsberg. 2004. "A Future Tied to the Tracks." *Los Angeles Times*, August 22. Accessed online on November 9, 2010, at: <http://www.trainorders.com/discussion/read.php?1,606400>.
- The Press and Horticulturist*. 1883. "Railroad War, C.S.R.R. vs. S.P.R.R." August 11, page 2. On file at the University of California, Riverside, Rivera Library.
- Tibbet, Casey. 2005. Suburban Residential Growth in Riverside, California, 1886 to 1960. Unpublished Master's thesis on file at the University of California, Riverside, History Department.
- Union Pacific Railroad. 1895. Map of the Southern Pacific Railroad through Colton. Obtained from John Bromley, Director of Historic Programs, Union Pacific Railroad.
- United States Geological Survey (USGS). 1972. *Guasti, California* 7.5-minute topographic quadrangle map. *Guasti, California* 7.5-minute topographic quadrangle map.
- _____. 1980. *Guasti, California* 7.5-minute topographic quadrangle map.
- van Ophem, Marieke. 2003. *The Iron Horse: the impact of the railroads on 19th century American society, 16/30 (IV) Colonizing the West: Railroad Towns*. Accessed online in June 2010 at: <http://www.let.rug.nl/usa/E/ironhorse/ironhorse16.htm>.
- Wallace, William J. 1955. A Suggested Chronology for Southern California Coastal Archaeology. *Southwestern Journal of Anthropology* 11(3):214–230.
- _____. 1978. Post-Pleistocene Archaeology. In *California*, edited by R. Heizer, pp. 550–563. Handbook of North American Indians, Vol. 8. W.C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

- Warren, Claude N. 1968. Cultural Tradition and Ecological Adaptation on the Southern California Coast. *Eastern New Mexico University Contributions in Anthropology* 1(3). Portales.
- _____. 1984. The Desert Region. In *California Archaeology*, by M. Moratto, with contributions by D.A. Fredrickson, C. Raven, and C.N. Warren, pp. 339–430. Academic Press, Orlando, Florida.
- Warren, Claude N., and Robert H. Crabtree. 1986. Prehistory of the Southwestern Area. In W.L. D’Azevedo ed., *Handbook of the North American Indians*, Vol. 11, Great Basin, pp. 183–193. Washington, D.C.: Smithsonian Institution.
- Wilson, Benet. 2018. The Evolution of Ontario International Airport. In *Aviation Pros*. April 5. Accessed online in November 2022 at: <https://www.aviationpros.com/airports/article/12383988/the-evolution-of-ontario-international-airport>.
- Yetzer, Carl. 1983a. “San Diego Rail Line Almost Didn’t Make It to San Bernardino.” *San Bernardino Sun*, September 12.
- _____. 1983b. “Fight over Railroads Led to Colton’s Birth.” *San Bernardino Sun*, September 11.