



**Program Environmental Document
and Service Development Plan**

Cultural, Historic, and Tribal Resources Technical Memorandum

**Coachella Valley-San Gorgonio Pass Rail
Corridor Service Program**

May 2021



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Abbreviations/Acronyms

AB	Assembly Bill
APE	area of potential effects
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
corridor	Coachella Valley-San Gorgonio Pass Rail Corridor
CRHR	California Register of Historical Resources
EIR	environmental impact report
EIS	environmental impact statement
FRA	Federal Railroad Administration
LAUS	Los Angeles Union Station
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PRC	Public Resources Code
Program	Coachella Valley-San Gorgonio Pass Corridor Service Program
RCTC	Riverside County Transportation Commission
ROW	right-of-way
SDP	Service Development Plan
SHPO	State Historic Preservation Officer
SPRR	Southern Pacific Railroad Company
TCR	Tribal Cultural Resources

1 Introduction

The Federal Railroad Administration (FRA), California Department of Transportation (Caltrans) Division of Rail and Mass Transportation, and Riverside County Transportation Commission (RCTC) are proposing the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program (Program) to establish daily intercity passenger rail service between Los Angeles Union Station (LAUS) in Los Angeles County, California and the City of Coachella in Riverside County, California. This cultural, historic, and tribal resources technical memorandum evaluates cultural, historic, and tribal resources along the 144-mile Coachella Valley-San Gorgonio Pass Rail Corridor (Program Corridor) in support of a programmatic Tier 1 Environmental Impact Statement (EIS)/Environmental Impact Report (EIR). The evaluation of potential cultural, historic, and tribal effects resulting from the Program includes:

- Cultural resources
- Historic resources
- Tribal cultural resources (TCR)

1.1 Study Approach

This evaluation was prepared pursuant to the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) and will be incorporated into the Tier 1/Program EIS/EIR evaluation.

FRA, Caltrans, and RCTC are using a tiered NEPA/CEQA process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the Program, under 40 Code of Federal Regulations (CFR) 1508.28 (titled “Tiering”), CEQA Guidelines Section 15168 (titled “Program EIR”), and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process often applied to environmental review for complex transportation projects.

The Tier 1/Program EIS/EIR, along with the concurrent preparation of the Service Development Plan (SDP), are the first steps in the tiered environmental review process. Based on the decisions made in the Tier 1/Program EIS/EIR and SDP, future site-specific proposals of infrastructure improvements will be evaluated through one or more Tier 2/Project-level environmental clearance processes. A description of the Tier 1/Program EIS/EIR, SDP, and Tier 2/Project-level analysis processes are further discussed below:

- *Tier 1/Program EIS/EIR*: The Tier 1/Program EIS/EIR evaluates potential environmental impacts of the No Build Alternative and three Build Alternative Options broadly within the Program Corridor. The Program Corridor provides a flexible regional context for the best location of an enhanced passenger rail system while providing opportunities for the Build Alternative Options to account for engineering and environmental constraints. The Tier 1/Program EIS/EIR evaluation addresses broad questions and likely environmental effects within the Tier 1/Program Study Area for specific environmental resources. The resource-specific study areas generally represent the potential area where rail infrastructure improvements and station facilities could be implemented and constructed but does not represent the precise location or footprint of the improvement or facility.
- *SDP*: The SDP defines the Program's service mode, estimated ridership to include demand and revenue forecasts, operational strategy, station and access analysis, operating and maintenance costs, required infrastructure improvements and capital programming, and public benefits analysis necessary to implement the proposed intercity passenger rail service. As part of the SDP process, the site-specific infrastructure improvement requirements are being identified, including the number of stations and the general areas/communities in which stations might be located. The SDP infrastructure analysis is being informed by rail operations simulation modeling and would occur parallel to the Tier 1/Program EIS/EIR evaluation process.
- *Tier 2 Project-Level Analysis*: Based on the environmental evaluation conducted in the Tier 1/Program EIS/EIR and the site-specific infrastructure improvements identified in the SDP, a Tier 2/Project-level analysis would be required. The Tier 2/Project-level analysis would be a separate environmental review potentially led and funded by an agency other than FRA. In addition, the Tier 2/Project-level analysis process would not automatically follow the Tier 1 process, rather the potential Tier 2 Projects would need to be defined based on the Tier 1/Program EIS/EIR's broad scope and funding. The Tier 2/Project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect Project-level effects, in addition to any required permits, consultations, or approvals needed for construction.

2 Program Location and Description

2.1 Program Location

The Tier 1/Program EIS/EIR analyzes the No Build Alternative and three Build Alternative Options in two geographic sections—a Western Section and an Eastern Section—occurring within existing railroad rights-of-way (ROW), as shown on Figure 2-1 through Figure 2-3. The Program Corridor runs west-to-east, extending up to 144 linear miles from a western terminus at LAUS to an eastern terminus in either the City of Indio or City of Coachella (depending on the Build Alternative Option).

From west to east, the cities traversed by the Build Alternative Options include Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, Anaheim, Placentia, Yorba Linda, Chino Hills, Corona, Riverside, Grand Terrace, Colton, San Bernardino, Loma Linda, Redlands, Calimesa, Beaumont, Banning, Cabazon, Palm Springs, Cathedral City, Thousand Palms, Rancho Mirage, Palm Desert, Indio (under all Build Alternative Options), and/or Coachella (under Build Alternative Option 1 only). The boundary between Western and Eastern Sections is in the City of Colton, at the intersection of existing railroad lines owned by Union Pacific Railroad and BNSF.

2.2 Program Description

2.2.1 Build Alternative Option 1 (Coachella Terminus)

Build Alternative Option 1 includes a total Program Corridor distance of 144 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating in the City of Coachella.

Western Section. Under Build Alternative Option 1, existing rail infrastructure would be used in the Western Section of the Program Corridor, and no additional railroad infrastructure improvements would be required. LAUS would serve as the western terminus, while existing stations in the Cities of Fullerton and Riverside would be utilized to support the proposed passenger rail service. No new stations or improvements to existing stations would be required to accommodate the proposed service within the Western Section of the Program Corridor.

Eastern Section. Under Build Alternative Option 1, potential new infrastructure improvements on the Eastern Section of the Program Corridor could include sidings, additional main line track, wayside signals, drainage, grade separation structures, and up to five new stations constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands),

2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid Valley (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), 4) the City of Indio, and 5) the City of Coachella as the eastern terminus of the Program Corridor.

2.2.2 Build Alternative Option 2 (Indio Terminus)

Build Alternative Option 2 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio.

Western Section. The Western Section under Build Alternative Option 2 would be the same as that described above under Build Alternative Option 1.

Eastern Section. Under Build Alternative Option 2, potential new infrastructure improvements on the Eastern Section of the Program Corridor could include sidings, additional main line track, wayside signals, drainage, grade separation structures, and up to four new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid Valley (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), and 4) the City of Indio as the eastern terminus of the Program Corridor.

2.2.3 Build Alternative Option 3 (Indio Terminus with Limited Third Track)

Build Alternative Option 3 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio.

Western Section. The Western Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Options 1 and 2.

Eastern Section. The Eastern Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Option 2, except for the following changes:

As part of Build Alternative Option 3, additional infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track. The addition of station tracks would be the same as described under Build Alternative Options 1 and 2; however, the addition of the third main track would be limited under Build Alternative Option 3 when compared with Build Alternative Options 1 and 2. The limited third track under Build Alternative Option 3 would augment the existing

two main tracks along the Eastern Section of the Program Corridor to the proposed Mid Valley Station Area.

2.3 Construction

2.3.1 Western Section

In the Western Section, existing rail infrastructure would be used to accommodate the proposed service, and no additional track improvements would be required to accommodate the proposed service under all Build Alternative Options. LAUS would serve as the western terminus, and existing stations in the Cities of Fullerton and Riverside would be used, as depicted on Figure 2-1. No new stations or additions to existing stations would be required to accommodate the proposed service under all Build Alternative Options. The Tier 1/Program EIS/EIR Cultural Study Area for potential construction-related impacts on cultural, historic, and tribal resources within the Western Section is up to 600 feet from either side of the existing railroad centerline.

2.3.2 Eastern Section

In the Eastern Section, proposed new infrastructure improvements under all Build Alternative Options could include sidings, additional main line track, wayside signals, drainage, grade-separation structures, and stations to accommodate the proposed service. The Eastern Section would use the existing station in the City of Palm Springs, which is the only existing station in the Eastern Section. Additionally, as depicted on Figure 2-2 and Figure 2-3, up to five new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), 4) the City of Indio (under all Build Alternative Options), and/or 5) the City of Coachella (under Build Alternative Option 1 only).

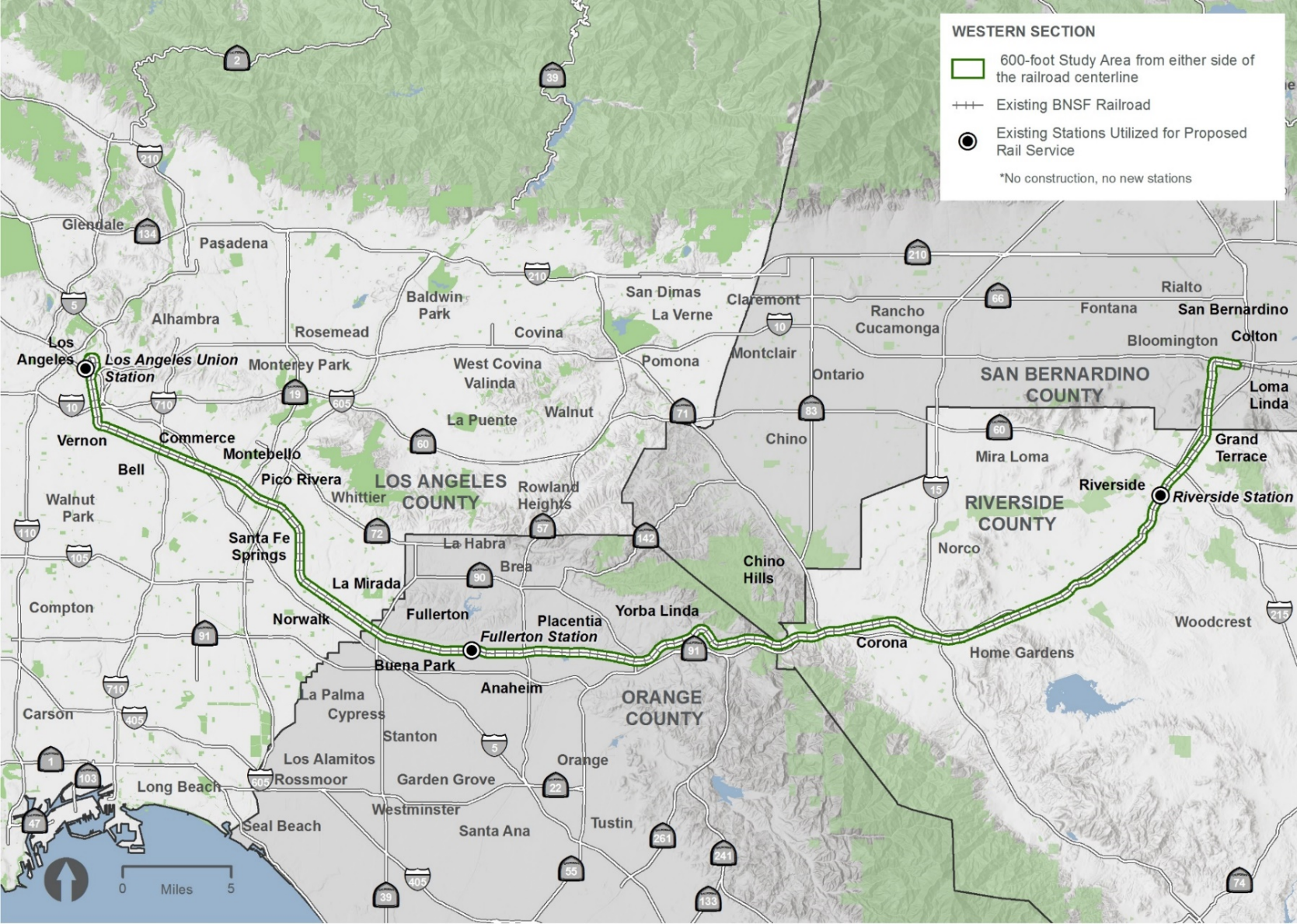
For the Eastern Section, the Tier 1/Program EIS/EIR Cultural Study Area extends up to 0.25 mile from either side of the centerline for the entire Eastern Section.

2.4 Operation

Passenger train frequencies proposed as part of the Program would consist of the addition of two daily round-trip intercity diesel-powered passenger trains operating the entire length of the corridor between Los Angeles and Indio and/or Coachella, with one morning departure and one afternoon departure from each end of the corridor.

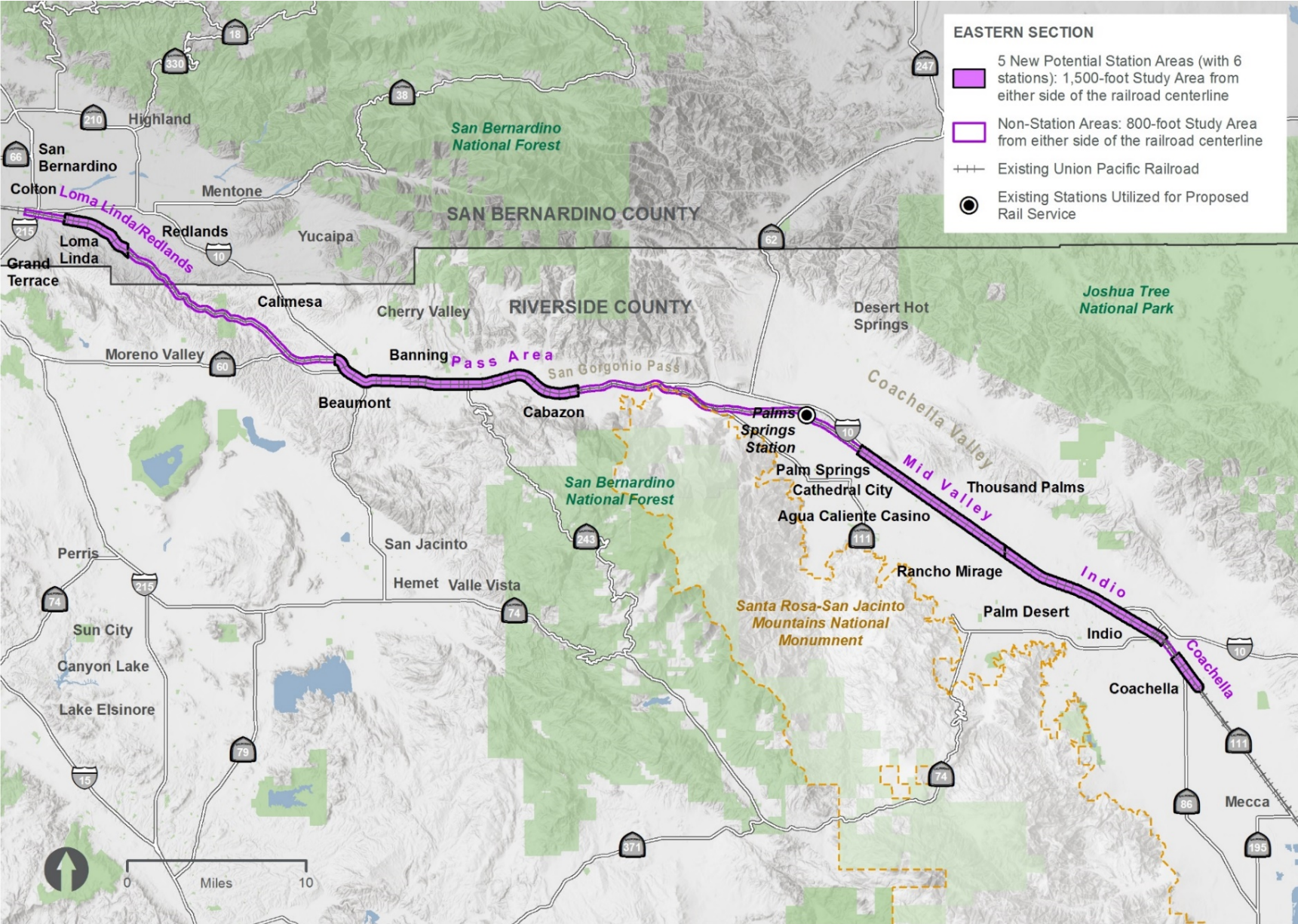
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Figure 2-1. Western Section of the Program Corridor (Build Alternative Options 1, 2, and 3)



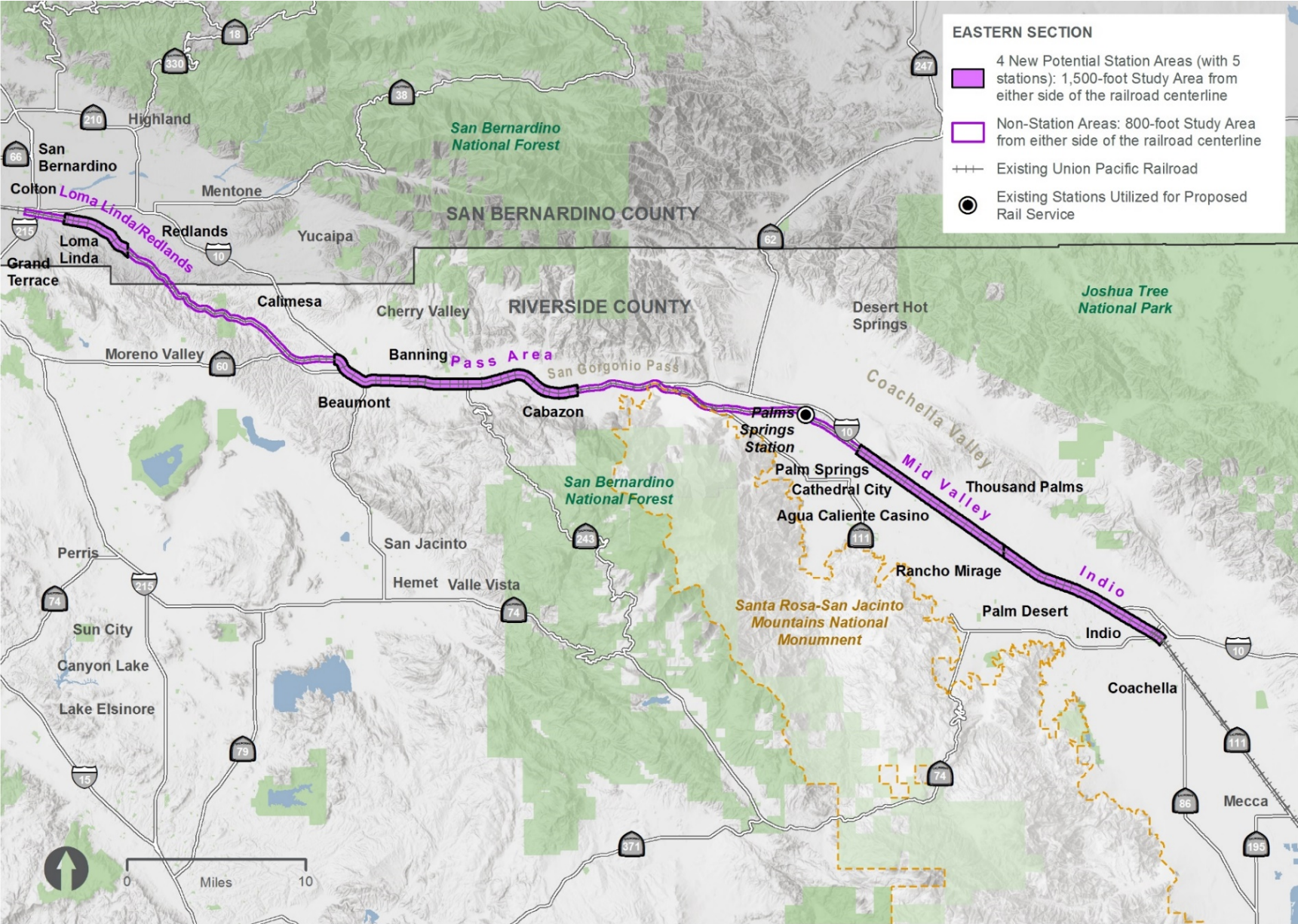
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Figure 2-2. Eastern Section of the Program Corridor (Build Alternative Option 1)



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Figure 2-3. Eastern Section of the Program Corridor (Build Alternative Options 2 and 3)



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3 Regulatory Framework

In accordance with Section 106 of the National Historic Preservation Act (NHPA); Section 4(f) of the Department of Transportation Act of 1966 (Section 4(f)); NEPA (42 USC Section 4321 et seq.); CEQ regulations implementing NEPA (40 CFR Parts 1501-1508); FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999) and CEQA; FRA identified cultural, historic, and TCRs within the Tier 1/Program EIS/EIR Cultural Study Area and evaluated the potential impacts on those resources as a result of implementing the Build Alternative Options.

3.1 Federal

3.1.1 Federal Railroad Administration

According to the FRA's *Procedures for Considering Environmental Impacts* (64 FR 28545, May 26, 1999) Section 14(n)(13) (FRA 1999a), an "EIS should assess the impacts on both passenger and freight transportation, by all modes, from local, regional, national, and international perspectives. The EIS should include a discussion of both construction period and long-term impacts on vehicular traffic congestion."

3.1.2 Native American Graves Protection and Repatriation Act (25 United States Code 3001(3)A-D)

The Native American Graves Protection and Repatriation Act defines cultural resources as cultural items, meaning human remains, associated and unassociated funerary objects, sacred objects, and objects with cultural patrimony. The Native American Graves Protection and Repatriation Act establishes the ownership of cultural items excavated or discovered on federal lands. It requires consultation with the appropriate Native American tribes prior to the intentional excavation, or removal after inadvertent discovery, of several cultural items, including human remains and objects of cultural patrimony.

3.1.3 NEPA

NEPA requires that federal agencies evaluate the environmental effects of their actions before proceeding with a project. NEPA as amended (Pub. L. 91-190, 42 United States Code 4321-4347, January 1, 1970, as amended by Pub. L. 94-52, July 3, 1975, Pub. L. 94-83, August 9, 1975, and Pub. L. 97-258 Section 4(b), September 13, 1982) recognizes the continuing

responsibility of the Federal Government to "preserve important historic, cultural, and natural aspects of our national heritage..." (Sec. 101 [42 United States Code Section 4321]) (#382).

3.1.4 National Historic Preservation Act – Section 106

The NHPA, as amended, sets forth national policies and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR Part 800). The Section 106 process consists of four steps.

1. Identify the project, which includes initial coordination with other environmental reviewers, consultation with the State Historic Preservation Officer (SHPO), identification of and consultation with interested parties, and identification of points in the process for seeking input from the public and notifying the public of proposed actions.
2. Identify historic properties within the project area that have the potential to be affected by the project. This includes the initial identification of potential historic properties and evaluation of these properties for NRHP eligibility.
3. Assess the effects of the project on historic properties.
4. Resolution of adverse effects. This includes consultation with the SHPO and interested parties. The outcome of this step is generally an agreement detailing the consensus reached and the steps to be taken to mitigate for the adverse effect, called a memorandum of agreement.

3.1.5 National Register of Historic Places

NRHP eligibility determinations require an assessment of historic resources in relation to relevant historic contexts through criteria set forth in 36 CFR Part 60. The Advisory Council on Historic Preservation's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR Part 60.4) are used to evaluate resources when complying with Section 106 of the NHPA. Those criteria state that eligible resources comprise "districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association," and any of the following criteria:

1. That are associated with events that have made a significant contribution to the broad patterns of our history.

2. That are associated with the lives of persons significant in our past.
3. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction.
4. That has yielded, or may be likely to yield, information important in prehistory or history.

3.1.6 The Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Code of Federal Regulations 44716)

These standards, effective as of 1983, provide technical advice for archaeological and historic preservation practices. Their purpose is (1) to organize the information gathered about preservation activities; (2) to describe results to be achieved by federal agencies, states, and others when planning for the identification, evaluation, registration, and treatment of historic properties; and (3) to integrate the diverse efforts of many entities performing historic preservation into a systematic effort to preserve the nation's culture heritage.

3.1.7 The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, 1995 (36 Code of Federal Regulations 68)

The Standards for the Treatment of Historic Properties is a compilation of 34 guidelines to promote the responsible preservation of United States historic cultural resources. The standards specifically address preservation, rehabilitation, restoration, and reconstruction of historic materials. The standards are not intended to be the sole basis for decision making in regard to whether a historic property should be saved, but to provide consistency in conservation and restoration practices.

3.1.8 Section 4(f) of the Department of Transportation Act of 1966

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if both of the following occur:

- There is no prudent and feasible alternative to using that land.
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the SHPO is also needed.

3.2 State

3.2.1 Assembly Bill 4239

In 1976, Assembly Bill (AB) 4239 established the Native American Heritage Commission (NAHC) as the primary government agency responsible for identifying and cataloging Native American cultural resources.

3.2.2 Assembly Bill 52

In 2014, California governor Jerry Brown signed AB 52, which established an additional requirement under CEQA for consultation with Native American tribes regarding TCRs. AB 52 requires that the CEQA lead agency notify any interested Native American tribes of a proposed project, only if those tribes have requested to be notified regarding the CEQA lead agency's projects. The CEQA lead agency must consult in good faith with participating California Native American tribes prior to the release of the EIR. If a project has the potential to affect a TCR, the CEQA document must discuss whether there is a significant impact on a TCR and whether there are feasible alternatives or mitigation to avoid or substantially lessen impacts on the TCR. Consultation is finished when one of the following applies: 1) the parties agree to avoid or mitigate significant effects on TCRs; or 2) the CEQA lead agency, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

3.2.3 CEQA

Established in 1970, CEQA directs state and local government entities to analyze and publicly disclose environmental impacts of proposed projects. Moreover, it requires the development and adoption of mitigation measures to lessen impacts. At PRC Section 21060.5, the CEQA Guidelines define the environment to include “objects of historic... significance.” For the purposes of CEQA, “historical resources” are defined at PRC Section 15064.5(a) of the CEQA Guidelines as follows:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (CRHR) (14 PRC 5024.1; California Code of Regulations, Section 4850 et seq.)
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g)
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency’s determination is supported by substantial evidence in light of the whole record; generally, a resource must be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1; 14 California Code of Regulations 4852), which parallel the NRHP criteria but consider state and local significance
- Even in instances in which a resource is not listed in, or determined eligible for listing in, the CRHR; not included in a local register of historical resources; or not identified in a historical resources survey, a lead agency may still determine that a resource is a historical resource, as defined in PRC Sections 5020.1(j) or 5024.1. If it is determined that a project would result in a substantial adverse change in the significance of a historical resource, then that project would have a significant effect on the environment

3.2.4 California Register of Historical Resources

CRHR is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens to identify the existing historical resources of the state and indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (California PRC Section 5024.1(a)). Certain resources are determined by the statute to be automatically included in the CRHR, including California properties formally determined eligible for, or listed in, the NRHP (PRC Section 5024.1(d)).

3.2.5 Office of Historic Preservation

The Office of Historic Preservation (OHP) implements the policies of the NHPA on a statewide level. The SHPO is an appointed official who implements historic preservation programs within the state's jurisdictions.

3.2.6 Public Resources Code

- PRC 5097.5: Provides for the protection of cultural and paleontological resources and prohibits the removal, destruction, injury, or defacement of archaeological and paleontological features on any lands under the jurisdiction of state or local authorities.
- PRC 5097.97: States that no agency or party shall cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require. No previously recorded Native American religious or ceremonial sites are documented within the Tier 1/Program EIS/EIR Cultural Study Area.
- PRC 5097.98 (b) and (e): Requires a landowner on whose property Native American human remains are found to limit further development activity in the vicinity until he/she confers with the NAHC-identified most likely descendants to consider treatment options. In the absence of most likely descendants or of a treatment acceptable to all parties, the landowner is required to reenter the remains elsewhere on the property in a location not subject to further disturbance.
- PRC 65092: Provides for notices of projects to be sent to California Native American tribes that are on the contact list maintained by the NAHC in the definition of "person" to whom notice of public hearings shall be sent by local governments.
- PRC 30244: Requires reasonable mitigation for impacts on paleontological resources that occur as a result of development

3.3 Regional1

3.3.1 County of Riverside General Plan

The policies in the County of Riverside General Plan Multipurpose Open Space Element recognizes the importance of cultural resources with the development of policies to ensure these resources are considered in project planning (County of Riverside 2015).

- Policy OS 19.1 - Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.
- Policy OS 19.2 - The County of Riverside shall establish a Cultural Resources Program in consultation with tribes and the professional cultural resources consulting community that, at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law.
- Policy OS 19.3 - Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.
- Policy OS 19.4 - To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state.
- Policy OS 19.5 - Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

3.3.2 County of San Bernardino General Plan

Goal CO 3 of the County of San Bernardino General Plan states, “The County will preserve and promote its historic and prehistoric cultural heritage.”

¹ The Los Angeles County 2035 General Plan and Orange County General Plan are not applicable to cultural resources, as no Program construction would occur within those jurisdictions.

3.4 Consultation under Section 106 and Assembly Bill 52

Section 106 and California AB 52 offer specific requirements and guidance for consultation with Native American tribes and other consulting parties. Section 106 requires federal agencies to initiate review, which takes place between the agency and state and tribal organization officials. AB 52 establishes a consultation process with California Native American tribes that includes both federally recognized and non-federally recognized tribal interested parties. The law also recognizes a new class of resources, TCRs, and requires consideration of tribal cultural values in determination of impacts and mitigation. AB 52 requires lead agencies to notify tribes (who have requested notifications) of projects that will be undertaken and to begin meaningful consultation.

According to PRC Section 21074 (a)(1)(A)-(B), “tribal cultural resources” are either of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the CRHR.
 - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
 - a. A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
 - b. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

4 Methodology

This methodology identifies the approach and assumptions for describing existing conditions of cultural resources. It describes data sources, methods for obtaining data, and the results of the research. The Western Section of the Program Corridor would not require ground disturbance and would use existing infrastructure. Record searches and archival research were, thus, only conducted for the Eastern Section, as construction for the Eastern Section would require ground disturbance.

The term “cultural resources” used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), places and landscapes of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms, including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.”

4.1 Approach

The Section 106 implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with NEPA, per 36 CFR Part 800.8(c)(1)(ii). At this time, FRA is only funding the Tier 1/Program EIS/EIR and has determined the planning effort would not have the potential to adversely affect historic properties. However, to inform this planning effort and facilitate potential future Section 106 reviews under Tier 2/Project-level analysis, FRA initiated consultation under 36 CFR Part 800.3 and conducted a preliminary identification of historic properties that included background research/data obtained from records search and other sources such as historical maps. It does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. Completion of the Section 106 process would occur pursuant to the August 17, 2018, *Advisory Council on Historic Preservation Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 CFR Part 800, as appropriate, if there is a future undertaking associated with construction under Tier 2/Project-level analysis. An area of potential effects (APE) for Tier 2/Project-level analysis would be developed in consultation with the SHPO and other Section 106 consulting parties.

The methodology used to evaluate potential effects on historic properties in this Cultural, Historic, and Tribal Resources Technical Memorandum is based on the methods that would inform the Section 106 process for an undertaking with the potential to affect historic properties. However, as site-specific locations for the Build Alternative Options rail infrastructure improvements and station

facilities have not been selected at the Tier 1/Program level, the analysis in this report is presented at a broader corridor level.

A limited records search was completed for the Tier 1/Program service-level evaluation to summarize and provide an overview of known cultural resources within the Tier 1/Program EIS/EIR Cultural Study Area. Since the Western Section would not require ground disturbance and would use existing infrastructure, the limited record and archival searches were only conducted for the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area where ground-disturbing activities could occur. Where appropriate, publicly made data for the Western Section of the Tier 1/Program EIS/EIR Cultural Study Area has been included for context. The identification of known cultural resources within the Tier 1/Program EIS/EIR Cultural Study Area relies on data obtained from previously evaluated cultural resources. For this Tier 1/Program service-level evaluation, no cultural resources were evaluated for NRHP or CRHR eligibility.

As part of the Tier 1/Program EIS/EIR scoping process, FRA, Caltrans, and RCTC identified potential consulting parties for Section 106 and AB 52, which included federal agencies, state agencies, local agencies, and federally and state-recognized Native American tribes that have cultural and traditional affiliation within or near the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area. Section 106 and AB 52 consultation letters were sent out to gather information from and provide meeting opportunities with the potential consulting parties to discuss the Program. Input received from the consulting parties is documented in this Cultural, Historic, and Tribal Resources Technical Memorandum and considered in future decision making.

4.1.1 Potential Tier 2/Project-Level Analysis Considerations

The Cultural, Historic, and Tribal Resources Technical Memorandum focuses on the evaluation of service-level impacts at the Tier 1/Program-level. FRA has determined that this planning effort does not have the potential to affect historic properties or TCRs at the Tier 1/Program-level planning stage and that the Section 106 and AB 52 processes are complete for purposes of the Tier 1/Program EIS/EIR.

If federal funding is used, or a federal approval is required, to advance any of the Build Alternative Options to construction, that federal action would require a Tier 2/Project-level analysis and be considered a separate undertaking. Subsequent Section 106 and AB 52 efforts would be contingent on the identification of construction funding for site-specific Tier 2/Project-level rail infrastructure improvements and station facilities and would be led by the lead federal and state agencies for the Tier 2/Project-level analysis. The completion of any subsequent phases of the Section 106 and AB 52 processes by a lead federal and state agency encompasses the identification of an (APE, the geographic areas within which a project may affect historic properties, and survey work to further

identify cultural resources within the APE. The lead federal and state agencies would consult with the SHPO and THPOs, other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE would be evaluated for their eligibility for listing in the NRHP. The lead federal and state agencies would then complete the assessment of effects on historic properties and the resolution of any adverse effects.

Therefore, the preliminary identification effort described in this Cultural, Historic, and Tribal Resources Technical Memorandum may be used to inform a future Tier 2/Project-level analysis, Section 106, and AB 52 consultations. Additional cultural resources would likely be identified during the Tier 2/Project-level analysis once site-specific details, such as station locations and footprints, are known. Identification of the site-specific Tier 2/Project-level study areas based on additional engineering and design would allow for consideration of site-specific measures to avoid, minimize, and mitigate impacts on cultural resources.

If there is a subsequent undertaking related to the Build Alternative Options at the Tier 2/Project level, the lead federal agency for the undertaking would initiate consultation under Section 106 and complete the process in accordance with 36 CFR Part 800. If the lead federal and state agencies determine the undertaking has the potential to affect historic properties, additional outreach and consultation with the SHPO, Native American tribes, and other consulting parties would be required. This outreach and consultation may be based on the work completed for this Cultural, Historic, and Tribal Resources Technical Memorandum.

The findings and conclusions in this Tier 1/Program Cultural, Historic, and Tribal Resources Technical Memorandum do not preclude the consideration of additional cultural or TCRs. During the Section 106 and AB 52 consultation process for this Tier 1/Program effort, FRA and RCTC received input from the Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation, Gabrieleño Band of Mission Indians – Kizh Nation, La Posta Band Diegueno Mission Indians of the La Posta Reservation, Pala Band of Mission Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseno Indians. Input received from these consultations identified areas within the Tier 1/Program Cultural Study Area that contain TCRs. However, the boundaries of where these TCRs are located have not been provided due to confidentiality, and further consultation would be required at the Tier 2/Project level to determine whether site-specific TCRs are present based on advanced engineering design (e.g., site-specific rail infrastructure improvements and station facilities).

Avoidance is the preferred way to address impacts on cultural resources and TCRs. To the extent practicable, this Cultural, Historic, and Tribal Resources Technical Memorandum identifies avoidance measures for further consideration in a Tier 2/Project-level analysis and future undertaking. Site-specific avoidance, minimization, and mitigation measures would be developed as

engineering and design progresses, and in consultation with SHPO, Native American tribes, the public, and other consulting parties.

4.2 Tier 1/Program EIS/EIR Cultural Study Area

The Tier 1/Program EIS/EIR has identified a Tier 1/ Program EIS/EIR Cultural Study Area for the preliminary investigation of historic properties for the Program.

- Tier 1/Program EIS/EIR Cultural Study Area: For the Western Section, the Tier 1/Program EIS/EIR Cultural Study Area extends up to 600 feet from either side of the existing railroad centerline. For the Eastern Section, the Tier 1/Program EIS/EIR Cultural Study Area extends up to 0.25 mile from either side of the centerline for the entire Eastern Section.

The Tier 1/Program EIS/EIR Cultural Study Area encompasses the area where physical changes may occur (new infrastructure improvements, such as sidings, additional main line track, wayside signals, drainage, grade-separation structures, and stations) and preserves flexibility for consideration of up to five new stations and associated track infrastructure at any point within the corridor (i.e., Tier 2/Project-level analysis). Although the Tier 1/Program EIS/EIR Cultural Study Area includes the Western Section for informational purposes, no ground disturbance would occur in the Western Section.

- APE: The APE is defined in the regulations implementing the Section 106 review process as "The geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." FRA has determined that the planning effort would not have the potential to adversely affect historic properties. As such, no APE will be defined for this study but will be delineated in the future for the Tier 2/Project-level analysis.

4.3 Data Sources

Record searches were conducted at the South Central Coastal Information Center of the California Historical Resources Information System and at the Eastern Information Center of the California Historical Resources Information System between July 9 and July 13, 2018, for the Tier 1/Program EIS/EIR Cultural Study Area (0.25 mile on either side of the railroad centerline in the Eastern Section, as described in Section 4.2).

National, state, and local inventories of architectural and historic resources were consulted to determine the location of previously documented resources proximate to the Program Corridor. The following standard sources were consulted in the process of compiling this report:

- **Federally designated historic districts and sites:** To identify sites present within the Tier 1/Program EIS/EIR Cultural Study Area, the National Park Service – United States Department of the Interior NRHP database was consulted.
- **State designated historic districts and sites:** To identify sites present within the Tier 1/Program EIS/EIR Cultural Study Area, the OHP CRHR database was consulted. This database also includes sites designated as California Historical Landmarks and California Points of Historical Interest.

Additional resources consulted in the process of compiling this report included records from the OHP Archaeological Determinations of Eligibility and the OHP Directory of Properties in the Historic Property Data File. A Sacred Lands File check from the NAHC was conducted on June 27, 2017, in conjunction with Section 106 and AB 52 consultation efforts in Section 6, Consultation, Public Participation and Outreach.

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5 Existing Conditions for Tier 1/Program EIS/EIR Cultural Study Area

5.1 Prehistory

The following is a summary of the prehistory of Southern California based on Byrd and Raab, which in turn is partially derived from Erlandson and Colten's division of the Late Holocene into Early, Middle, and Late subdivisions (Byrd and Raab 2007; Erlandson and Colton 1991). These periods are analytical constructs and do not necessarily reflect Native American views.

5.1.1 Terminal Pleistocene (12,000 years BP to 10,000 BP)

Traditional models of California prehistory suggest that the state's first inhabitants were Paleo-Indian big-game hunters who ranged across North America during the closing phases of the last Ice Age (Fagan 2003, Moratto 1984, Wallace 1978). However, evidence for Paleo-Indian occupation of Southern California remains scant. As the Wisconsin Ice Age began to wane, warming and drying conditions between about 12,000 BP and 10,000 BP are thought to have triggered far-reaching cultural responses in California. In the desert interior, lakes and streams that were once fed by moist Pleistocene climatic conditions began to shrink. At the same time, cultures dependent on these lacustrine environments, subsumed under the heading of a Western Pluvial Lakes Tradition, responded by exploiting a wider range of plant and animal species and by migrating to regions with more favorable moisture conditions, including the Southern California coast.

5.1.2 Paleoindian Period (10,000 BP to 7600 BP)

The earliest well-documented prehistoric sites in Southern California are identified as belonging to the Paleoindian period, which, in Southern California, has been termed the San Dieguito complex/tradition. The Paleoindian period is thought to have occurred between 9,000 years ago, or earlier, and 8,000 years ago in this region. Although varying from the well-defined fluted point complexes, such as Clovis, the San Dieguito complex is still seen as a hunting-focused economy with limited use of seed grinding technology. The economy is generally seen to focus on highly ranked resources, such as large mammals, and relatively high mobility, which may be related to following large game. Archaeological evidence associated with this period has been found around inland dry lakes, on old terrace deposits of the California desert, and near the coast.

5.1.3 Early Archaic Period (7600 BP to 2000 BP)

The Early Archaic period is differentiated from the earlier Paleoindian period by a shift to a more generalized economy and an increased focus on use of grinding and seed processing technology. At sites dated between approximately 8000 and 1500 years BP, the increased use of groundstone artifacts and atlatl dart points, along with a mixed core-based tool assemblage, identifies a range of adaptations to a more diversified set of plant and animal resources. Variations of the Pinto and Elko series projectile points, large bifaces, manos and portable metates, core tools, and heavy use of marine invertebrates in coastal areas are characteristic of this period; however, many coastal sites show limited use of diagnostic atlatl points. Major changes in technology within this relatively long chronological unit appear limited. Several scientists have considered changes in projectile point styles and artifact frequencies within the Early Archaic period to be indicative of population movements or units of cultural change (Moratto 1984); however, these units are poorly defined locally due to poor site preservation.

5.1.4 Late Prehistoric Period (2000 BP to 1769 AD)

Traditional models indicate that the Late Holocene was a time period during which the cultural patterns and tribal groups observable by early Euro-American explorers and settlers emerged. Sometime after 500 AD, the bow and arrow appeared, with ceramics adopted after 1000 AD. Recent research revealed that this period has more complexity than was previously thought, with dynamic regional and local patterns of change. For example, culture change may have been rapid rather than gradual, and periods of cultural stress were not limited to post-contact times but occurred periodically during the prehistoric era, as well.

Around 2000 BP, Takic-speaking people from the Great Basin region began migrating into southern California, representing what is called the Late Prehistoric period (Kroeber 1925). The Late Prehistoric period in this portion of eastern Southern California is recognized archaeologically by smaller projectile points, the replacement of flexed inhumations with cremation, the introduction of ceramics, and an emphasis on inland plant food collection and processing, especially acorns and mesquite (Kroeber 1925). Inland semi-sedentary villages were established along major water courses and around springs, and montane areas were seasonally occupied to exploit mesquite, acorns, and piñon nuts. Mortars for mesquite and acorn processing increased in frequency relative to seed grinding basins.

The most numerous of the archaeological resources in the Coachella Valley at the east end of the Tier 1/Program EIS/EIR Cultural Study Area date to the Late Prehistoric period. The majority of the sites studied were small processing sites associated with the grinding of vegetal resources and dating to the Late Prehistoric period. Larger habitation sites were less common but displayed a wider

range of activities and longer periods of occupation (Jefferson 1971). Typical artifacts at these sites include Desert Side-notched and Cottonwood Triangular projectile points and Lower Colorado Buff Ware and Tizon Brown Ware ceramics. Lithic artifacts are typically made from chert, volcanic, or quartz material.

Lake Cahuilla

During the late Cretaceous (greater than 100 million years ago), a granitic and gabbroic batholith was being formed under and west of the Tier 1/Program EIS/EIR Cultural Study Area. This batholith was uplifted and now forms the granitic rocks and outcrops of the San Jacinto Mountains. At about the same time that these mountains were being uplifted, the Salton Trough was dropping, reaching points well below sea level. The Salton Trough to the east of the Tier 1/Program EIS/EIR Cultural Study Area began slowly filling with sediments from streams draining the adjacent mountains and from the Colorado River. The Colorado River occasionally shifted from its Gulf of California delta and flowed north into the Salton Trough, forming freshwater Lake Cahuilla.

At its highest level, this body of water covered more than 60 square miles of the lowest portion of the basin. During high stands the lake covered much of the Imperial and Coachella valleys, extending as far south as Mexico, north beyond Indio and almost as far west as Palm Springs.

Lake Cahuilla was a resource that had profound effects on the prehistoric people who lived in the Tier 1/Program EIS/EIR Cultural Study Area and groups in the surrounding region. This lake probably last existed in the 1700s (Laylander 1997). It supplied the southern Imperial Valley with not only water, but other lacustrine resources, such as freshwater mussels, waterfowl, and fish. The importance of Lake Cahuilla as a source of natural resources during the Late Prehistoric cannot be underestimated. Over time fresh water lakes formed in the Salton Trough when major floods occurred as the Colorado River breached its banks. The resulting head-cutting diverted nearly all or most of the river's flow into the trough. Eventually, the water would reach the height of the drainage and would divide between the trough and the delta to the south. During the Holocene, the drainage divide was approximately 12 meters above sea level (40 feet). The lake would rise to that contour, and the overflow would continue on to the delta. When filled, the lake would cover 5,700 square meters (2,200 miles) and reach a maximum depth of 96 meters (315 feet) (Wilke 1978). It is during these high stands that human occupation around the lake was at its greatest. There are hundreds of Late Prehistoric sites along the 12-meter shoreline and a lesser number that followed the shoreline as it receded. As the Colorado River continued to flow through the trough, the silt it imported would eventually fill the breaches and a flow closer to its original course would be restored. Without a source of fresh water, the lake would quickly recede with proportional salinity.

At least four lake stands are widely accepted to have occurred, beginning around 700 AD and continuing until the late seventeenth century. A fifth infilling, occurring after 1580 AD, was proposed based on recessional shoreline archaeological sites; however, more data is required for certainty. Portions of the Tier 1/Program EIS/EIR Cultural Study Area lie entirely within the high stand (12-meter) area. This indicates the archaeological sites located within the Tier 1/Program EIS/EIR Cultural Study Area would have been occupied during periods when the lake was either receding or less likely infilling.

Late Prehistoric settlement patterns are characterized by, comparatively, large residential camps linked to numerous ephemeral satellite sites. Site types include major residential bases, residential camps, and limited activity sites. The smaller sites were non-randomly distributed, short-term encampments, some of which were dedicated to specialized subsistence tasks.

5.2 Historic Period (1769 AD to Present)

Spanish contact in California began with the early explorations of Juan Cabrillo in 1542. Cabrillo came ashore on what is now Point Loma in San Diego County to claim the land for Spain and gave it the name San Miguel. Sixty years passed before another European, Sebastián Vizcaíno, entered the bay on November 10, 1602, and gave it the name San Diego. Although both expeditions encountered native inhabitants, there appears to have been little or no interaction. Sporadic encounters occurred after that, but prolonged contact with the Native American populations did not occur until Spanish efforts to colonize Alta California began with the Portola Expedition in 1769 (Bolton 1931).

Over the course of approximately the succeeding 5 decades, Spanish Franciscan missionaries, military officials and soldiers, and civilian colonists created a chain of 21 missions, 4 presidios, and 3 pueblos across coastal Alta California.

5.2.1 Riverside County

In 1776 and again in 1778, Spanish army Captain Juan Bautista de Anza led an overland expedition through the region on a 1,200-mile route from Nogales, Arizona, to San Francisco, California. He traversed Riverside County along the historic route now designated the Juan Bautista de Anza Historic Trail. Franciscan Father Juan Norberto de Santiago, the first non-native to come into Temecula Valley, arrived in October 1797. Santiago had traveled from Mission San Juan Capistrano with an exploring party of seven soldiers, seeking a site for a new mission. He arrived at the site of present-day Lake Elsinore and traveled southward through the Temecula Valley to the ocean (Bolton 1931).

During the late eighteenth century, the Spanish mission fathers of San Gabriel Arcángel, San Juan Capistrano, and San Luis Rey began colonizing the Native American lands, using the interior valley of Western Riverside County for raising grain and cattle. San Gabriel Arcángel Mission claimed lands in present-day Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass. These lands were used for grazing large herds of mission-owned cattle and sheep transported to market along mission trails (Smith and Trafzer 2006; e-ReferenceDesk 2011). After the secularization of the missions, 16 ranchos were granted in Riverside County; Juan Bandini received the first of these in 1838 (Brown and Young 1985). Following a gold strike in La Paz, Arizona, in 1862, former forty-niner William D. Bradshaw and a company of men set out to open up a trail west of San Bernardino to western Arizona. Following the establishment of the stagecoach route, several small towns emerged from stage stops and Native American settlements along the route in Riverside County, including present-day Banning, Beaumont, Cabazon, and Palm Springs.

Shortly after the founding of Riverside in 1870, a prosperous citrus industry began to take hold in the region. By the early 1870s, two simple canals had been constructed by diverting water from the Santa Ana River to Riverside agriculture land, thus making large-scale crop production possible for the first time. This basic irrigation served as a catalyst for crop experimentation, including the navel orange, as a number of crops could now thrive in the arid climate.

With the agriculture boom provided by the popularity of the navel orange, Riverside grew rapidly during the 1880s. Citrus cultivation quickly became the dominant economic engine of Riverside. California had over half a million citrus trees planted by 1882, and nearly half of these trees were in Riverside. The evolution of the irrigation system of Riverside, along with advancements in railroad car refrigeration, allowed citrus farmers in Riverside to expand the market for their products. In 1881, Riverside produced roughly 4,300 shipping boxes of agriculture, and by 1898, that number had grown to 1,569,800 boxes (Patterson 1971).

Initially occupying portions of San Bernardino and San Diego counties, the City of Riverside was formally incorporated in 1883. The County of Riverside was created a decade later out of portions of San Bernardino and San Diego counties, with the City of Riverside as the county seat. By then, Riverside citizens had amassed increasing wealth through citrus enterprise as the arrival of the California Southern (later the Santa Fe) and Southern Pacific Railroads, along with the development of the refrigerated railroad car, allowed local growers to ship fruit to East Coast markets. Local fruit growers joined together to pick and sell fruit under a single brand name and fruit-grading system.

During World War I, the federal government established a military presence in the county, and the United States Army constructed March Field, now March Air Reserve Base, to train aviators. The base increased in size during World War II, adding Camp Haan and a third facility (County of Riverside 2010; March Air Reserve n.d.).

5.2.2 San Bernardino County

During the Spanish period in San Bernardino County, as the chain of missions prospered, their livestock holdings increased and became vulnerable to theft. The Spaniards responded by planning inland missions that could provide additional security and establish a presence beyond the coast. By 1806, a formal expedition to find potential locations was mounted to the San Bernardino Valley and, on May 10, 1810, Father Francisco Dumetz established a religious site (or capilla) at a Cahuilla rancheria called Guachama (Beattie and Beattie 1939). The valley received its name from this site, which Fr. Dumetz dedicated to San Bernardino de Siena, in honor of the saint's feast day, traditionally celebrated on May 10.

Spanish missionaries settled the San Bernardino Valley in the early nineteenth century and colonized local native populations. Father Francisco Dumetz of Mission San Gabriel Arcángel arrived in 1810 and named the area after the Italian San Bernardino of Siena (City of San Bernardino 2010). The missionaries ran Rancho San Bernardino, which functioned as a cattle ranch and adjunct to Mission San Gabriel Arcángel until 1834, when the missions were closed by order of the Mexican governor of California.

In 1841, following the secularization of the missions, Antonio María Lugo was granted a portion of the former Mission San Gabriel Arcángel lands, named Rancho Santa Ana del Chino (Ingersoll 1904).

In addition to Rancho Santa Ana del Chino, in 1842, Antonio María Lugo was granted the lands of Rancho San Bernardino, along with three of his sons, José del Carmen Lugo, José Maria Lugo, and Vicente Lugo, and his friend Diego Sepulveda. Slover Mountain, also known as El Cerrito Solo, was the natural landmark used for establishing the boundaries of the land grant in the San Bernardino Valley (Ingersoll 1904). Sepulveda's adobe in the City of Yucaipa remains the oldest home in San Bernardino County.

A small band of New Mexicans settled nearby at Politana during the same period in 1842. Their presence was intended to help forestall attacks by Native Americans, and members of the group eventually established La Placita and Agua Mansa along the Santa Ana River near modern-day Colton. Their cemetery at Agua Mansa remains as the oldest cemetery in the county.

In the 1850s, Mormon pioneers, under the aegis of Brigham Young, arrived in the San Bernardino Valley in 1851 and purchased 35,000 acres of Rancho San Bernardino. However, the missionaries were recalled to Salt Lake City by Brigham Young in 1857, leaving behind schools, roads, and a local government. After the departure of the Mormon missionaries, Dr. Benjamin Barton bought Rancho San Bernardino, which became the property of San Bernardino County in 1925 (Mission Tour n.d.).

San Bernardino County was established in 1953. While the southwestern part of the county remained primarily an agricultural and logging area throughout the nineteenth century, some commercial interest was sparked by the Holcomb Valley Gold Rush from 1861 to 1862. Citrus trees were introduced to San Bernardino County in 1857 by Anson Van Leuven, who purchased several orange trees from the Mission San Gabriel Arcángel and planted them near the asistencia. The citrus industry grew dramatically within the next century and became San Bernardino County's most important agricultural product. Commercial interests were also served by the Southern Pacific Railroad, which arrived in Colton in 1875, and the California Southern Railroad, which arrived in San Bernardino in 1883 (Ingersoll 1904; Brown and Boyd 1922; Myra L. Frank and Associates and Offenhauser/Mekeel Architects 1996).

By 1910, the citrus and railroad industries dominated the local economy and included growing, packing, and shipping fruit products. Other industries in the San Bernardino area included cattle ranching, sugar beet cultivation, and viticulture and enology. Residential and commercial development in the county mirrored the post-World War I residential and industrial activity of Southern California generally during the boom years of the 1920s. The county acquired a large military presence during World War II with the establishment of San Bernardino Air Material Command, later renamed Norton Air Force Base, on the outskirts of San Bernardino (Smith et al. 2008). Since World War II, industrial, commercial, and residential investment and development have markedly increased in the region. Improved transportation networks have helped the county and its residents increasingly tie themselves into the economies of the Los Angeles Basin and Southern California as a whole.

5.2.3 Railroad

The first railroad built in California was the Central Pacific Railroad (formed by the "Big Four": Charles Crocker, Leland Stanford, Collis P. Huntington and Mark Hopkins), which was to travel from Sacramento east to meet up with the Union Pacific Railroad coming from Iowa. This railroad incorporated in 1861, began construction in 1863, and was completed in 1869, thereby creating the nation's first transcontinental railroad. It was this same group that initiated the development of the Southern Pacific Railroad, also known as the "Espee."

The Southern Pacific Railroad Company (SPRR) was incorporated in California in 1865 as a land holding company; in 1866, the SPRR was reorganized as a transcontinental railroad company. The SPRR was formed to build a route that would connect San Francisco to San Diego, and then head east, meeting the Atlantic and Pacific Railroad at Yuma on the California/Arizona border. The route was linked to the Santa Fe Railroad at Deming, New Mexico in 1881, and through acquisition of smaller railroads, the alignment to New Orleans was complete by 1883. This is known as the "Sunset Route" and was the second transcontinental route.

Initial construction of the railroad was focused on connecting San Francisco and San Diego; however, the route that was developed went south from San Francisco through the San Joaquin Valley, over the Tehachapi Mountains, across the Mojave Desert, and down through the Soledad Pass, where it appeared at the northeast end of the San Fernando Valley, skirting the Verdugo Mountains on the way to Los Angeles. The route then runs almost due east between Los Angeles and Colton.

In the Tier 1/Program EIS/EIR Cultural Study Area, the railroad alignment is part of the Yuma District, specifically the Yuma Subdivision. It is the main line in the district, and the line extends roughly 200 miles from West Colton east/southeast to Yuma. This subdivision of the SPRR was not constructed until between 1875 and 1877, after a dispute between the railroad and the City of San Bernardino led the SPRR to focus on extending the route from the City of Colton, bypassing San Bernardino altogether. The City of San Bernardino had refused to pay concessions to the railroad when the railroad would not guarantee that the tracks would enter the city. This resulted in a temporary city-wide boycott of the railroad, although eventually San Bernardino would be served by an SPRR spur from West Colton to San Bernardino.

After traveling generally east/southeast, the tracks pass south of Redlands and dip into San Timoteo Canyon, through the San Jacinto Mountains south of Yucaipa Valley and paralleling San Timoteo Canyon Road. As the alignment turns generally east at Hinda, the railroad heads toward the San Gorgonio Pass where it goes through Beaumont, Banning, and Cabazon, before emerging on the west end of the Coachella Valley. Here, the alignment turns distinctly southeast toward the Salton Sea, as the route passes north of Palm Springs and Palm Desert, on the way to Indio and Coachella. Union Pacific Railroad acquired SPRR in 1996.

5.3 Cultural Resources Identified

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record cultural resources search was conducted at the South Central Coastal Information Center and the Eastern Information Center for the Tier 1/Program EIS/EIR Cultural Study Area from July 9, 2018 to July 18, 2018. The record search resulted in the identification of 384 cultural resources within Tier 1/Program EIS/EIR Cultural Study Area, including archaeological sites and built resources.

The Tier 1/Program EIS/EIR Cultural Study Area crosses through the Southern California region, which has experienced multiple prehistory periods (Terminal Pleistocene, Paleoindian, Early Archaic, and Late Prehistoric). The most numerous of the archaeological resources in the Coachella Valley at the east end of the Tier 1/Program EIS/EIR Cultural Study Area date to the Late Prehistoric period, consisting of small processing sites associated with the grinding of vegetal resources. Larger

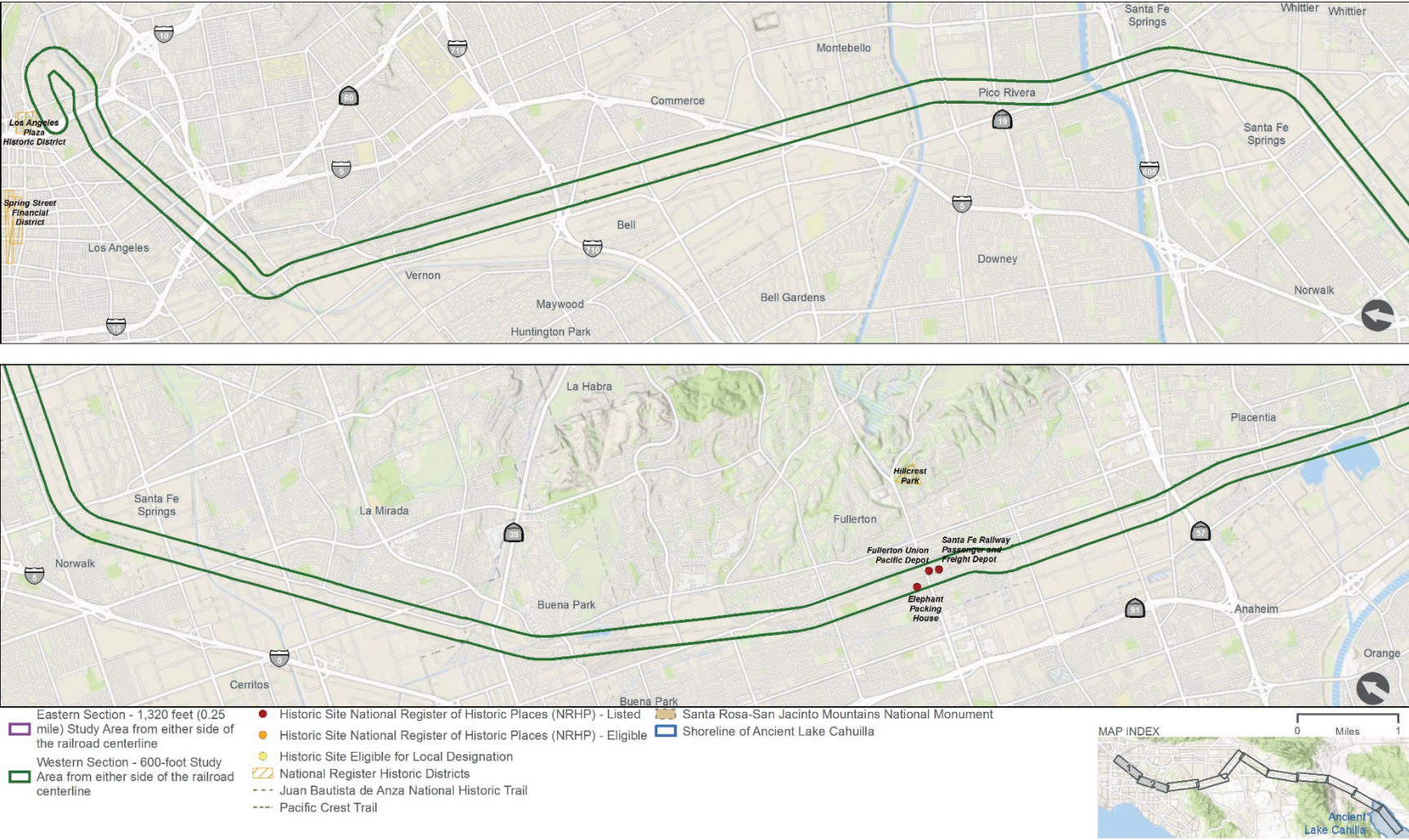
habitation sites were less common but displayed a wider range of activities and longer periods of occupation. Typical artifacts at these sites include Desert Side-notched and Cottonwood Triangular projectile points and Lower Colorado Buff Ware and Tizon Brown Ware ceramics. Lithic artifacts found at these sites are typically made from chert, volcanic, or quartz material. In addition to these Late Prehistoric period sites, portions of the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area are located within the shoreline boundaries of Lake Cahuilla, as shown on Figure 5-1.

This information is summarized in Appendix A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the NRHP and CRHR, is provided in Appendix B. An explanation of California OHP Resource Attribute Codes is included in Appendix C.

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Figure 5-1. Known Historical Resource Sites within the Tier 1/Program EIS/EIR Cultural Study Area

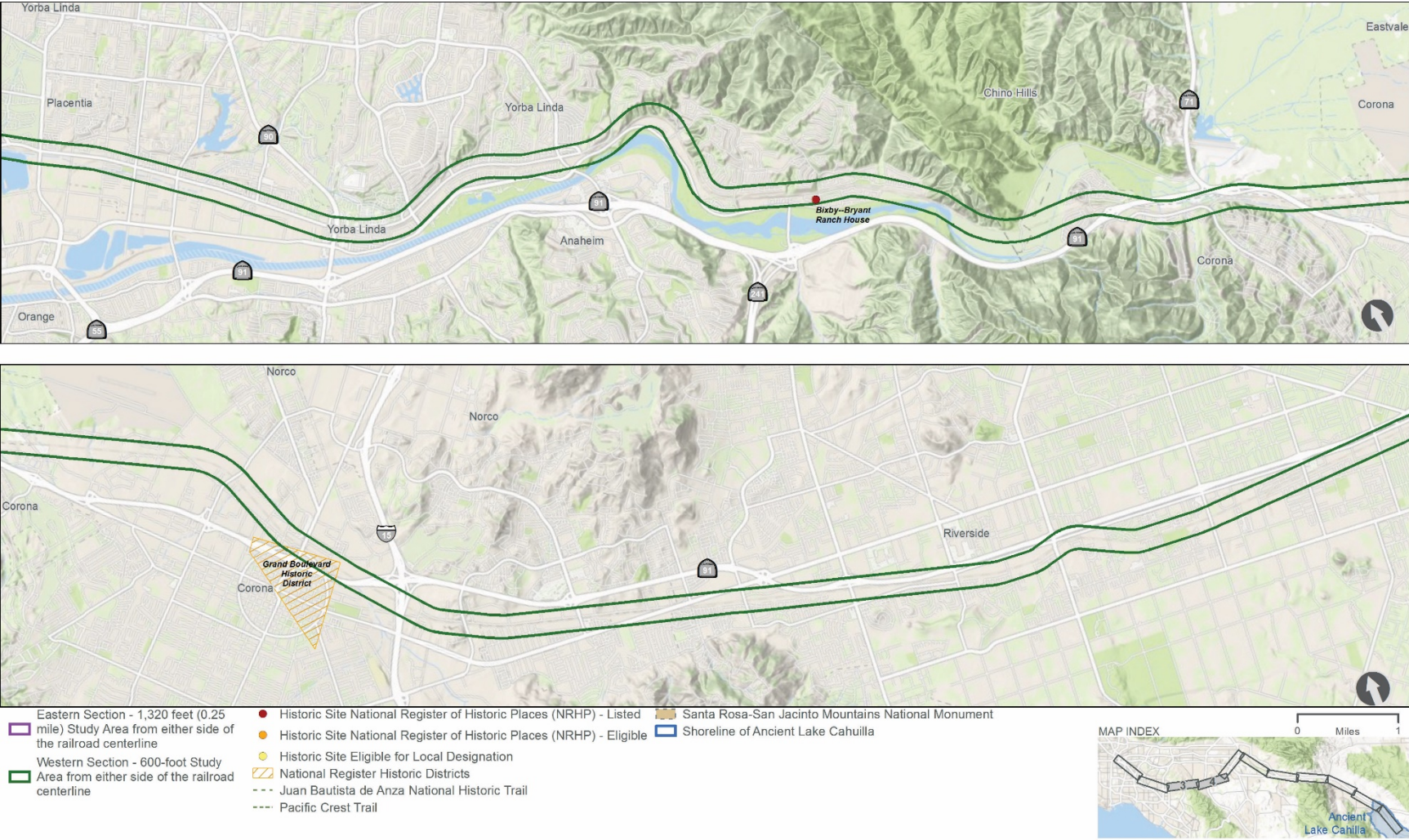
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Figure 5-1. Known Historical Resource Sites within the Tier 1/Program EIS/EIR Cultural Study Area

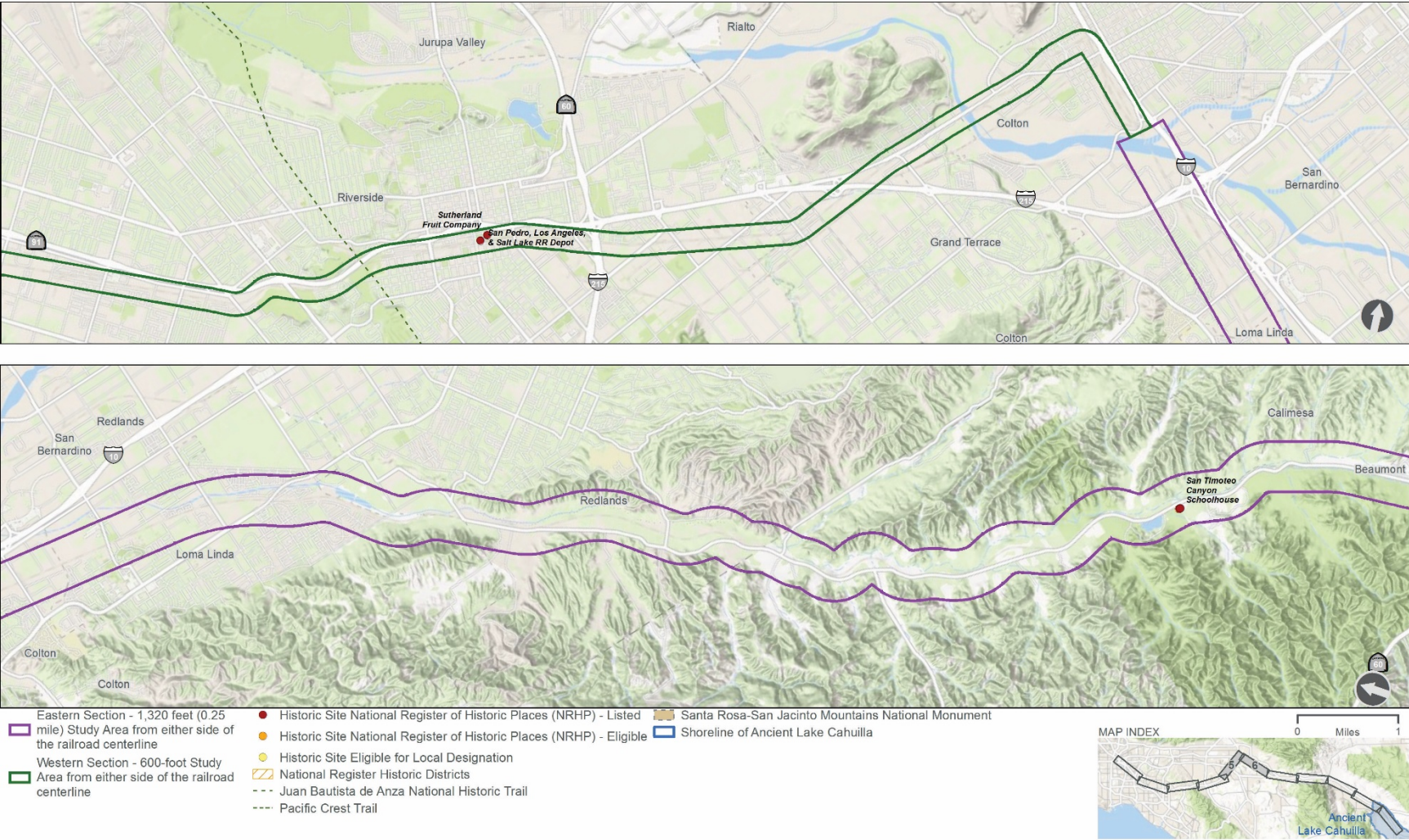
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Figure 5-1. Known Historical Resource Sites within the Tier 1/Program EIS/EIR Cultural Study Area

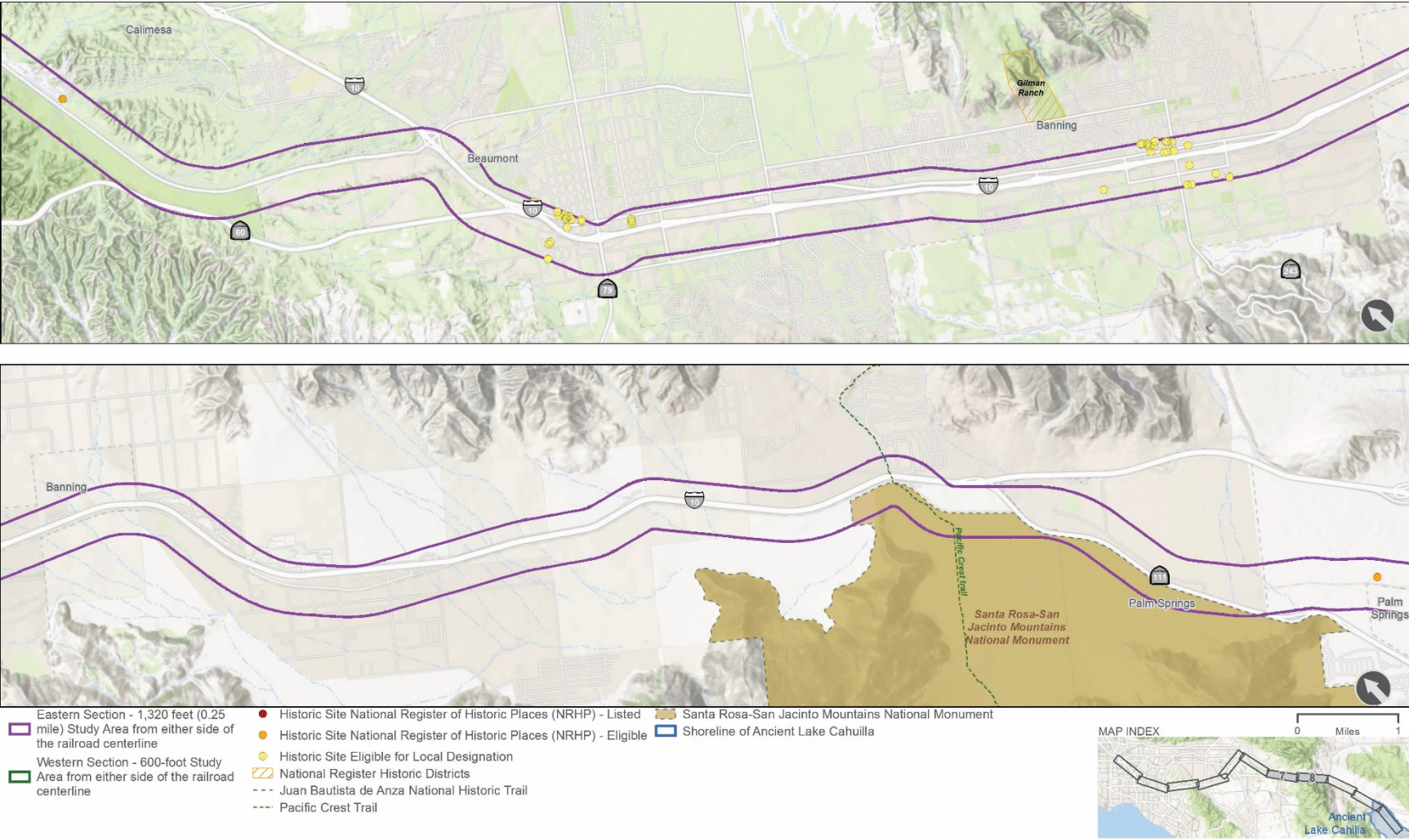
(Page 3 of 6)



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Figure 5-1. Known Historical Resource Sites within the Tier 1/Program EIS/EIR Cultural Study Area

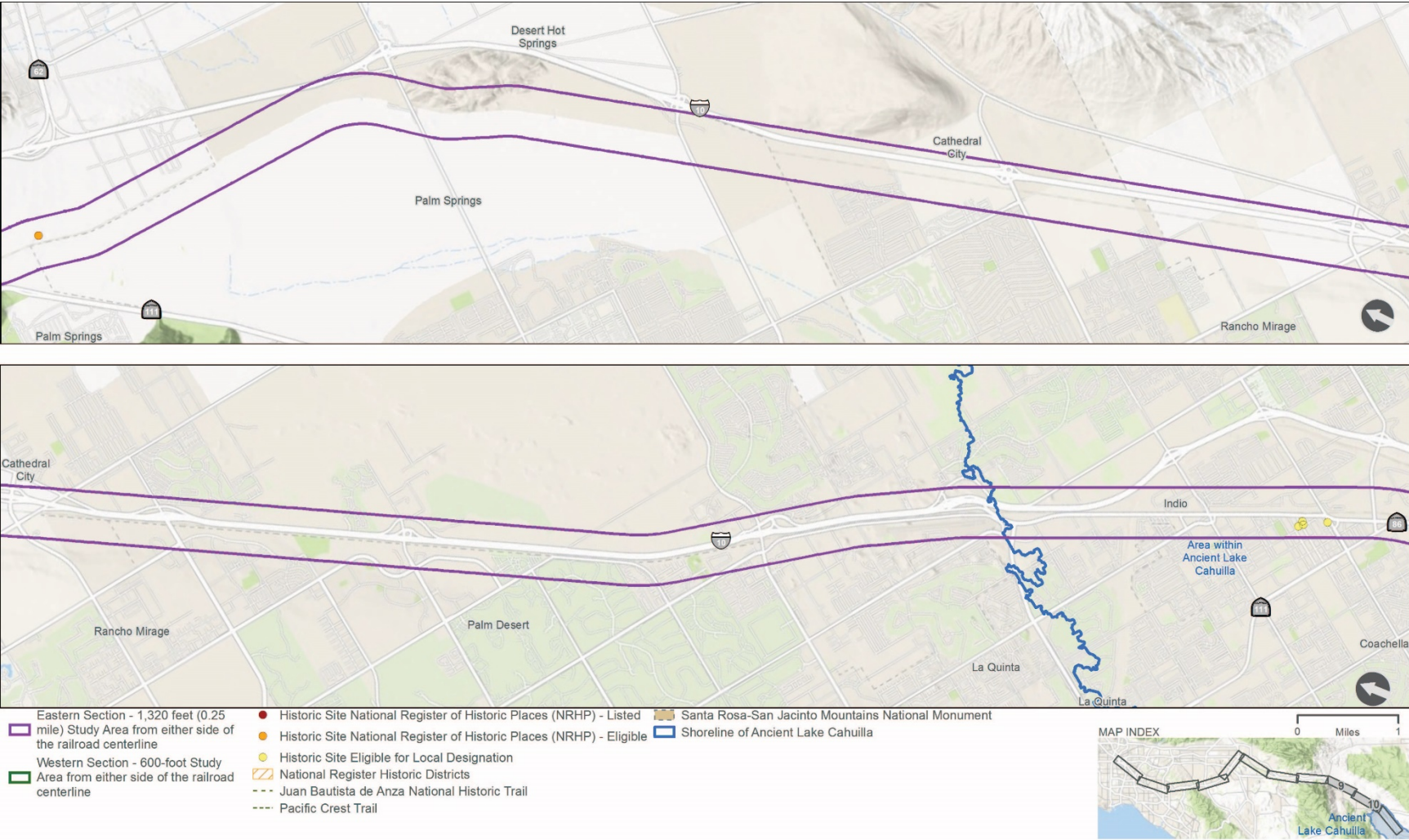
(Page 4 of 6)



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Figure 5-1. Known Historical Resource Sites within the Tier 1/Program EIS/EIR Cultural Study Area

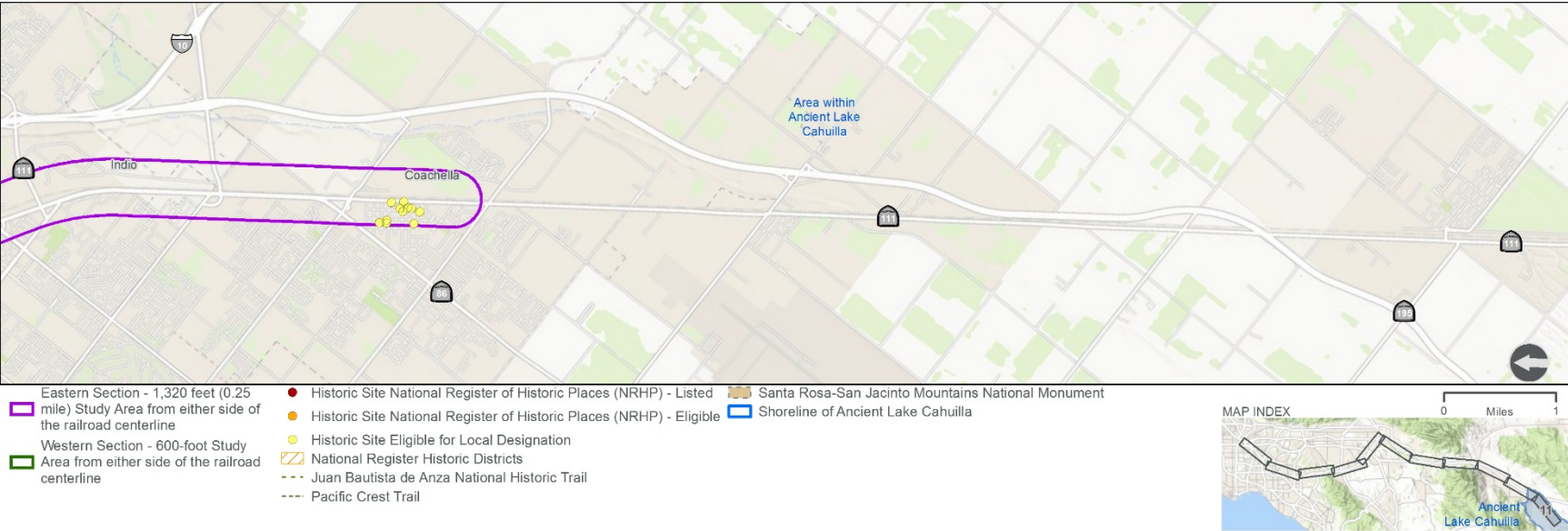
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Figure 5-1. Known Historical Resource Sites within the Tier 1/Program EIS/EIR Cultural Study Area

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As previously mentioned, portions of the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area lie entirely within the high stand (approximately 40-foot) area. This indicates that there is the potential for archaeological sites located in this area to have been occupied during periods when Lake Cahuilla was either receding or less likely infilling.

The Program Corridor crosses through the Southern California region, which has also experienced multiple events in what is considered the historic period (1769 AD to Present). These events include:

- Initial Spanish contact in California and the subsequent colonization of Alta California, generally known as the Spanish Colonial period (1769-1821) and the Mexican period (1821-1846);
- The rise of agricultural cultivation (with a focus on citrus cultivation) and the arrival of the California Southern (later the Santa Fe) and Southern Pacific Railroads during the 1870s and 1880s;
- Residential and commercial development associated with the post-World War I residential and industrial activity of Southern California during the boom years of the 1920s; and
- The rise of military-related industries and a large military presence during World War II with the establishment of March Field (March Air Reserve Base) and San Bernardino Air Material Command (Norton Air Force Base).

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6 Consultation, Public Participation and Outreach

6.1 Summary of Consultation with Native American Tribes (All Build Alternative Options)

In compliance with Section 106 of the NHPA and AB 52 revisions to CEQA, FRA and RCTC are undertaking Native American consultation. This section provides a brief synopsis of the Native American consultation that has occurred as of the date of this report, as well as providing a brief overview of the steps that would be undertaken as part of the continuing consultation process.

6.1.1 Section 106 Tribal Consultation

On June 20, 2017, a Sacred Lands File Search was filed with the NAHC for the Eastern Section of the Program Corridor on behalf of FRA, the lead agency under Section 106. No construction activities would be required to implement the Build Alternative Options within the Western Section because the existing railroad ROW and station areas from LAUS to Colton would be used to increase service by two daily round trips. For this reason, the Western Section was not included as part of the request to NAHC. The NAHC responded June 27, 2017, that sites to which tribes may attach religious and cultural significance are present within the Tier 1/Program EIS/EIR Cultural Study Area but provided no specific information regarding their nature or location other than township and range United States Geological Survey Quadrangle locations. The NAHC provided a list of Native American tribes that may have information regarding historic properties in or near the Tier 1/Program EIS/EIR Cultural Study Area, with recommendations to contact the local tribal entities for more information regarding the sites.

A list of Native American tribes that may have information regarding historic properties in or near the Tier 1/Program EIS/EIR Cultural Study Area was identified by the NAHC and is provided in Table 6-1. On October 15, 2019, in accordance with Section 106 regulations at 36 CFR 800.2, FRA sent letters inviting the Native American tribes listed below to consult regarding properties that hold significance to tribes.

Table 6-1. Native American Tribes Identified by the Native American Heritage Commission

Tribe Name	Federally Recognized?
Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation	Yes
Augustine Band of Cahuilla Indians	Yes
Cabazon Band of Mission Indians	Yes
Cahuilla Band of Mission Indians	Yes
Campo Band of Mission Indians	Yes
Ewiiappayp Band of Kumeyaay Indians	Yes
Jamul Indian Village of California	Yes
La Jolla Band of Luiseno Indians	Yes
La Posta Band Diegueno Mission Indians of the La Posta Reservation	Yes
Los Coyotes Band of Cahuilla and Cupeno Indians	Yes
Manzanita Band Diegueno Mission Indians of the Manzanita Reservation California	Yes
Morongo Band of Cahuilla Mission Indians (THPO)	Yes
Pala Band of Mission Indians (THPO)	Yes
Pauma Band of Luiseno Indians – Pauma and Yuma Reservation (THPO)	Yes
Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO)	Yes
Ramona Band of Cahuilla	Yes
Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO)	Yes
San Manuel Band of Mission Indians	Yes
San Pasqual Band of Diegueno Mission Indians of California (THPO)	Yes
Santa Rosa Band of Cahuilla Indians	Yes
Soboba Band of Luiseno Indians (THPO)	Yes

Tribe Name	Federally Recognized?
Sycuan Band of the Kumeyaay Nation	Yes
Torres-Martinez Desert Cahuilla Indians	Yes
Twenty-Nine Palms Band of Mission Indians of California (THPO)	Yes
Viejas Band of Kumeyaay Indians (THPO)	Yes
Gabrieleño Band of Mission Indians – Kizh Nation	No
Gabrieleno/Tongva San Gabriel Band of Mission Indians	No
Gabrielino Tongva Indians of California Tribal Council	No
Gabrielino/Tongva Nation	No
Gabrielino-Tongva Tribe	No
San Fernando Band of Mission Indians	No
Serrano Nation of Mission Indians	No

Notes:

(THPO) indicates the tribe has a Tribal Historic Preservation Officer

THPO=Tribal Historic Preservation Officer

On November 5, 2019, a follow-up email was sent to those mailing recipients whose letters were returned undeliverable. On December 20, 2019, a final follow-up email was sent to all Native American tribes who had not yet responded, using the original October 15, 2019 letter as an attachment. For any Native American tribe where an email was either unavailable or undeliverable, a follow-up phone call was made. These invitation letters are included as Appendix D. A summary of responses received is provided in Table 6-2.

The Section 106 Native American consultation is complete for purposes of the Tier 1/Program EIS/EIR. Input received during the public review period of the Tier 1/Program EIS/EIR would be taken into consideration as part of future Tier 2/Project-level analysis and site-specific mitigation measures. Any future Tier 2/Project-level analysis would result in subsequent Section 106 consultation with Native American tribes to identify TCR issues of concern.

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Table 6-2. Section 106 Native American Consultation Summary (All Build Alternative Options)

Native American Tribe	Responses Received to Date
<i>Federally Recognized Tribes</i>	
Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation	<p>November 15, 2020: The Native American tribe responded and requests government-to-government consultation, additional information regarding the Program (shapefiles of the APE, copies of any cultural resource documentation), and to schedule a meeting with FRA to discuss the Program.</p> <p>February 13, 2020: Lacy Padilla and Patty Garcia, THPO, from the Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation attended a webinar about the Program. The THPO requested and FRA provided a copy of the presentation, shapefiles for the alignment, and all records search results for the internal files. No formal written comments were received from the tribe or THPO.</p>
Augustine Band of Cahuilla Indians	No response received to date
Cabazon Band of Mission Indians	No response received to date
Cahuilla Band of Mission Indians	No response received to date
Campo Band of Mission Indians	No response received to date
Ewiappayp Band of Kumeyaay Indians	No response received to date
Jamul Indian Village of California	No response received to date
La Jolla Band of Luiseno Indians	No response received to date
La Posta Band Diegueno Mission Indians of the La Posta Reservation	<p>December 20, 2019: The Native American tribe responded and recommended that if there is ground disturbance, a native monitor should be on site. The Native American tribe has not requested government-to-government consultation with FRA.</p>

Native American Tribe	Responses Received to Date
Los Coyotes Band of Cahuilla and Cupeno Indians	No response received to date
Manzanita Band Diegueno Mission Indians of the Manzanita Reservation California	No response received to date
Morongo Band of Cahuilla Mission Indians ^a	January 29, 2020: Morongo THPO, Travis Armstrong, verbally discussed participating in Section 106 consultation with FRA.
Pala Band of Mission Indians ^a	March 5, 2020: Pala Band of Mission Indians THPO, Dr. Shasta Gaughen, responded that the Program is not within the boundaries of the recognized Pala Indian Reservation and is beyond the boundaries of the territory that the Pala Band of Mission Indians considers its Traditional Use Area.
Pauma Band of Luiseno Indians – Pauma and Yuma Reservation ^a	No response received to date
Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation ^a	No response received to date
Ramona Band of Cahuilla	No response received to date
Rincon Band of Luiseno Mission Indians of the Rincon Reservation ^a	No response received to date
San Manuel Band of Mission Indians	November 25, 2019: The Native American tribe responded that it does not elect to be a consulting party for purposes of the Tier 1/Program evaluation. However, the Native American tribe has indicated that it would like to be informed of Tier 2/Project-level analysis.
San Pasqual Band of Diegueno Mission Indians of California ^a	No response received to date

Native American Tribe	Responses Received to Date
Santa Rosa Band of Cahuilla Indians	No response received to date
Soboba Band of Luiseno Indians ^a	<p>November 18, 2019: The Native American tribe responded with a request for government-to-government consultation and to schedule a meeting with FRA. The Native American tribe has also requested that a Soboba Native American Monitor be present for all ground-disturbing activities and that procedures regarding repatriation of cultural items, treatment and disposition of human remains, coordination with County Coroner’s Office, and non-disclosure of reburial locations be implemented.</p> <p>January 30, 2020: In a separate meeting regarding a different project, Joseph Ontiveros, THPO, from the Soboba Band of Luiseno Indians, requested shapefiles of the alignment from FRA. The shapefiles, as requested, were sent to THPO Joseph Ontiveros on January 30, 2020</p> <p>February 10, 2020: Joseph Ontiveros, THPO, from the Soboba Band of Luiseno Indians provided a letter notifying FRA of a potentially eligible Traditional Cultural Property for the NRHP and CRHR. It recommended that consultation with Soboba continue, and that future federal actions associated with the area incorporate an approach that considers tribal resources.</p> <p>February 11, 2020: Joseph Ontiveros, THPO, from the Soboba Band of Luiseno Indians attended a webinar about the Program. The THPO requested and FRA provided a copy of the presentation, shapefiles for the alignment, and all records search results for the internal files. No formal written comments were received from the tribe or THPO.</p>
Sycuan Band of the Kumeyaay Nation	No response received to date
Torres-Martinez Desert Cahuilla Indians	No response received to date
Twenty-Nine Palms Band of Mission Indians of California ^a	No response received to date
Viejas Band of Kumeyaay Indians ^a	No response received to date

Native American Tribe	Responses Received to Date
Non-Federally Recognized Tribes	
Gabrieleño Band of Mission Indians – Kizh Nation	<p>January 16, 2020: The Native American tribe responded with a request for government-to-government consultation under Section 106 and to schedule a meeting with FRA.</p> <p>January 23, 2020: The Tier 1/Program team contacted Chairman Andrew Salas on behalf of FRA to discuss setting up a meeting. After this initial discussion, Chairman Salas indicated that there was no need to meet at this time to further discuss the Tier 1/Program evaluation; however, Chairman Salas indicated that the Kizh Nation wants to be involved and informed of Tier 2/Project-level analysis.</p>
Gabrieleno/Tongva San Gabriel Band of Mission Indians	No response received to date
Gabrielino Tongva Indians of California Tribal Council	No response received to date
Gabrielino/Tongva Nation	No response received to date
Gabrielino-Tongva Tribe	No response received to date
San Fernando Band of Mission Indians	No response received to date
Serrano Nation of Mission Indians	No response received to date

Notes:

^a This indicates the Native American tribe has a THPO.

APE=area of potential effects; FRA=Federal Railroad Administration; THPO=Tribal Historic Preservation Officer

6.1.2 Assembly Bill 52 Tribal Consultation

Recognizing that tribes may have expertise with regard to their tribal history and practices, AB 52 requires that RCTC, as the lead agency, provide notice to tribes that are traditionally and culturally affiliated with the geographic area of the project if they have requested notice of projects proposed within that area. RCTC notified two tribes regarding the Program and the following describes RCTC's consultation efforts under AB 52:

Gabrieleño Band of Mission Indians-Kizh Nation: On October 19, 2016, during the scoping phase of the Program, RCTC submitted an *Invitation to Consult* to the Gabrieleño Band of Mission Indians-Kizh Nation. On October 30, 2016, the Gabrieleño Band of Mission Indians-Kizh Nation, replied that it has concerns for cultural resources within its ancestral territory that fall within the Tier 1/Program EIS/EIS Cultural Study Area and that it would like to consult with RCTC. On August 29, 2019, RCTC sent further information to the tribe including an updated project description and background research conducted regarding known archaeological resources within the Tier 1/Program EIS/EIS Cultural Study Area. Since the Western Section of the Program Corridor, located largely within the Gabrieleño Band of Mission Indians-Kizh Nation Ancestral Territory, did not propose any ground-disturbing activities, RCTC asked that the tribe reconfirm their request to consult under AB 52 for the Program. On September 30, 2019, RCTC followed up with the Gabrieleño Band of Mission Indians-Kizh Nation via email, asking that the tribe confirm their intentions to consult on the Program prior to October 4, 2019. No response has been received from the Gabrieleño Band of Mission Indians-Kizh Nation.

San Manuel Band of Mission Indians: On August 29, 2019, RCTC submitted an *Invitation to Consult* to the San Manuel Band of Mission Indians. The San Manuel Band of Mission Indians replied on September 11, 2019 that while the majority of the Program Corridor exists outside of Serrano ancestral territory, the tribe did have concerns regarding the portion of the Program Corridor from Colton to Beaumont and Banning within the Eastern Segment. The San Manuel Band of Mission Indians noted that there are at least two Sacred Lands Files within or adjacent to the Tier 1/Program EIS/EIS Cultural Study Area in the Loma Linda/Redlands/Colton area that are of concern to the tribe; the tribe requested further information to assess their level of involvement with the Program. On September 30, 2019, the tribe was sent a copy of the Draft Cultural Resources Technical Memorandum for the Program for review. With the additional information, the tribe noted that they did not have concerns with the Draft Tier 1/Program EIS/EIR, and that the tribe will wait until Tier 2/Project notifications to discuss specific activities that may impact resources of concern to the San Manuel Band of Mission Indians.

RCTC has completed AB 52 Tribal consultation for the Program. Relevant AB 52 consultation correspondence is included in Appendix E.

6.2 Public Participation and Outreach

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the Program.

The consulting parties that have been identified to date are listed in Table 6-3. Additionally, as stated above, on June 27, 2017, the NAHC identified a list of tribes that have cultural and traditional affiliation with the Eastern Section (Table 6-1).

Table 6-3. Consulting Parties in the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area

Consulting Party	Agency/Organization Type
Bureau of Indian Affairs	Federal agency
Bureau of Land Management	Federal agency
Federal Transit Administration	Federal agency
United States Fish and Wildlife Service	Federal agency
California Department of Parks and Recreation	State agency
Caltrans, District 8	State agency
California OHP	State agency
San Bernardino County	County agency
Riverside County	County agency
Banning	Local agency
Beaumont	Local agency
Calimesa	Local agency
Cathedral City	Local agency
Colton	Local agency
City of Colton – Historic Preservation Commission	Local agency
La Quinta	Local agency

Coachella Valley-San Gorgonio Pass Rail Corridor Service Program
Cultural, Historic, and Tribal Resources Technical Memorandum

Consulting Party	Agency/Organization Type
City of La Quinta – Historic Preservation Commission	Local agency
Palm Desert	Local agency
City of Palm Desert—Cultural Resource Preservation Committee	Local agency
Palm Springs	Local agency
City of Palm Springs—Historic Site Preservation Board	Local agency
Rancho Mirage	Local agency
City of Rancho Mirage—Historic Preservation Commission	Local agency
Redlands	Local agency
City of Redlands—Historic and Scenic Preservation Commission	Local agency
Coachella	Local agency
Desert Hot Springs	Local agency
Indio	Local agency
Loma Linda	Local agency
Moreno Valley	Local agency
San Bernardino	Local agency
Yucaipa	Local agency
Agua Caliente Cultural Museum	Museum and/or non-profit
Coachella Valley Historical Society	Museum and/or non-profit
Colton Area Museum	Museum and/or non-profit
Gilman Historic Ranch and Wagon Museum	Museum and/or non-profit
Malki Museum on Morongo Indian Reservation	Museum and/or non-profit
Moreno Valley Historical Society Palm Springs Historical Society Museum	Museum and/or non-profit

Consulting Party	Agency/Organization Type
Palm Springs Historical Society	Museum and/or non-profit
Palm Springs Museum of Architecture and Design	Museum and/or non-profit
Palm Springs Preservation Foundation	Museum and/or non-profit
Public Arts and Historic Preservation Commission	Museum and/or non-profit
Redlands Area Historical Society	Museum and/or non-profit
Redlands Historical Museum Association	Museum and/or non-profit
San Bernardino County Museum	Museum and/or non-profit
San Gorgonio Pass Historical Society	Museum and/or non-profit
Yucaipa Valley Historical Society	Museum and/or non-profit

Notes:

*Certified local government

Caltrans=California Department of Transportation; OHP=Office of Historic Preservation; TBD=to be determined

FRA is only funding the Tier 1/Program EIS/EIR planning phase. The Tier 1 /Program EIS/EIR is a planning document; therefore, the actions taken in the Tier 1/Program do not have the potential to have an adverse impact on historic properties.

Preliminary identification work for the Tier 1/Program EIS/EIR is complete. The record search resulted in the preliminary identification of 384 cultural resources within the Tier 1/Program EIS/EIR Cultural Study Area under Build Alternative Option 1 and 361 cultural resources within the Tier 1/Program EIS/EIR Cultural Study Area under Build Alternative Options 2 and 3; however only one NRHP-listed property, the San Timoteo Canyon Schoolhouse (P-33-007292), was identified within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area.

FRA determined its federal action to provide financial assistance for the development of the Tier 1/Program EIS/EIR is an undertaking, as defined in Section 106 of the NHPA, and its implementing regulations (36 CFR Part 800), but this planning effort does not have the potential to affect historic properties. In making this determination, FRA has no further obligations under Section 106 with respect to the Tier 1/Program EIS/EIR. Completion of subsequent Section 106 processes would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights of Way*, as well as 36 CFR Part 800, as appropriate, if there is a future undertaking associated with construction under Tier 2/Project-level analysis.

7 Environmental Consequences

7.1 No Build Alternative

Under the No Build Alternative, there would be no Program-related construction or increase in service. Because no physical changes would occur, there would be no impacts on cultural resources and TCRs. The existing and committed transportation improvement projects may result in direct, indirect, or cumulative impacts on cultural, historic, tribal, and paleontological resources equal to or greater than the Build Alternative Options.

7.2 Build Alternative Options 1, 2, and 3

7.2.1 Western Section

Construction

The Build Alternative Options would use the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative Options within the Western Section, because the existing railroad ROW and station areas from LAUS to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the Program Corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton would provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services. As such, impacts on cultural resources as a result of construction are not anticipated in the Western Section under any of the Build Alternative Options.

Operation

Current (2018) daily rail traffic volumes on the Western Section (as shown in Chapter 2 of the Tier 1/Program EIS/EIR) vary by segment (FRA and RCTC 2021). The highest density segment is between Los Angeles and Fullerton and has an average of 86 daily trains, while the lowest density segment is between Fullerton and Atwood and has an average of 43 daily trains. An additional two daily round-trip intercity passenger trains, even when compared with the lowest density segment, would represent a minor increase in train activity compared with current (2018) traffic volume along

the existing railroad ROW. In 2024 and 2044, the Program would add the same number of rail operations to higher baseline conditions. Therefore, the Program's effects in 2024 (see Chapter 2 of the Tier 1/Program EIS/EIR) and 2044 (see Chapter 2 of the Tier 1/Program EIS/EIR) would be lower than those evaluated under existing conditions for the lowest density segment and operation of the Build Alternative Options within the Western Section would not result in substantial effects on cultural resources.

7.2.2 Eastern Section

Historic Property Effects

Construction

Effects on historic properties would vary depending on the future location of a passenger rail system within the selected Build Alternative Option. Construction of rail infrastructure improvements and station facilities could result in effects on known cultural resources if the resources are near or within an area where an infrastructure improvement or station facility is being constructed. In addition, ground-disturbing activities may also result in inadvertent discovery of previously unknown cultural resources.

There are 384 known cultural resources within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area under Build Alternative Option 1. Of these 384 known cultural resources, 1 resource is a listed NRHP property, 41 resources are potentially eligible for NRHP or CRHR listing, and 188 resources have not been evaluated for NRHP or CRHR eligibility.

There are 361 known cultural resources within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area under Build Alternative Options 2 and 3. Of these 361 known cultural resources, 1 resource is a listed NRHP property, 36 resources are potentially eligible for NRHP or CRHR listing, and 171 resources have not been evaluated for NRHP or CRHR eligibility.

Effects on known and previously unknown cultural resources may include damage or destruction during ground-disturbing activities associated with construction of rail infrastructure improvements or station facilities within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area. Damage may also be caused through vibrations caused by geotechnical testing, use of heavy equipment, or any earth-moving activities.

Avoidance is the preferred way to address cultural resources. As all the Build Alternative Options propose use of the same corridor, avoidance options at the broad, corridor service-level are limited. However, as described above, decisions on avoidance methods would be evaluated and determined during Tier 2/Project-level analysis when site-specific details on the rail infrastructure improvement

or station facility are known. When compared with the No Build Alternative, Build Alternative Option 1 could have a substantial effect on cultural resources within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area. When compared with Build Alternative Option 1, Build Alternative Options 2 and 3 would have slightly reduced effects due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar and considered substantial when compared with the No Build Alternative.

Operation

Current (2018) daily rail traffic volumes on the Eastern Section (as shown in Chapter 2 of the Tier 1/Program EIS/EIR) average 43 daily trains along the Colton-Coachella segment, consisting of freight and passenger trains (FRA and RCTC 2021). The addition of two daily round-trip intercity passenger trains would represent a minor increase in train activity compared with current (2018) traffic volume along the existing railroad ROW. In 2024 and 2044, the Program would add the same number of rail operations to higher baseline conditions. Therefore, the Program's effects in 2024 (see Chapter 2 of the Tier 1/Program EIS/EIR) and 2044 (see Chapter 2 of the Tier 1/Program EIS/EIR) would be lower than those evaluated under existing conditions and would not result in substantial effects on historic properties in the Eastern Section. Additionally, operational effects are anticipated to be limited to maintenance of culverts, bridges, embankments, and station areas, which are not anticipated to result in ground-disturbing activities. Therefore, no ground-disturbing activities would be anticipated that could result in the disturbance of known or previously undiscovered historic properties. When compared with the No Build Alternative, effects on historic properties would be negligible within the Eastern Section under Build Alternative Options 1, 2, and 3.

Human Remains Effects

Construction

Construction of rail infrastructure improvements and station facilities could result in effects on human remains if human remains are present within an area where an infrastructure improvement or station facility is being constructed. In addition, ground-disturbing activities may also result in inadvertent discovery of previously unknown human remains. CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and the County Coroner be called in to assess the remains. If the County Coroner determines that the remains are those of Native Americans, the NAHC must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as identified by the NAHC. CEQA Guidelines Section 15064.5 directs the lead agency, under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

When compared with the No Build Alternative, Build Alternative Option 1 could have a moderate effect on human remains within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area. When compared with Build Alternative Option 1, Build Alternative Options 2 and 3 would have slightly reduced effects due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar and considered moderate when compared with the No Build Alternative.

Operation

Under Build Alternative Options 1, 2, and 3, passenger train frequencies proposed as part of the Program would consist of the addition of two daily round trip, intercity, diesel powered passenger trains operating the entire length of the Tier 1/Program EIS/EIR Cultural Study Area between Los Angeles and Coachella. Operational effects are anticipated to be limited to maintenance of culverts, bridges, embankments, and station areas, which are not anticipated to result in ground-disturbing activities. Therefore, no ground-disturbing activities would be anticipated that could result in the disturbance of human remains. When compared with the No Build Alternative, effects on human remains would be negligible within the Western and Eastern Section under Build Alternative Options 1, 2, and 3.

Tribal Cultural Resource Effects

Construction

Effects on TCRs would vary depending on the future location of a passenger rail system within the selected Build Alternative Option. Construction of rail infrastructure improvements and station facilities within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area could result in effects on TCRs if the resources are near or within an area where an infrastructure improvement or station facility is being constructed. In addition, ground-disturbing activities may also result in inadvertent discovery of previously unknown TCRs. Effects on TCRs may include damage or destruction during ground-disturbing activities associated with construction of rail infrastructure improvements or station facilities within the Eastern Section of the Tier 1/Program EIS/EIR Cultural Study Area. Avoidance is the preferred way to address TCRs. As all the Build Alternative Options propose use of the same Program Corridor, avoidance options at the broad, corridor service-level are limited. However, as described above, decisions on avoidance methods would be evaluated and determined during Tier 2/Project-level analysis when site-specific details on the rail infrastructure improvement or station facility are known.

When compared with the No Build Alternative, Build Alternative Option 1 could have a substantial effect on TCRs within the Eastern Section of the Tier 1/Program Tier 1/Program EIS/EIR Cultural Study Area. When compared with Build Alternative Option 1, Build Alternative Options 2 and 3 would have slightly reduced effects due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar and considered substantial when compared with the No Build Alternative.

Operation

Under Build Alternative Options 1, 2, and 3, passenger train frequencies proposed as part of the Program would consist of the addition of two daily round-trip, intercity, diesel-powered passenger trains operating the entire length of the Tier 1/Program EIS/EIR Cultural Study Area between Los Angeles and Coachella. The operation of the additional passenger trains is not anticipated to affect TCRs, as passenger trains currently operate in the Program Corridor. Other operational activities would be limited to maintenance of culverts, bridges, embankments, and station areas, which are not anticipated to result in effects on TCRs. Effects associated with the Eastern Section of Build Alternative Options 1, 2, and 3 on TCRs would be negligible when compared with the No Build Alternative.

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8 Tier 2 Environmental Review Considerations

The Tier 1/Program EIS/EIR evaluation focuses on previously identified, or known, historic properties and provides an overview of those properties for planning purposes, since at this time there is no potential to adversely affect historic properties. Specific station locations, project design, and construction methods have not been determined.

Tier 2/Project-level analysis would address site-specific potential effects resulting from construction and operation of infrastructure improvements (such as sidings, track, wayside signals, drainage, grade-separation structures, and stations). The Tier 2/Project-level analysis would consider site-specific mitigation strategies for cultural, historic, and TCRs.

If any Tier 2/Project-level analysis results in an adverse effect on a property that is listed, eligible, or potentially eligible for listing in the NRHP or CRHR, potential site-specific mitigation measures could include additional research to recover data or exhaust the information potential of a site, changes in project design, development of a memorandum of agreement with a public involvement component, a programmatic agreement, site-specific archaeological treatment plans and historic building surveys, and other site-specific mitigation measures that may result from subsequent Tier 2/Project-level Section 106 and AB 52 consultation.

Additional Section 106 and AB 52 consultation with all applicable consulting parties, resource agencies, and/or Native American tribes over potentially affected properties would be key to developing successful Tier 2/Project-level documents for any of the Build Alternative Options. Decisions on avoidance methods would be evaluated and determined during Tier 2/Project-level analysis when site-specific details on the rail infrastructure improvement or station facility are known.

During subsequent Tier 2/Project-level analysis, a preliminary cultural resource screening shall be conducted by the identified lead agency or agencies to determine if the Tier 2/Project-level improvement being proposed has the potential to impact cultural resources. If the proposed Tier 2/Project-level improvement has the potential to impact cultural resources, a qualified cultural resources specialist shall conduct a cultural resources assessment report to document the existing cultural resources within the Tier 2/Project-level Study Area. The report may include, but not be limited to, the following:

- Survey and inventory for archaeological resources, including those determined to be tribal cultural resources, including a review of updated information for the applicable cultural information center and other data repositories.
- Survey and inventory for historic, built environment resources, including a review of updated information for the applicable cultural information center and other data repositories.
- All identified cultural resources shall be recorded using the appropriate California Department of Parks and Recreation cultural resources recordation forms.
- Cultural resources shall be evaluated for eligibility for inclusion in the National Register of Historic Places and California Register of Historical Resources, and evaluations shall be conducted by individuals who meet the Secretary of the Interior's professional qualification standards in archaeology, history, and/or architectural history.
- Documentation of Tier 2/Project-level Section 106 and Assembly Bill 52 Native American consultation efforts and site-specific recommendations and input received from Native American tribes including but not limited to:
 - The provision of Native American monitors on site during ground disturbance activities
 - Identification of procedures regarding repatriation of cultural items
 - Notification and early coordination with the Bureau of Indian Affairs (BIA) and applicable Tribal Historic Preservation Officers (THPOs) for Tier 2/Project-level fieldwork and surveys occurring within Native American reservation lands.

If the resource is found to be a historical resource/historic property, the agency carrying out implementation of the Tier 2/Project-level improvement shall be required to identify and implement site-specific mitigation if the Tier 2/Project-level improvement has a substantial adverse change to the resource, including physical damage, destruction, relocation, or alteration of the property that materially alters in an adverse manner those physical characteristics of the property that convey its significance for inclusion in or eligibility for the National Register of Historic Places, California Register of Historical Resources, or local register. These Tier 2/Project-level site-specific mitigation measures shall be developed in coordination with applicable Section 106 and AB 52 consultation requirements.

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Appendix A. Identified Cultural Resources

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Appendix A includes separate lists for archaeological and built environment resources.

- Archaeological resources are sorted first by time period (historic, prehistoric, or both) and then by California Historical Resource Status Code. Please see Attachment B for an explanation of these codes, which combine information on the NRHP and CRHR status of the resource.
- Built environment resources are sorted first by NRHP property type (building, structure, or object) and then by California Historical Resource Status Code.

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Archaeological Resources

A total of 117 archaeological sites (81 historic, 27 prehistoric, 7 both historic and prehistoric, and 2 unknown) were identified in the project area.

- Historic archaeology – 81 sites:
 - 5 sites appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 1 site has been recommended eligible for local listing or designation as the result of a survey but was not evaluated for NRHP eligibility at the time it was recorded (status code 5).
 - 27 sites have been previously recommended ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 48 sites have been previously identified as the result of a survey but either were not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Prehistoric archaeology – 27 sites:
 - 3 sites have been previously determined eligible for inclusion in the NRHP (status code 2).
 - 2 sites appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 6 sites have been previously recommended or determined ineligible for inclusion in the NRHP (status code 6).
 - 16 sites have been previously identified as the result of a survey but either were not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Both – 7 sites:
 - 1 site has been previously recommended ineligible for inclusion in the NRHP (status code 6).
 - 6 sites have been previously identified as the result of a survey but were not evaluated for NRHP eligibility at the time they were recorded (status code 7).
- Unknown – 2 sites:
 - Information about these sites is unavailable in the archives of the South Central Coastal Information Center and Eastern Information Center.

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-010971	CA-RIV-06633H	Site	Historic	AH2; AH3; AH4	Southern Pacific Railroad employee housing tract	Absent	a. 2001 b. 2005	3CS
33-014135	CA-RIV-07757	Site	Historic	AH2; AH4	Two adobe building foundations, associated artifacts	Absent	2004	3D
33-015004		Site	Historic	HP33; HP3; AH4; AH6	Singleton Ranch District	Unknown	2004	3D
33-007888		Site	Historic	HP20	Historic water conveyance system	Absent	a. 1996 b. 2002 c. 2003	3S
33-014871	CA-RIV-07926	Site	Historic	HP20; AH6	Millard Stone Canal	Absent	a. 2005 b. 2012 c. 2014	3S
33-022374	CA-RIV-11426	Site	Historic	AH2	Foundations, rockwork, and associated artifacts	Absent	2012	5S3
33-005625		Site	Historic	AH15; AH3; AH11	Kubic Ranch Site	Unknown	a. 1982 b. 2004	6Z
33-008075	CA-RIV-05973H	Site	Historic	AH4	Refuse Scatter	Absent	1997	6Z
33-008076	CA-RIV-5974H	Site	Historic	AH4	Refuse scatter	Absent	1997	6Z
33-008296	CA-RIV-06095	Site	Historic	AH4	Faunal bone refuse deposit	Absent	1997	6Z
33-009496	CA-RIV-06379H	Site	Historic	AH6; AH11; AH4	Historic water conveyance system	Absent	a. 2000 b. 2007 c. 2010	6Z
33-009748	CA-RIV-06495H	Site	Historic	AH4; AH7	Historic refuse deposits along historic road spur	Absent	a. 2000 b. 2005	6Z
33-013428		Site	Historic	AH6	Historic irrigation system	Absent	2003	6Z
33-013431		Site	Historic	AH2; AH5; AH6	Historic foundation, cistern, and irrigation system	Absent	a. 2003 b. 2012 c. 2014	6Z
33-013779	CA-RIV-07544	Site	Historic	HP33; AH6	Historic ranch remains and water conveyance features	Absent	2004	6Z
33-015002		Site	Historic	HP21; HP22; HP4; HP39	Singleton Ranch Water Transportation System	Absent	2004	6Z

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-015847	CA-RIV-08227	Site	Historic	AH2	Historic residence remains	Absent	2006	6Z
33-015848	CA-RIV-08228	Site	Historic	AH2	Historic residence remains	Absent	2006	6Z
33-015923		Site	Historic	AH4	Historic refuse scatter	Absent	2007	6Z
33-016025		Site	Historic	AH6	Cement and rock canal	Absent	2007	6Z
33-017259	CA-RIV-10847	Site	Historic	AH6; HP20; HP11	Coachella Valley Stormwater Channel	Absent	a. 2008 b. 2009 c. 2012 d. 2012 e. 2016	6Z
33-020420	CA-RIV-10328	Site	Historic	AH4	Large scatter of historic refuse	Absent	2009	6Z
33-022376	CA-RIV-11428	Site	Historic	AH7; AH9; AH4	Historic truck stop / refuse scatter / sand quarry	Absent	2012	6Z
33-022387		Site	Historic	AH4	Historic refuse scatter	Absent	a. 2013 b. 2014	6Z
33-022388	CA-RIV-11440 / CA-RIV-11439	Site	Historic	AH4	Historic refuse scatter	Absent	a. 2013 b. 2014	6Z
33-024169	CA-RIV-11922	Site	Historic	AH4	Glass scatter	Absent	2015	6Z
33-024713	CA-RIV-12237	Site	Historic	AH7	Historic unpaved road segment	Absent	2015	6Z
33-024714		Site	Historic	AH7	Historic paved road segment	Absent	2015	6Z
33-024715	CA-RIV-12238	Site	Historic	AH4	Refuse Scatter	Absent	2015	6Z
33-024926		Site	Historic	HP2; AH15; AH1	Single family residence and outbuildings	Absent	2015	6Z
33-026649	CA-RIV-12550	Site	Historic	AH2	Historic foundation and wells	Absent	2016	6Z
33-026824	CA-RIV-12609	Site	Historic	AH4	Historic refuse scatter	Absent	2017	6Z
36-024899	CA-SBR-15936H	Site	Historic	AH4	Historic refuse deposit	Absent	2012	6Z
33-005624		Site	Historic	AH1	Site of Fort Oliver- Now demolished	Absent	1982	7N
33-007787		Site	Historic	AH2	Site of Whitewater Adobe	Absent	a. 1981 b. 2008	7N1

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-000178	CA-RIV-00178H	Site	Historic	AH2; AH15; AH4	Demolished Palm Springs Station	Absent	a. 1960 b. 1980 c. 1983	7R
33-003439	CA-RIV-03439H	Site	Historic	AH4; AH15	Historic refuse scatter	Absent	a. 1988 b. 1990 c. 1999	7R
33-003441	CA-RIV-03441H	Site	Historic	AH2; AH4	Architectural debris and refuse related to Garnet Station	Absent	1988	7R
33-003442	CA-RIV-03442H	Site	Historic	AH2; AH4	Historic footings and refuse scatter related to Cabazon Station	Absent	a. 1988 b. 1999	7R
33-003443	CA-RIV-03443H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
33-003444	CA-RIV-03444H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003445	CA-RIV-03445H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003446	CA-RIV-03446H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003447	CA-RIV-03447H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
33-003448	CA-RIV-03448H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003449	CA-RIV-03449H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter related to El Casco Siding Station	Absent	a. 1988 b. 2014	7R
33-003972	CA-RIV-03972	Site	Historic	AH2; AH4	Historic residential refuse scatter and architectural debris	Absent	1990	7R
33-009194	CA-RIV-06374H	Site	Historic	AH2; AH4; AH3	Historic dog kennel remains	Absent	1999	7R
33-009195		Site	Historic	AH6; HP20; AH3	Historic water conveyance system and olive grove	Absent	1999	7R
33-009497	CA-RIV-06380H	Site	Historic	AH6; AH2; HP20	Historic water conveyance system	Absent	1999	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-009500	CA-RIV-06383H	Site	Historic	AH4	Architectural debris dumpsite	Absent	1999	7R
33-009747	CA-RIV-06494H	Site	Historic	AH6	Historic water conveyance system- Destroyed	Absent	2000	7R
33-010795	CA-RIV-06514H	Site	Historic	AH4	Extensive Refuse Deposit (4 loci)	Absent	2000	7R
33-010815	CA-RIV-06531	Site	Historic	AH4	Refuse Scatter associated with railroad	Absent	2000	7R
33-012893	CA-RIV-07166H	Site	Historic	HP20	Stone and Mortar canal	Absent	2003	7R
33-013722		Site	Historic	AH4	Architectural debris dumpsite	Absent	a. 2004 b. 2012	7R
33-014999	CA-RIV-07972	Site	Historic	AH4	Historic refuse deposits along historic road spur	Absent	2004	7R
33-015849	CA-RIV-08229	Site	Historic	AH2; AH11; AH4; AH6	Historic residence remains and associated fenceline, refuse, and water conveyance feature	Absent	2007	7R
33-015850	CA-RIV-08230	Site	Historic	AH3; AH11	Historic homestead remains and landscaping remnants	Absent	2007	7R
33-017005	CA-RIV-08852	Site	Historic	AH4	A series of discrete deposits of refuse related to the Edom train station	Absent	2007	7R
33-017588	CA-RIV-09117	Site	Historic	AH4	Historic refuse scatter	Absent	2008	7R
33-017947		Site	Historic	AH4	Historic refuse scatter	Absent	2008	7R
33-017948		Site	Historic	HP18	Two all wood refrigerator train cars	Absent	2008	7R
33-018128		Site	Historic	AH11	Barbed wire fence line	Absent	a. 2010 b. 2012	7R
33-023358	CA-RIV-11408	Site	Historic	AH2; AH5	Historic foundation and cistern	Absent	2013	7R
33-023964		Site	Historic	AH7	Historic road segment	Absent	2012	7R
33-023965		Site	Historic	AH7	Historic road segment	Absent	2012	7R
33-026892	CA-RIV-12628	Site	Historic	AH7	Historic era spur road	Absent	2017	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-026893	CA-RIV-12629	Site	Historic	AH6	Historic catchment sump	Absent	2017	7R
36-000573	CA-SBR-00575-H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
36-000574	CA-SBR-00573-H	Site	Historic	AH4; AH2	Historic refuse scatter and architectural debris	Absent	1988	7R
36-000647	CA-SBR-00647-H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
36-006008	CA-SBR-06008-H	Site	Historic	AH2; AH4; AH3	Historic residential remains	Absent	1988	7R
36-006069	CA-SBR-06069-H	Site	Historic	HP20; HP11; HP21	Water control system	Absent	1987	7R
36-006169	CA-SBR-06169-H	Site	Historic	AH4	Historic domestice refuse scatter	Absent	1988	7R
36-006173	CA-SBR-06173-H	Site	Historic	HP1; AH2; AH4	Bryn Mawr Townsite	Absent	a. 1988 b. 2008 c. 2012 d. 2014	7R
36-006856	CA-SBR-06856H	Site	Historic	AH2; AH11; AH15; AH16	Historic ranch complex remains	Absent	1990	7R
36-011287	CA-SBR-11287H	Site	Historic	AH4	Historic refuse scatter	Absent	2003	7R
36-023573		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
36-023574		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
36-023575		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
33-011573	CA-RIV-06896	Site	Prehistoric	AP15; AP11; AP3	Large lakeshore habitation site	Present	a. 2002 b. 2003 c. 2007	2S2
33-011574	CA-RIV-06897	Site	Prehistoric	AP15; AP3; AP2	Lakeshore habitation site	Unknown	a. 2002 b. 2003 c. 2007 d. 2011	2S2
33-028059	CA-RIV-12669	Site	Prehistoric	AP15; AP11; AP3; AP9	Large lakeshore habitation site	Present	2016	2S2
33-011438	CA-RIV-06823	Site	Prehistoric	AP3; AP16; AP2	Prehistoric habitation site	Present	a. 2002 b. 2002	3CS

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-014809	CA-RIV-07882	Site	Prehistoric	AP3; AP2; AP11	Village of Palsetahut. Ceremonial coyote burials, extensive artifacts and features. Reported destroyed.	Unknown	a. 2005 b. 2006	3S
33-000676	CA-RIV-00676	Site	Prehistoric	AP15; AP3; AP11	Habitation with pottery scatter and associated midden	Unknown	a. 1975 b. 1990 c. 1996 d. 1996 e. 2004 f. 2015	6Y
33-002639	CA-RIV-02639	Site	Prehistoric	AP4	Bedrock Milling Feature, now removed	Absent	a. 1982 b. 1987 c. 2000	6Z
33-009499	CA-RIV-06382	Site	Prehistoric	AP3	Pottery scatter	Absent	a. 1999 b. 2007	6Z
33-011636	CA-RIV-06915	Site	Prehistoric	AP3	Two distinct pottery scatters	Absent	2002	6Z
33-016252	CA-RIV-08403	Site	Prehistoric	AP16; AP15; AP3	Human cremation with associated pottery and flaked stone	Present	a. 2007 b. 2010	6Z
33-017288	CA-RIV-08988	Site	Prehistoric	AP3; AP2	Large scatter of historic fragmented bone and shell; prehistoric artifact scatter	Absent	2008	6Z
33-009780	CA-RIV-06508	Site	Prehistoric	AP3; AP2	Prehistoric artifact scatter	Unknown	2000	7N
33-009781	CA-RIV-06509	Site	Prehistoric	AP2	Prehistoric lithic scatter	Absent	2000	7N
33-000790	CA-RIV-00790	Site	Prehistoric	AP15; AP3	Prehistoric campsite	Absent	a. no date b. 1982 c. 1987	7R
33-000809	CA-RIV-00809	Site	Prehistoric	AP15; AP3; AP2	Prehistoric artifact scatter disturbed by pipeline	Absent	a. 1976 b. 1999	7R
33-001767	CA-RIV-01767	Site	Prehistoric	AP15; AP3; AP11	Complex Lakeshore habitation site	Unknown	a. 1980 b. 1987 c. 2002	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-002733	CA-RIV-02733	Site	Prehistoric	AP15; AP11	Habitation site	Unknown	1983	7R
33-003222	CA-RIV-03222	Site	Prehistoric	AP2; AP15	scatter of prehistoric artifacts	Absent	1987	7R
33-007425	CA-RIV-05799	Site	Prehistoric	AP15; AP3; AP11	Habitation site with associated features and artifacts	Unknown	a. 1995 b. 2002	7R
33-013718	CA-RIV-07516	Site	Prehistoric	AP3	Prehistoric pottery scatter and one fragment of olive glass	Absent	2004	7R
33-013795	CA-RIV-07553	Site	Prehistoric	AP2; AP1	Scatter of ground stone artifacts, possible cremation, and possible hearth feature	Present	2004	7R
33-015893	CA-RIV-08256	Site	Prehistoric	AP4; AP2	Bedrock Milling feature with associated artifacts	Absent	2007	7R
33-017006	CA-RIV-08853	Site	Prehistoric	AP2; AP3	Resource processing site	Absent	2007	7R
33-017011	CA-RIV-08858	Site	Prehistoric	AP2	Resource processing site/lithic scatter	Absent	2007	7R
33-026895	CA-RIV-12631	Site	Prehistoric	AP2; AP3; AP15	Prehistoric seasonal habitation site	Unknown	2017	7R
33-026896	CA-RIV-12632	Site	Prehistoric	AP3	Prehistoric Pottery scatter	Absent	2017	7R
36-006123	CA-SBR-06123	Site	Prehistoric	AP2	Prehistoric groundstone scatter	Absent	1988	7R
33-015337		Site	Both	AP3; AH4	SCL fragment and one buffware fragment	Absent	2006	6Z
33-000179	CA-RIV-00179	Site	Both	AP9; AP16	1840s Historic era Cahuilla smallpox burial site	Present	a. 1960 b. 1983	7R
33-000794	CA-RIV-00794	Site	Both	AP15; AP3; AH4	Historic era Cahuilla campsite	Unknown	a. no date b. 1982 c. 1987 d. 2004 e. 2007	7R

Archaeological Resources

Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-001634	CA-RIV-01634	Site	Both	AP15; AP16; AH4	Multi component site including prehistoric food processing and associated artifact scatter and Historic refuse scatter	Unknown	a. 1972 b. 1987 c. 1990	7R
33-001768	CA-RIV-01768	Site	Both	AP3; AP11; AP15; AH4	Complex Dune habitation site	Absent	a. 1980 b. 1978	7R
36-002314	CA-SBR-02314	Site	Both	AP15; AP3; AP2; AP16	Historic era Cahuilla Campsite	Unknown	a. 1933 b. 1967 c. 1971 d. 1993	7R
36-002999	CA-SBR-02999/H	Site	Both	AP1	Jumuba Rancheria	Unknown	a. 1938 b. 1951	7R
36-016147		Unknown	Unknown		Information missing at SCCIC			
unknown	CA-RIV-12188	Site	Unknown		Information missing at EIC			

Built Environment Resources

A total of 267 built environment resources (242 buildings, 23 structures, and 2 objects) were identified in the project area.

- Buildings – 242 buildings:
 - 1 building, the San Timoteo Canyon Schoolhouse, is listed in the NRHP (status code 1).
 - 30 buildings appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 66 buildings have been previously recommended or determined eligible for local listing or designation but were not evaluated for NRHP eligibility at the time they were recorded (status code 5).
 - 106 buildings have been previously recommended ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 39 buildings have been previously identified as the result of a survey but either were not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Structures – 23 structures:
 - 3 structures appear (i.e., were recommended) eligible for inclusion in the NRHP as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 14 structures have been previously recommended or determined ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 6 structures have been previously identified as the result of a survey but were not evaluated for NRHP eligibility at the time they were recorded (status code 7).
- Object – 2 objects:
 - 2 objects have been previously identified as the result of a survey but need to be reevaluated for NRHP eligibility (status code 7).

Note: In the table that follows, an asterisk (*) next to the primary number designates resources that appear to have been destroyed since they were last recorded.

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-007292		HP15	San Timoteo Canyon Schoolhouse	El Casco Schoolhouse	31985 San Timoteo Canyon Road	El Casco	Riverside	Building	a. 1983 b. 2000	1S
33-008351		HP38; HP13	Club house	Banning Women's Club	175 W Hays Street	Banning	Riverside	Building	1983	3CS, 7L
33-013720*		HP2	Single family residence	n/a	34200 San Timoteo Canyon Road	Beaumont	Riverside	Building	2004	3D
36-019926*		HP2; HP4	Single family residence	Howard Van Der Wall House	26472 Mission Road	Loma Linda	San Bernardino	Building	a. 2003 b. 2013	3D
33-005619*		HP33; HP2; HP30; HP4	Ranch house	San Cayetano Ranch; Bell Ranch	Chase School Road	Thousand Palms	Riverside	Building	1982	3S
33-005652		HP16	Church	Our Lady of Soledad Catholic Church	1612 1st Street	Coachella	Riverside	Building	1983	3S
33-005659		HP6	Commercial building	Lopes Hardware Store; First National Bank	1604 6th Street	Coachella	Riverside	Building	1983	3S
33-005663*		HP4	Outdoor summer sleeping quarters	Submarine	1463 7th Street	Coachella	Riverside	Building	1983	3S
33-005666		HP9	Power office	California Electric Office	1684 9th Street	Coachella	Riverside	Building	1983	3S
33-005792		HP15; HP16; HP13	Church built by Japanese Christians	Coachella Church of Jesus Christ; Friends of Jesus Church	85490 Avenue 50	Coachella	Riverside	Building	1995	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006211		HP6	Commercial bank building	Beaumont Bank; Precision Stamping	252 W 5th Street	Beaumont	Riverside	Building	1983	3S
33-006215		HP15; HP14	Beaumont Civic Center	Beaumont High School	550 E 6th Street	Beaumont	Riverside	Building	a. 1983 b. 1999	3S
33-007293		HP2; HP19	Single family residence and SPRR Bridge	n/a	31710 San Timoteo Canyon Road	El Casco	Riverside	Building	1983	3S
33-007295*		HP33; HP2; HP3; HP4; HP22; HP46	Haskell Ranch	Noble Ranch; Clough Ranch; Singleton Ranch	34200 San Timoteo Canyon Road	Beaumont	Riverside	Building	a. 1983 b. 2004	3S
33-007879		HP6; AH2; AH3	Commercial building	Henderson / Reid Building	NE corner of San Gorgonio Avenue and Livingston Street	Banning	Riverside	Building	a. 1983 b. 1991	3S
33-008299		HP5	Hotel	Hotel Indio	82923 Miles Avenue	Indio	Riverside	Building	1984	3S
33-008305		HP2; HP4	Single family residence and guest house	n/a	45120 King Street	Indio	Riverside	Building	1984	3S
33-008307		HP4	outdoor summer sleeping quarters	Submarine	44885 Oasis Street	Indio	Riverside	Building	1983	3S
33-008337		HP2	Single family residence	Davis Home	933 E Barbour Street	Banning	Riverside	Building	1983	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008357		HP10	Art Deco Theater	Corey Building; Fox Theater	84 W Ramsey Street	Banning	Riverside	Building	1983	3S
33-008358		HP5	Commercial building	Hotel Banning	225 W Banning Street	Banning	Riverside	Building	1983	3S
33-009109		HP16	Church	Saint Agnes Church; Grace Lutheran Church	111 N 2nd Street	Banning	Riverside	Building	1983	3S
33-009110		HP2	Single family residence	C. D. Hamilton Home	181 N 2nd Street	Banning	Riverside	Building	1983	3S
33-009132		HP6	Commercial building	Hendrick's Market; Tri City Stationery	141 N San Gorgonio Avenue	Banning	Riverside	Building	1983	3S
33-009134		HP6; HP13	Commercial building	Oddfellows Building	25 S San Gorgonio Avenue	Banning	Riverside	Building	1983	3S
33-017933		HP3; HP36; HP13	Multiple family property	Fred Young Farm Labor Center	47155 Van Buren Street	Indio	Riverside	Building	2009	3S
36-006172	CA-SBR-06172-H	HP33; HP2; HP36; HP4	Winery complex	Vache-Brookside Winery complex, including Chinese worker housing	W of intersection of San Timoteo Canyon Road and W Fern Avenue	Redlands	San Bernardino	Building	a. 1980 b.1988 c. 2000	3S
36-017260	CA-SBR-06172H	HP8; HP36	The old Brookside Winery	see resource 36-006172	W of intersection of San Timoteo Canyon Road and W Fern Avenue	Redlands	San Bernardino	Building	1980	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-020801		HP15	Educational building	Evans Hall / Cutler Hall, Loma Linda University	24785 Stewart Street	Loma Linda	San Bernardino	Building	2008	3S
36-020802		HP15	Educational building	Shyrock Hall, Loma Linda University	24745 Stewart Street	Loma Linda	San Bernardino	Building	2008	3S
33-006170		HP2	Single family residence	Bogart House	545 Euclid Avenue	Beaumont	Riverside	Building	a. 1983 b. 1994	3S, 7L
33-005651		HP2	Single family residence	n/a	1105 Vine Avenue	Coachella	Riverside	Building	1983	5S2
33-005653*		HP2	Single family residence	n/a	1451 3rd Street	Coachella	Riverside	Building	1983	5S2
33-005654*		HP2	Single family residence	n/a	1445 4th Street	Coachella	Riverside	Building	1983	5S2
33-005655		HP2	Single family residence	Syrus Hughs House	1457 4th Street	Coachella	Riverside	Building	1983	5S2
33-005658		HP6	Original business building in Coachella	Reed Building	1601 6th Street	Coachella	Riverside	Building	1983	5S2
33-005660		HP13	Masonic Hall	Masonic Hall; Rolavision Store	1694 6th Street	Coachella	Riverside	Building	1983	5S2
33-005662		HP15	Elementary school	Palm View School	1390 7th Street	Coachella	Riverside	Building	1983	5S2
33-005664		HP6	Coachella's fist newspaper "The Submarine"	Ceramics shop; Submarine Newspaper Office	1604 7th Street	Coachella	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-005665		HP2	Single family residence	Home built by the Thomases, pioneer family of Coachella Valley	1609 7th Street	Coachella	Riverside	Building	1983	5S2
33-005668		HP2	Single family residence	Hamner Family Home; Harry Bloom Home	85735 Highway 111	Coachella	Riverside	Building	1983	5S2
33-005670		HP39: Other	Old Fire House	Old Fire House	1517 6th Street	Coachella	Riverside	Building	1983	5S2
33-006093*		HP2	Single family residence	Valdivia Home	368 B Street	Beaumont	Riverside	Building	1983	5S2
33-006110*		HP2	Single family residence	n/a	635 California Avenue	Beaumont	Riverside	Building	1983	5S2
33-006131		HP2	Single family residence	n/a	620 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006132		HP2	Single family residence	n/a	634 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006142		HP2	Single family residence	n/a	644 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006160		HP2	Single family residence	Sones Home	615 Egan Avenue	Beaumont	Riverside	Building	1983	5S2
33-006161		HP2	Single family residence	n/a	629 Egan Avenue	Beaumont	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006162		HP2	Single family residence	Kirkpatrick House	633 Egan Evanue	Beaumont	Riverside	Building	1983	5S2
33-006164		HP2	Single family residence	n/a	655 Egan Avenue	Beaumont	Riverside	Building	1983	5S2
33-006167		HP2	Single family residence	n/a	330 Elm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006196		HP16	Guadalupe Chapel	St. John Christian Community Church	419 Olive Avenue	Beaumont	Riverside	Building	1983	5S2
33-006200		HP2	Single family residence	n/a	552 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006201		HP2	Single family residence	n/a	556 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006202		HP2	Single family residence	Lynne Bebee Home	638 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006205		HP2	Single family residence	n/a	532 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006206*		HP2	Single family residence	Martin Home	625 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006207*		HP2	Single family residence	Hershey Home; King Home	651 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006218		HP2	Single family residence	n/a	349 W 7th Street	Beaumont	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006228*		HP39	McCullough /Merkel Ranch	Three Rings Ranch	n/a	Beaumont	Riverside	Building	1983	5S2
33-007294		HP33	Ranch house (two buildings)	Silas Cox Ranch; Fisherman's Retreat	32300 San Timoteo Canyon Road	El Casco	Riverside	Building	1983	5S2
33-007873*		HP39	The Cabazon Poker Casino	n/a	50580 Main Street	Cabazon	Riverside	Building	1993	5S2
33-008319		HP3	Bungalow court	n/a	82684 Miles Avenue	Indio	Riverside	Building	1984	5S2
33-008323		HP3	Bungalow court	n/a	44911 - 44925 Oasis Street	Indio	Riverside	Building	1984	5S2
33-008324		HP6	Indio Realty Building	n/a	44967 Oasis Street	Indio	Riverside	Building	1984	5S2
33-008328		HP10	Desert Theatre in Indio	n/a	42265 Fargo Street	Indio	Riverside	Building	1984	5S2
33-008333		HP2	Single family residence	n/a	225 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008334		HP2	Single family residence	Russell Jones House; W. E. Jones House	391 E Barbour Street	Banning	Riverside	Building	a. 1983 b. 2005	5S2
33-008335		HP2	Single family residence	Russell Jones House	434 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008336		HP2	Single family residence	n/a	451 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008352		HP2	Single family residence	n/a	322 E John Street	Banning	Riverside	Building	1982	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008356		HP5	The San Gorgonio Inn	Bryant House	150 E Ramsey Street	Banning	Riverside	Building	1982	5S2
33-009098		HP2	Single family residence	Charlie Morris House	486 W Williams Street	Banning	Riverside	Building	1983	5S2
33-009099		HP2	Single family residence	n/a	530 W Williams Street	Banning	Riverside	Building	1983	5S2
33-009104		HP2	Single family residence	Mc Allister Home	111 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009105		HP2	Single family residence	n/a	125 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009106		HP2	Single family residence	n/a	144 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009107		HP2	Single family residence	n/a	157 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009108		HP2	Single family residence	n/a	160 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009112		HP2	Single family residence	Dr. Ryan Home	115 N 3rd Street	Banning	Riverside	Building	1983	5S2
33-009113		HP2	Single family residence	Methodist Parsonage	180 N 3rd Street	Banning	Riverside	Building	1983	5S2
33-009117		HP2	Single family residence	F. F. Lemon Home	181 N 4th Street	Banning	Riverside	Building	1983	5S2
33-009120		HP2	Single family residence	n/a	899 W Hays Street	Banning	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-009121		HP2	Single family residence	n/a	1015 W Hays Street	Banning	Riverside	Building	1983	5S2
33-009122		HP2	Single family residence	n/a	1067 W Hays Street	Banning	Riverside	Building	1983	5S2
33-009130		HP6	Commercial building	n/a	170 W Ramsey Street	Banning	Riverside	Building	1983	5S2
33-009150		HP2	Single family residence	n/a	1222 W Lincoln Street	Banning	Riverside	Building	1983	5S2
33-009153		HP6	Commercial building	Hopper Café; Constantino's	140 W Ramsey Street	Banning	Riverside	Building	1984	5S2
33-009157		HP2	Single family residence	n/a	385 W Ramsey Street	Banning	Riverside	Building	1983	5S2
33-009164		HP6; HP14	U.S. Post Office	Hazel's Thrift Shop	125 N San Gorgonio Avenue	Banning	Riverside	Building	1983	5S2
33-009165		HP6	Commercial Building	B.D.Wilson Building; Stagecoach Press Building	137 N San Gorgonio Avenue	Banning	Riverside	Building	1983	5S2
33-009178		HP2	Single family residence	n/a	116 N 4th Street	Banning	Riverside	Building	1983	5S2
33-009179		HP2	Single family residence	n/a	141 N 4th Street	Banning	Riverside	Building	1983	5S2
36-012363		HP15; HP13; HP16	Educational / religious building	Bryn Mawr Schoolhouse; Loma Linda Seventh-Day Adventist Church	27261 Mayberry Street (old Barton Road)	Loma Linda	San Bernardino	Building	a. 1987 b. 2012	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-007874*		HP39	Adobe, incorporated in to historic hotel complex	The Cabazon Inn, Manager's Quarters	90250 Main Street	Cabazon	Riverside	Building	1993	5S3
36-012492		HP2	Single family residence	n/a	original 25676 Lawton Avenue, moved to 25092 Barton Road	Loma Linda	San Bernardino	Building	1987	5S3
33-007875*		HP39	Restaurant and Bar with living quarters above	Cabo's Wateringhole	50400 E Main Street	Cabazon	Riverside	Building	1993	6Z
33-008063*		HP2; HP33	Single family residence	Building A	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008064*		HP2; HP33	Single family residence	Building B	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008065*		HP2; HP33	Single family residence	Building C	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008066*		HP2; HP33	Single family residence	Building D	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008067*		HP2; HP33	Single family residence	Building E	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008068*		HP2; HP33	Single family residence	Building F	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008069*		HP2; HP33	Single family residence	Building G	78887 Varner Road	Indio	Riverside	Building	1997	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008070*		HP2; HP33	Single family residence	Building H	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008071*		HP2; HP33	Single family residence	Building I	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008072*		HP2; HP33	Single family residence	Building J	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008073*		HP4; HP33	Garage	Structure K	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008074*		HP4; HP33	Wash House	Structure L	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-011918		HP2	Single family residence	Law Property	1389 E Williams Street	Banning	Riverside	Building	a. n/a b. 2007	6Z
33-013804*		HP2	Single family residence converted to office	Hadley Orchards Office	13595 Apache Trail	Cabazon	Riverside	Building	2005	6Z
33-013805		HP2	Single family residence	n/a	48910 Mojave Drive	Cabazon	Riverside	Building	2005	6Z
33-014376		HP2	Single family residence	n/a	80783 Indio Boulevard	Indio	Riverside	Building	2004	6Z
33-014377		HP39	Date packinghouse	n/a	80783 Indio Boulevard	Indio	Riverside	Building	2004	6Z
33-014738*		HP2	Single family residence	n/a	40995 Adams Street	Bermuda Dunes	Riverside	Building	2005	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015192		HP2; HP16	Single family residence converted to church	Primera Iglesia Bautista Hispana	390 E Ramsey Street	Banning	Riverside	Building	2005	6Z
33-015193		HP2	Single family residence	Bonilla Residence	402 E Ramsey Street	Banning	Riverside	Building	2005	6Z
33-015802		HP14	Government buildings	City of Banning Public Works Department building complex	176 Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015806		HP6; HP4	Commercial building	Statewide Towing building	275 E Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015809		HP2	Single family residence	n/a	1380 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015810		HP2	Single family residence	Doolittle Residence	1430 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015811		HP2	Single family residence	Doolittle Residence	1476 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015813		HP2	Single family residence	n/a	1617 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015814		HP2	Single family residence	Hall Residence	1661 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015815		HP2; HP46	Single family residence and wall	Snyder Residence	1692 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015816		HP2	Single family residence	Thompson Residence	1706 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015817		HP2; HP46	Single family residence and fence	Weatherly Residence	1722 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015818		HP2; HP4	Single family residence	n/a	2005 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015819		HP2	Single family residence	n/a	2008 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015820		HP2	Single family residence	n/a	2025 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015821		HP2; HP46	Single family residence and wall	Schafer Residence	2028 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015822		HP2	Single family residence	Hamby Residence	2044 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015823		HP2; HP46	Single family residence and fence	Higgins Residence	2049 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015824		HP2; HP46	Single family residence and gate	Higgins Residence	2071 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015825		HP2	Single family residence	Gray and Girton Residence	2080 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015826		HP2; HP46	Single family residence and fence	n/a	2102 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015827		HP2; HP46	Single family residence and fence with gate	Ross Residence	2120 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015828		HP2; HP46	Single family residence and wall	Higgins Residence	2131 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015829		HP2	Single family residence	Malicki Residence	2148 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015830		HP2	Single family residence	Huston and Stafford Residence	2156 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015831		HP2	Single family residence	Holmquist and Kallstrom Residence	2174 W Lincoln Street	Banning	Riverside	Building	a. 2006 b. 2009	6Z
33-015835		HP2	Single family residence	Graham Residence	2413 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015836		HP2; HP46	Single family residence and fence	n/a	2437 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015837		HP2	Single family residence	n/a	2539 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015838		HP2	Single family residence	Reiger Residence	2637 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015839		HP6; HP4; HP46	Comercial building	All American Towing	2671-2673 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015840		HP3	Single family residence complex	n/a	2699 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015841		HP3	Single family residence Complex	n/a	2705 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015842		HP2	Single family residence	n/a	2721 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015843		HP11	Engineering structure	Banning Substation	Lincoln Street	Banning	Riverside	Building	a. 2006 b. 2014	6Z
33-016857		HP2	Single family residence	Davis Property	219 Allen Street	Banning	Riverside	Building	2007	6Z
33-016880		HP2	Single family residence	Fultz Property	221 Cherry Street	Banning	Riverside	Building	2007	6Z
33-016883		HP2	Single family residence	Pelayo Property	1073 E Gilman Street	Banning	Riverside	Building	2007	6Z
33-016886		HP2	Single family residence	Pellum Property	275 N Hathaway Street	Banning	Riverside	Building	2007	6Z
33-016893		HP2	Single family residence	Rivera Estate	170 S Phillips Avenue	Banning	Riverside	Building	2007	6Z
33-016894		HP2	Single family residence	Martinez Property	228 N Phillips Avenue	Banning	Riverside	Building	2007	6Z
33-016913		HP2	Single family residence	Flores Property	985 E Williams Street	Banning	Riverside	Building	2007	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-016914		HP2	Single family residence	n/a	1138 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016915		HP2	Single family residence	McMahon Property	1209 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016916		HP3	Multiple family residence complex	Green's Rentals	1330-1350-1370 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016917		HP2	Single family residence	Formento/Berumen Property	1367 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016918		HP2	Single family residence	Law Property	1389 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016919		HP3	Multiple family residence complex	Jones Apartments	1420-1424 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016920		HP2	Single family residence	Laster Property	1467 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016921		HP2	Single family residence	Magana Property	1477 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016922		HP2	Single family residence	Alonso Property	1501 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016923		HP2	Single family residence	Perez/Moreno Property	1537 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016924		HP2	Single family residence	Bennett Property	1561 E Williams Street	Banning	Riverside	Building	2007	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-017729		HP6	Single family residence converted to commercial	n/a	2169AB W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017731		HP2	Single family residence	n/a	375 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017732		HP2	Single family residence	n/a	335 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017733		HP2	Single family residence	n/a	295 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017734		HP2	Single family residence	n/a	227 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017735		HP2	Single family residence	n/a	3310 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017736		HP2	Single family residence	n/a	3298 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017737		HP2	Single family residence	n/a	3278 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017738		HP6	Commercial Building	n/a	2873 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017739		HP6	Commercial Building	n/a	2772 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017740		HP2	Single family residence	n/a	2736c W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017741		HP2	Single family residence	n/a	2736b W Ramsey Avenue	Banning	Riverside	Building	2009	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-017742		HP6	Commercial Building	n/a	2736A W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017743		HP6	Commercial Building	n/a	2711 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017744		HP8	Commercial building complex	n/a	2691 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017745		HP8	Commercial building complex	n/a	2642 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017746		HP6	Commercial Building	Pepe's Mexican Seafood	2579 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017747		HP5	Commercial Building	Sunset Motel	2475 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017749		HP2	Single family residence	n/a	361 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017750		HP2	Single family residence	n/a	259 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017781		HP2	Single family residence	n/a	379 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-024165		HP6	Garage converted to rescue mission / men's dormitory	Coachella Valley Rescue Mission	47518 Van Buren Street	Indio	Riverside	Building	2010	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-024166		HP6	Military barracks moved to site and converted into women's dormitory	Coachella Valley Rescue Mission	47522 Van Buren Street	Indio	Riverside	Building	2010	6Z
33-024167		HP6	Auto repair building	n/a	84169 Highway 111	Indio	Riverside	Building	2010	6Z
36-012313		HP2	Single family residence	Miko Property	1657 Smiley Heights Drive	Redlands	San Bernardino	Building	2003	6Z
36-012871		HP2; HP4	Single family residence	n/a	10753 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012872		HP2; HP4	Single family residence	n/a	10763 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012873		HP2; HP4	Single family residence	n/a	10845 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012874		HP3; HP4	Duplex family residence	n/a	10861 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-027713		HP3	Duplex family residence	n/a	25401-25403 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027714		HP2	Single family residence	n/a	25405 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027715		HP4	Shed	n/a	25405 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027716		HP2	Single family residence	n/a	25407 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-027717		HP2	Single family residence	n/a	25417 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
33-007880		HP5		Coplin House / Spokane Hotel	SE corner of San Gorgonio Avenue and Ramsey Street	Banning	Riverside	Building	a. 1983 b. 1991	7L
33-009491		HP39	Single family residence	Smiley Place	82161 Miles Avenue	Indio	Riverside	Building	1991	7L
36-017533	CA-SBR-017533	HP15	Site of Mound City (Loma Linda)	Shyrock Hall, Loma Linda University	24745 Stewart Street	Loma Linda	San Bernardino	Building	2008	7L
33-009154		HP14	Government building	Banning City Hall	161 W Ramsey Street	Banning	Riverside	Building	1985	7M
33-006191*		HP39	Orange Juice Sales Room	n/a	501 Maple Avenue (backyard)	Beaumont	Riverside	Building	1983	7N
33-007296		HP33; HP2; HP4; HP21; HP35; HP20; AH2; HP37	James Singleton/Woodhouse Ranch	n/a	Woodhouse/Singleton Road	Calimesa	Riverside	Building	a. 1983 b. 2004	7N
33-008303		HP2	Single family residence	n/a	44860 King Street	Indio	Riverside	Building	1984	7N
33-008304		HP2	Single family residence	n/a	44893 King Street	Indio	Riverside	Building	1984	7N
33-008306		HP2; HP4	Single family residence and garage	n/a	45158 King Street	Indio	Riverside	Building	1984	7N

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008317		HP2	Single family residence	n/a	45161 King Street	Indio	Riverside	Building	1984	7N
33-008320		HP2; HP4	Single family residence and shed	n/a	44885 Oasis Street	Indio	Riverside	Building	1984	7N
33-008321		HP2	Single family residence	Michaelson Family Home	44885 Oasis Street	Indio	Riverside	Building	1984	7N
33-008322		HP2; HP4	Single family residence and garage	n/a	44899 Oasis Street	Indio	Riverside	Building	1984	7N
33-008329		HP6; HP13	Commercial building	Elk's Club; The Oasis	45297 Fargo Street	Indio	Riverside	Building	1984	7N
33-008330*		HP2	Single family residence	n/a	45555 Fargo Street	Indio	Riverside	Building	a. 1984 b. 2015	7N
33-008362		HP6	Commercial building	Holcomb Building	40 S San Gorgonio Avenue	Banning	Riverside	Building	1983	7N
33-009096		HP2	Single family residence	Mary Ellis Home	170 W Williams Street	Banning	Riverside	Building	1983	7N
33-009129		HP6	Commercial building	O'Briens Pharmacy	160 W Ramsey Street	Banning	Riverside	Building	1983	7N
33-009131		HP6	Commercial building	Mason Moore Building	185 W Ramsey Street	Banning	Riverside	Building	1983	7N
33-009163		HP6	Commercial Building	1920s Berlin Building	65 N San Gorgonio Avenue	Banning	Riverside	Building	1983	7N
36-013890		HP2; HP4	Single family residence	n/a	23658 First Street	Loma Linda	San Bernardino	Building	1987	7N

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-017269		HP2	Single family residence	John T. Tolle House	231 Sonora Street	Redlands	San Bernardino	Building	1986	7N
36-020253		HP15; HP13; HP16	Educational building	Loma Linda Academy	10650 Anderson Street	Loma Linda	San Bernardino	Building	1987	7N
33-005669		HP14	Coachella City Hall	Coachella City Hall	1515 6th Street	Coachella	Riverside	Building	1983	7R
33-009155		HP6	Commercial Building	n/a	260 W Ramsey Street	Banning	Riverside	Building	1985	7R
33-009156		HP2	Single family residence converted to commercial	Banning Medical Clinic	330 W Ramsey Street	Banning	Riverside	Building	1983	7R
33-009159		HP2	Single family residence converted to commercial	Bird Insurance Agency	1025 W Ramsey Street	Banning	Riverside	Building	1983	7R
33-023524		HP2	Single family residence	n/a	451 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023529		HP6	Commercial Building	n/a	601 W Luis Estrada Road	Beaumont	Riverside	Building	2013	7R
33-023532		HP2	Single family residence	n/a	489 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023533		HP6	Commercial Building	n/a	512 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023534		HP6	Commercial Building	n/a	533 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023535		HP6	Commercial Building	n/a	635 E Ramsey Street	Banning	Riverside	Building	2013	7R

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-023536		HP6	Commercial Building	n/a	685 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023537		HP3	Multiple family residence Complex	n/a	719 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023550		HP2	Single family residence	n/a	425 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023909		HP2	Single family residence	n/a	48878 Mojave Drive	Cabazon	Riverside	Building	2014	7R
36-023572		HP2; HP33	Single family residence	Parker House	1160S San Timoteo Canyon Road	Redlands	San Bernardino	Building	2009	7R
36-025603		HP2	Single family residence	n/a	25919 Juanita Street	Loma Linda	San Bernardino	Building	2013	7R
33-010792		HP21	Flood control structure	Oak Valley flood control structure 33-10792	Along San Timoteo Canyon Road, 3.4 mi west of I-10	Beaumont	Riverside	Structure	2000	3D
33-005705	CA-IMP-7658	HP20	Coachella Canal	Coachella Branch of the All-American Canal	Crosses rail line E of I-10/Jefferson Street interchange	Indio	Riverside	Structure	a. 1983 b. 2007 c. 2011	3S
33-011265	CA-RIV-06726H	HP20	Canal/aqueduct	Colororado River Aqueduct	n/a	n/a	Riverside	Structure	a. 2000 b. 2001 c. 2003 d. 2005 e. 2005 f. 2009	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-009498	CA-RIV-06381H	HP39	Railroad	Union Pacific Railroad, Southern Pacific Railroad	n/a	n/a	Riverside, San Bernardino	Structure	2015	6Y
33-008410		HP37	Road	Dillon Highway/ MWD Garnet to Indio truck road	Dillon Road	North Palm Springs to Coachella	Riverside	Structure	a. 1998 b. 2015	6Z
33-015035		HP11	Electrical transmission line	Southern California Edison Company Hayfield-Chino 220kV Transmission Line	n/a	n/a	Riverside, San Bernardino	Structure	a. 1998 b. 2006 c. 2010 d. 2012 e. 2013 f. 2014	6Z
33-015720	CA-RIV-08189	HP37	Road	San Timoteo Canyon Road; Oak Valley Parkway	San Timoteo Canyon Road	Calimesa, Beaumont	Riverside	Structure	2006	6Z
33-020721	CA-RIV-10642	HP37	Road	First Street	E and W of Highway 79 at post mile 40.1	Beaumont	Riverside	Structure	2011	6Z
33-023389		HP11	Electrical transmission line	The Devers-San Bernardino #1 220kV transmission line	n/a	n/a	Riverside, San Bernardino	Structure	2012	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-023484		HP11	Electrical distribution line	SoCal Edison - Memphis 12kV distribution Line	n/a	n/a	Riverside, San Bernardino	Structure	a. 2013 b. 2014	6Z
33-024895		HP39	Airport	Banning Municipal Airport	200 S Hathaway Street	Banning	Riverside	Structure	2016	6Z
33-026822		HP37	Road	Segment of John Street	n/a	Banning	Riverside	Structure	2017	6Z
33-028164		HP37	Road	Paved segment of Avenue 48 following historic highway alignment	between Van Buren Street and Dillon Road	Coachella	Riverside	Structure	2017	6Z
36-007169*	CA-SBR-07169-H	HP20	Canal/aqueduct	Riverside - Warm Creek Canal, flume, and wells	n/a	Colton, Riverside	Riverside, San Bernardino	Structure	a. 1992 b. 2007 c. 2009	6Z
36-007764	CA-SBR-07764H	HP19	Bridge and drainage structure	n/a	N of railroad tracks in San Timoteo Wash	Redlands	San Bernardino	Structure	1993	6Z
36-026051		HP11	Electrical transmission line	Southern California Edison Company Hayfield-Chino 220kV Transmission Line (see 33-015035)	n/a	n/a	Riverside, San Bernardino	Structure	a. 2012 b. 2012 c. 2014	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-026224		HP11	Electrical transmission line	Southern California Edison San Bernardino-Redlands-San Timoteo and San Bernardino-Redlands-Tennessee 66kV Subtransmission Lines	n/a	n/a	Riverside, San Bernardino	Structure	a. 2013 b. 2014	6Z
33-007582*		HP11	Water Tower	Palm Springs Station	N of Highway 111, west of Tipton Road	Palm Springs	Riverside	Structure	1983	7R
33-020723	CA-RIV-10645	AH7	Railroad	Atchison, Topeka and Santa Fe Railroad segment	E and W of Highway 79 at post mile 40.3	Beaumont	Riverside	Structure	2011	7R
33-026891	CA-RIV-12627	HP39	Mid-twentieth c. transmission line	n/a	NE of intersection of Tipton Road and Highway 111	Palm Springs	Riverside	Structure	2017	7R
33-026894	CA-RIV-12630	HP39	Mid-twentieth c. transmission line	n/a	north of Windy Point	Whitewater	Riverside	Structure	2017	7R
36-006174*	CA-SBR-06174-H	HP19	Bridge	Historic "Bailey" type bridge	W of intersection of Beaumont Avenue and Nevada Street	Redlands	San Bernardino	Structure	1987	7R

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-010330	CA-SBR-10330H	AH7	Railroad	Southern Pacific Railroad	n/a	n/a	Riverside, San Bernardino	Structure	a. 1999 b. 2002 c. 2008 d. 2010 e. 2012	7R
36-015222		HP39	Monument / plaque	Fort Benson Monument	2192-2198 E Oliver Holmes Road	Colton	San Bernardino	Object	a. 1957 b. 1979	7L
33-007876		HP39	Large-scale steel and concrete dinosaur sculptures	Cabazon Dinosaurs, built between 1964 and 1985 by famous artist Claude Bell	50900 Seminole Drive	Cabazon	Riverside	Object	1993	7N1

Appendix B. California Historical Resource Status Codes (National Register of Historic Places/California Register of Historical Resources)

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California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- 1S Individual property listed in NR by the Keeper. Listed in the CR.

- 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
- 1CS Listed in the CR as individual property by the SHRC.
- 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
- 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
- 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
- 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

- 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
- 2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- 3S Appears eligible for NR as an individual property through survey evaluation.

- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- 3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

- 4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

- 5D1 Contributor to a district that is listed or designated locally.
- 5D2 Contributor to a district that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

- 5S1 Individual property that is listed or designated locally.
- 5S2 Individual property that is eligible for local listing or designation.
- 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

- 5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

- 6C Determined ineligible for or removed from California Register by SHRC.
- 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for the NR by SHRC or Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- 6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Reevaluation

- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Resubmitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated (Formerly NR Status Code 4)
- 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.
- 7W Submitted to OHP for action – withdrawn.

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Appendix C. Office of Historic Preservation Resource Attribute Codes

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APPENDIX 4: RESOURCE ATTRIBUTE CODES

(for use in Fields P3b and B11)

The following codes should be used to define the attributes of historical resources in Fields P3b and B11 on the Primary Record and Building, Structure, and Object Record, respectively. The codes are first summarized below and then defined in greater detail in the following pages of this appendix.

Attributes of Historic Resources:

HP1. Unknown	HP24. Lighthouse
HP2. Single family property	HP25. Amusement park
HP3. Multiple family property	HP26. Monument/mural/gravestone
HP4. Ancillary building	HP27. Folk Art
HP5. Hotel/motel	HP28. Street furniture
HP6. 1-3 story commercial building	HP29. Landscape architecture
HP7. 3+ story commercial building	HP30. Trees/vegetation
HP8. Industrial building	HP31. Urban open space
HP9. Public utility building	HP32. Rural open space
HP10. Theater	HP33. Farm/ranch
HP11. Engineering structure	HP34. Military property
HP12. Civic auditorium	HP35. CCC/WPA property
HP13. Community center/social hall	HP36. Ethnic minority property (list group)
HP14. Government building	HP37. Highway/trail
HP15. Educational building	HP38. Women's property
HP16. Religious building	HP39. Other
HP17. Railroad depot	HP40. Cemetery
HP18. Train	HP41. Hospital
HP19. Bridge	HP42. Stadium/sports arena
HP20. Canal/aqueduct	HP43. Mine structure/building
HP21. Dam	HP44. Adobe building/structure
HP22. Lake/river/reservoir	HP45. Unreinforced masonry building
HP23. Ship	HP46. Walls/gates/fences

Attributes of Historic Archaeological Sites:

AH1. Unknown	AH9. Mines/quarries/tailings
AH2. Foundations/structure pads	AH10. Machinery
AH3. Landscaping/orchard	AH11. Walls/fences
AH4. Privies/dumps/trash scatters	AH12. Graves/cemetery
AH5. Wells/cisterns	AH13. Wharfs
AH6. Water conveyance system	AH14. Ships/barges
AH7. Roads/trails/railroad grades	AH15. Standing structures
AH8. Dams	AH16. Other

Attributes of Prehistoric Archaeological Sites and Ethnographic Sites:

AP1. Unknown	AP9. Burials
AP2. Lithic scatter	AP10. Caches
AP3. Ceramic scatter	AP11. Hearths/pits
AP4. Bedrock milling feature	AP12. Quarry
AP5. Petroglyphs	AP13. Trials/linear earthworks
AP6. Pictographs	AP14. Rock shelter/cave
AP7. Architectural feature	AP15. Habitation debris

AP8. Cairns/rock features

AP16. Other

Historic Resource Attribute Definitions:

HP1. Unknown: No reasonable guess can be made about the historic use or function of the resource.

HP2. Single Family Property: A building constructed to house one family.

HP3. Multiple Family Property: Any building providing longer than temporary lodging for more than one person or household. E.g., duplexes, apartment buildings, dormitories, bunkhouses, etc.

HP4. Ancillary Building: Barns, outhouses, detached garages, carriage houses, sheds, etc.

HP5. Hotel/Motel: Any building or group of buildings providing temporary lodging for travelers.

HP6. Commercial Building, over 3 stories: Any type of building dealing with management, retail sales, or marketed services. E.g., stores, banks, gas stations, office buildings, etc. Do not include basement in height count.

HP7. Commercial Building, over 3 stories: Do not include basement in height count.

HP8. Industrial Building: Any building where the manufacture or distribution of products occurs. E.g. canneries, mills, foundries, warehouses, etc.

HP9. Public Utility Building: Any building that houses services available to the public at large. E.g., firehouses, power houses, electrical substations. etc.

HP10. Theater: Any place where plays, variety shows, motion pictures, etc., are presented. Includes amphitheatres.

HP11. Engineering Structure: A structure not covered in any other category. E.g., docks, runways, water towers, etc.

HP12. Civic Auditorium: Publicly owned buildings for concerts, speeches, etc.

HP13. Community Center/Social Hall: Any building designed to hold meetings of social groups. E.g., fraternal halls, women's clubs, boy scout cabins, etc.

HP14. Government Buildings: Any building designed to house government administration or transactions. E.g., post offices, city halls, county courthouses, etc.

HP15. Educational Building: Any building with an educative purpose. E.g., schools, libraries, museums, etc.

HP16. Religious Building: Any building holding religious ceremonies or connected the operations of religious organizations (e.g., churches, seminaries, parsonages, etc.

HP17. Railroad Depot: Stations and other buildings connected to the operation of railroads and streetcars. E.g., sheds, roundhouses, etc.

HP18. Train: Engines, streetcars, and rolling stock.

HP19. Bridge: Any overpass for automobiles, trains, pedestrian, etc.

HP20. Canal/Aqueduct: Any artificial waterway for transportation or irrigation. Includes large pipes, conduits, drainage ditches, and bridge-like structures for carrying water.

HP21. Dam: Any barrier constructed to hold back water.

- HP22. Lake/River/Reservoir: Any inland body of water, natural stream of water, or place where water is collected and stored.
- HP23. Ship: Any vessel able to navigate inland or ocean waters.
- HP24. Lighthouse: Any building or structure from which ships are guided by sight or sound.
- HP25. Amusement Park: An outdoor place with various amusement buildings, structures, or devices. Includes zoological parks.
- HP26. Monument/Mural/Gravestone: 1) Any object with a commemorative or artistic purpose; 2) Any painting, photograph, etc. on a wall or ceiling. E.g., statue, obelisk, sculpture, etc.
- HP27. Folk art: Any object that expresses the artistic capacities of a people without being the product of formal training.
- HP28. Street Furniture: Any object that is permanently placed near a street. E.g., fire hydrants, streetlights, benches, curbstones, hitching posts, etc.
- HP29. Landscape Architecture: Any place in which trees, bushes, lawns, fountains, walls etc. have been arranged for esthetic effect.
- HP30. Trees/Vegetation: Any plant, whether planted or growing naturally, not part of a landscape plan.
- HP31. Urban Open Space: Any area that has experienced little building or other development within in a city limits. E.g., parks, grounds, or large open lots.
- HP32. Rural Open Space: Any area that has experienced little building or other development outside a city limits.
- HP33. Farm/Ranch: Any place where crops or animals are raised.
- HP34. Military Property: Any property owned by one of the U.S. armed services, including the national Guard.
- HP35. New Deal Public Works Project: Any property built under one of the public works programs of the New Deal. Includes properties aided by funds or personnel from the Works Progress Administration (WPA) and successors, Public Works Administration (PWA), Civilian Conservation Corps (CCC), etc.
- HP36. Ethnic Minority Property: Any property closely associated with events, individuals, groups, or social patterns important in the history of an ethnic group. Includes properties designed by important ethnic group members. Add further information by including the name of the ethnic group involved. The OHP has abbreviations for five groups, so put these two letters in front of the name: AA African Americans, CH Chinese, JA Japanese, LA Latino, NA Native Americans. The OHP will adopt other abbreviations as properties associated with other ethnic groups are identified.
- HP37. Highways/Trail: Any roadway, from freeway to footpath.
- HP38. Women's Property: Any property closely associated with events, individuals, groups. or social patterns important in the history of women. Includes work of women designers as well as buildings such as YWCAs and women's clubs.
- HP39. Other: If no other code applies, enter HP39.
- HP40. Cemetery: Burial ground with monuments (except archeological sites).
- HP41. Hospital: Any facility for treatment of the sick.
- HP42. Stadium/Sports Arena: Any structure or building that provides a place in which sporting events are viewed.

HP43. Mine: Any structure or building connected with mining. E.g., mine shafts, head frames, stamp mills, shops, etc.

HP44. Adobe building/Structure.

HP45. Unreinforced masonry building.

HP46. Walls/gates/fences.

Historic Archaeological Site Attribute Definitions:

AH1. Unknown: no characteristics listed on the site record.

AH2. Foundations: structural footings or lineal alignments made from wood, brick or rock to support a structure (e.g., slabs of concrete, leveled earth pads, pilings, walls, stairs, etc.).

AH3. Landscaping: evidence of modification through contouring of the land or planting vegetation (e.g., hedgerow, orchards, terraces, and ponds).

AH4. Privy pits/trash scatters/dumps: any refuse deposits, outhouse pits, or other accumulation of debris (e.g., trash pits, trash scatters, outhouse pits, and dumps).

AH5. Well/cistern: a hole or receptacle designed to hold or provide access to water which may or may not be lined.

AH6. Water conveyance system: any device constructed to transport water over a distance (e.g., flumes, pipes, ditches, canals, and tunnels).

AH7. Road/trail/railroad bed: a lineal construction, either depressed, elevated, or on ground level, designed to facilitate the transportation of people or vehicles (e.g., bridge, railroad grade, tunnel, trail, wagon road, etc.).

AH8. Dam: a barrier constructed to contain a body of water.

AH9. Mine: an excavation and associated structures built into the earth to extract natural resources (ore, precious metals, or raw lithic materials). This category includes quarries. Examples include: shafts, elevators, mining tunnels, quarry, glory holes, tailings.

AH10. Machinery: a mechanical device (e.g., mills, farm equipment, steam donkeys, windmills, etc.).

AH11. Wall/fence: any wall or fence including postholes or posts placed at regular intervals, retaining walls, post-cairns, walls, fences, jetties, and breakwaters.

AH12. Grave/cemetery: any single or multiple burial location.

AH13. Wharf: a structure or remains of a structure built at the shore of a harbor or river for the docking of ships or boats; pier; dock.

AH14. Ships/barges: floating vessels designed for transporting people or goods across water.

AH15. Standing structure: any historic building that is still standing (e.g., outhouse, shed, house, cabin, office building, barn, etc.).

AH16. Other: check if there is no other category in which the site description could be placed.

Prehistoric Archaeological Site Attribute Definitions:

- AP1. Unknown: no characteristics listed on the site record.
- AP2. Lithic scatter: a major characteristic of the site is a scatter of chipped or flaked stone resulting from human manipulation (e.g., obsidian flakes and few or no other artifacts).
- AP3. Ceramic scatter: a major characteristic of the site is a scatter of pot sherds. If the site contains both lithics and ceramics, check both.
- AP4. BRM/milling feature: site contains one or more bedrock mortars, milling surfaces or cupules which indicate material processing activity.
- AP5. Petroglyphs: site contains a stone surface which has been scored by humans in a patterned manner for a purpose other than material processing. This category includes intaglios.
- AP6. Pictographs: site includes any design painted on a rock surface.
- AP7. Architectural feature: site contains any feature which indicates the presence of human construction activity (e.g., post holes, house pits, dance house, sweat lodge, hunting blinds, fish traps).
- AP8. Stone feature: site contains a patterned arrangement of rocks purposefully constructed or modified (e.g., rock alignments, cairns, rock rings of unknown function, etc.). AP9. Burial: the site contains human bone.
- AP10. Cache: the site contains an natural or constructed feature used for storing food or goods.
- AP11. Hearths/pits: site contains any feature which indicated cooking activity, such as roasting pits, association of cracked or burnt rock, discolored soil, ash and carbonized wood or plants.
- AP12. Quarry: site contains a source of lithic material with evidence of human usage.
- AP13. Lineal feature: site contains natural or constructed features indicating human use such as trails, earth works, windrows or stone fences.
- AP14. Rock shelter/cave: a concavity within a rock surface evidencing human use.
- AP15. Habitation debris: site contains a deposit characterized by a wide range of artifacts, materials or features which represent a variety of human activities.
- AP16. Other: check here if there is no other category in which the site description can be placed.

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Appendix D. Section 106 Federal Railroad Administration Invitation to Consult Letters

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California Department of Parks and Recreation,
Inland Empire District
17801 Lake Perris Drive
Perris, CA 92571-8400

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Total Postage and Fees	\$8.05

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Julianne Polanco
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

5560 6626 1001 9299 0285

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<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

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Bureau of Indian Affairs- Palm Spring Agency
P.O. Box 2245
Palm Springs, CA 92263

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<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

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Postage	\$1.75
Total Postage and Fees	\$8.05

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Palm Springs USFWS
777 E. Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

9000 6626 1000 9299 0300

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OCT 16 2019
USPS
RIVERSIDE, CA 92507

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Total Postage and Fees	\$8.05

10/16/2019

Bureau of Indian Affairs- Southern California
Agency
1451 Research Park Drive, Suite 100
Riverside, CA 92507

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OCT 16 2019
SOUTH VALLEY SA
PALM SPRINGS, CA 92262

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BLM Palm Springs-South Coast Field Office
1201 Bird Center Drive
Palm Springs, CA 92262

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Public Arts and Historic Preservation
Commission Meeting-City of Indio
150 Civic Center Mall
Indio, CA 92201

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

5510 6620 0001 9299 0007

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Total Postage and Fees	\$8.05

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Andrew Walters
Caltrans, District 8
464 W. Fourth Street
San Bernardino, CA 92401

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Mark Persico
300 N. "D" Street, 6th Floor
San Bernardino, CA 92418

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James Troyer
35 Cajon St
Redlands, CA 92378

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Ryan Stendell
73-510 Fred Waring Drive
Palm Desert, CA 92260

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Charles Rangel
65-950 Pierson Blvd.
Desert Hot Springs, CA 92240

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Total Postage and Fees	\$8.05	10/16/2019

Gilman Historic Ranch and Wagon Museum
1901 W Wilson St
Banning, CA 92220

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<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	10/16/2019

Pat Milos
68-700 Avenida Lalo
Cathedral City Hall, CA 92234

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<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
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Total Postage and Fees	\$8.05	10/16/2019

David Heiss
P.O. Box 331
Beaumont, CA 92223

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RANCHO MIRAGE, CA 92270

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<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	10/16/2019

Bud Kopp
69-825 Highway 111
Rancho Mirage, CA 92270

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Postage	\$1.75	
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Colton Area Museum
P.O. Box 1648
Colton, CA 92324

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7018 1130 0001 8664 3591

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Postage	\$1.75	
Total Postage and Fees	\$8.05	10/16/2019

Malki Museum on Morongo Indian Reservation
11795 Malki Road
Banning, CA 92220

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Redlands, CA 92373

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82616 Miles Ave
Indio, CA 92202

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La Quinta, CA 92253

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<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

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Postmark
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Postage	\$1.75
Total Postage and Fees	\$8.05

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Moreno Valley Historical Society
P.O Box 66
Moreno Valley, CA 92556

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<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

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Postage	\$1.75
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Sent To
Ray Tellis
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

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PALM DESERT, CA 92260

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<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

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Postage	\$1.75
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Sent To
Russell Grance
73510 Fred Waring Drive
Palm Desert, CA 92260

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COACHELLA, CA 92236

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<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

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Postmark
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Postage	\$1.75
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Luis Lopez
1515 6th Street
Coachella Valley, CA 92236

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OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Jerry Blum
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415

7019 1120 0001 9299 0339

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YUCAIPA, CA 92399

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Paul Tomey
34272 Yucaipa Boulevard
Yucaipa, CA 92399

7019 1120 0001 9299 0414

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RIVERSIDE, CA 92501

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

David Jones
4080 Lemon Street, 12th Floor
Riverside, CA 92501

7019 1120 0001 9299 0049

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PALM DESERT, CA 92260

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Palm Springs Historical Society Museum
72-861 El Paseo
Palm Desert, CA 92260

7019 1120 0001 9299 0315

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INDIO, CA 92201

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Les Johnson
100 Civic Center Mall
Indio, CA 92201

7019 1120 0001 9299 0056

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PALM DESERT, CA 92260

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27

 10/16/2019

Sent To
Cultural Resource Preservation Committee
73510 Fred Waring Drive
Palm Desert, CA 92260

7019 1120 0001 9299 0421

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LOMA LINDA, CA 92354

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$0.00
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$5.25

0168 27

 10/16/2019

Sent To
Konrad Bolowich
25541 Barton Road
Loma Linda, CA 92354

7019 1120 0001 9299 0070

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PALM DESERT, CA 92261

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27

 10/16/2019

Sent To
Palm Springs Historical Society
P.O. Box 77
Palm Springs, CA 92261

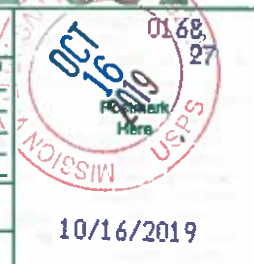
7019 1120 0001 9299 0436

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LA QUINTA, CA 92253

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27

 10/16/2019

Sent To
City of La Quinta - Historic Preservation
Commission
78-495 Calle Tampico
La Quinta, CA 92253

7019 1120 0001 9299 0087

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PALM SPRINGS, CA 92262

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27

 10/16/2019

Sent To
Sidney Williams
300 S Palm Canyon Dr
Palm Springs, CA 92262

7019 1120 0001 9299 0445

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COLTON, CA 92324

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05

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 10/16/2019

Sent To
Don Earp
650 North La Cadena Drive
Colton, CA 92324

7019 1120 0001 9299 0186

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BANNING, CA 92220

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage	\$1.75
Total Postage and Fees	\$8.05

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 Postmark Here
 OCT 16 2019
 10/16/2019

Brian Guillot
 99 E Ramsey St.
 Banning, CA 92220

7019 1120 0001 9299 0186

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YUCAIPA, CA 92399

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27
 Postmark Here
 OCT 16 2019
 10/16/2019

Yucaipa Valley Historical Society
 35308 Panorama Dr
 Yucaipa, CA 92399

7019 1120 0001 9299 0193

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BEAUMONT, CA 92223

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27
 Postmark Here
 OCT 16 2019
 10/16/2019

Rebecca Deming
 550 E. 6th Street
 Beaumont, CA 92223

7019 1120 0001 9299 0170

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REDLANDS, CA 92374

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage	\$1.75
Total Postage and Fees	\$8.05

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 Postmark Here
 OCT 16 2019
 10/16/2019

San Bernardino County Museum
 2024 Orange Tree Lane
 Redlands, CA 92374

7019 1120 0001 9299 0216

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MORENO VALLEY, CA 92553

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27
 Postmark Here
 OCT 16 2019
 10/16/2019

Allen Brock
 14177 Frederick St.
 Moreno Valley, CA 92553

7019 1120 0001 9299 0200

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CALIMESA, CA 92320

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage	\$1.75
Total Postage and Fees	\$8.05

0168 27
 Postmark Here
 OCT 16 2019
 10/16/2019

Keith Gardner
 908 Park Ave
 Calimesa, CA 92320

7019 1120 0001 9299 0124

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PALM SPRINGS, CA 92264

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05



10/16/2019

Erik Rosenow
1775 East Palm Canyon Drive, Suite 110-195
Palm Springs, CA 92264

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 1120 0001 9299 0094

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PALM SPRINGS, CA 92262

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05



10/16/2019

Jackie Bagnall
219 S Palm Canyon Dr
Palm Springs, CA 92262

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 1120 0001 9299 0117

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RANCHO MIRAGE, CA 92270

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05



10/16/2019

Josh Altopp
69825 CA-111
Rancho Mirage, CA 92270

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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PALM SPRINGS, CA 92262

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05



10/16/2019

Flinn Fagg
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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REDLANDS, CA 92373

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05



10/16/2019

Linda Serros
P.O. Box 470
Redlands, CA 92373

7019 1120 0001 9299 0130

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REDLANDS, CA 92375

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05



10/16/2019

Redlands Area Historical Society
P.O. Box 8775
Redlands, CA 92375

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COLTON, CA 92324

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Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00
Postage	\$1.75
Total Postage and Fees	\$8.05

0168
58

Postmark
Here

10/16/2019

Sent to
Steve Weiss
659 N. La Cadena Drive
Colton, CA 92324

7019 1120 0001 9299 0407

7019 1120 0001 9299 0841

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PALA, CA 92059

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee if appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

THPO Shasta Gaughen
Pala Band of Mission Indians (THPO)
12196 Pala Mission Rd
Pala, CA 92059

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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WARNER SPRINGS, CA 92086

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee if appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Shane Chapparosa
Los Coyotes Band of Mission Indians
P.O. Box 189
Warner Springs, CA 92086

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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SAN JACINTO, CA 92581

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee if appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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TEMECULA, CA 92593

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee if appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairman Mark Macarro
Pechanga Band of Mission Indians of the
Pechanga Reservation
P.O. Box 1477
Temecula, CA 92593

See Reverse for Instructions

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LOS ANGELES, CA 90089

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee if appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Sam Dunlap
Gabrielino Tongva Nation
P.O. Box 86908
Los Angeles, CA 90089

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 1120 0001 9299 0858

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PAUMA VALLEY, CA 92061

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee if appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairman Randall Majel
Pauma Band of Luiseno Indians - Pauma and
Yuma Reservation
P.O. Box 369
Pauma Valley, CA 92061

See Reverse for Instructions

7019 1120 0001 9299 0490

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PAUMA VALLEY, CA 92264

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fees as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	

10/16/2019

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

7019 1120 0001 9299 0834

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PAUMA VALLEY, CA 92264

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fees as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	

10/16/2019

Chairman Fred Nelson
La Jolla Band of Luiseno Indians
22000 Highway 76
Pauma Valley, CA 92264

7019 1120 0001 9299 0513

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ALPINE, CA 91901

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fees as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	

10/16/2019

Chairperson Robert Pinto
Ewiiapaayp Tribal Office
4054 Willows Road
Alpine, CA 91901

7019 1120 0001 9299 0889

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COACHELLA, CA 92236

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fees as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	

10/16/2019

Chairman Darrell Mike
Twenty-Nine Palms of Mission Indians of
California
46-200 Harrison Place
Coachella, CA 92236

7019 1120 0001 9299 0452

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COVINA, CA 91723

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fees as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	

10/16/2019

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

7019 1120 0001 9299 0872

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VALLEY CENTER, CA 92082

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fees as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	

10/16/2019

Chairman Frederick Mazzetti
Rincon Band of Luiseno Mission Indians of the
Rincon Reservation
P.O. Box 68
Valley Center, CA 92082

7019 1120 0001 9299 0483

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COACHELLA, CA 92286

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

7019 1120 0001 9299 0520

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LOS ANGELES, CA 90012

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Sandonne Goad
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

5070 1120 0001 9299 0605

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SANTA YSABEL, CA 92070

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Virgil Oyo
Sr Mesa Grande Band of Mission Indians
P.O. Box 270
Santa Ysabel, CA 92070

5070 1120 0001 9299 0537

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INDIO, CA 92203

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

6650 1120 0001 9299 0599

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JAMUL, CA 91935

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Erica Pinto
Jamul Indian Village
P.O. Box 612
Jamul, CA 91935

6650 1120 0001 9299 0544

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SAN GABRIEL, CA 91778

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fees as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

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ANZA, CA 92539

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Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Luther Salgado
Cahuilla Band of Indians
52701 U.S. Highway 371
Anza, CA 92539

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LOS ANGELES, CA 90067

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Co-Chairperson Linda Candelaria
Gabrielino-Tongva Tribe
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067

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ALPINE, CA 91901

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Robert J. Welch
Viejas Band of Kumeyaay Indians
1 Viejas Grade Road
Alpine, CA 91901

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CAMPO, CA 91906

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Ralph Goff
Campo Band of Mission Indians
36190 Church Road, Suite 1
Campo, CA 91906

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ANZA, CA 92539

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

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BELLFLOWER, CA 90707

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Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

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BOULEVARD, CA 91905

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Angela Elliott Santos
Manzanita Band of Kumeyaay Nation
P.O. Box 1302
Boulevard, CA 91905

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THERMAL, CA 92274

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Mary Resvaloso
Torres-Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

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NEWHALL, CA 91323

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

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VALLEY CENTER, CA 92082

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

Chairperson Allen E. Lawson
San Pasqual Band of Mission Indians
P.O. Box 365
Valley Center, CA 92082

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ANZA, CA 92539

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

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HIGHLAND, CA 92346

OFFICIAL USE

Certified Mail Fee	\$3.50
Extra Services & Fees (check box, add fee as appropriate)	\$2.80
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

0168
58

Postmark
Here

Postage	\$1.75
Total Postage and Fees	\$8.05

10/16/2019

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

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COSTA MESA, CA 92626

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fee as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	10/16/2019

Postmark Here

Chairwoman-Manisar Cindi Alvitre
Ti'At Society/Inter-Tribal Council of Pimu
3094 Mace Avenue, Apartment B
Costa Mesa, CA 92626

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LOS ANGELES, CA 90067

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fee as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	10/16/2019

Postmark Here

Bernie Acuna
Gabrielino-Tongva Tribe
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7019 1120 0001 9299 0797

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LOS ANGELES, CA 90020

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fee as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	10/16/2019

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Director Ron Andrade
Los Angeles Native American Indian Commission
3175 West 6th Street, Room 403
Los Angeles, CA 90020

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7019 1120 0001 9299 0766

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EL CAJON, CA 92019

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fee as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00	
Postage	\$1.75	
Total Postage and Fees	\$8.05	10/16/2019

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Chairperson Cody J. Martinez
Sycuan Band of the Kumeyaay Nation
1 Kwaaypaay Court
El Cajon, CA 92019

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SAN JACINTO, CA 92583

Certified Mail Fee	\$3.50	0168
Extra Services & Fees (check box, add fee as appropriate)	\$2.80	58
<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00	
<input type="checkbox"/> Return Receipt (electronic)	\$0.00	
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00	
<input type="checkbox"/> Adult Signature Required	\$0.00	
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Chairperson Rosemary Morillo
Soboba Band of Luiseno Indians
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Total Postage and Fees	\$8.05	10/16/2019

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Gabrielino-Tongva Tribe
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Los Angeles, CA 90067

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

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Total Postage and Fees \$8.05

10/16/2019

Chairperson Gwendolyn Parada
La Posta Band of Mission Indians
8 Crestwood Road
Boulevard, CA 91905

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 Adult Signature Required \$0.00
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Postage \$1.75

Total Postage and Fees \$8.05

10/16/2019

Tribal Administrator Javaughn Miller
La Posta Band of Mission Indians
8 Crestwood Road
Boulevard, CA 91905

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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 Adult Signature Required \$0.00
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Total Postage and Fees \$8.05

10/16/2019

Chairperson Goldie Walker
Serrano Nation of Mission Indians
P.O. Box 343
Patton, CA 92368

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7020 1120 0001 6626 2420



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

State Historic Preservation Officer Julianne Polanco
Office of Historic Preservation
1725 23rd Street
Suite 100
Sacramento, CA 95816

Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Ms. Polanco,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes

Figure 1. Regional Location Map

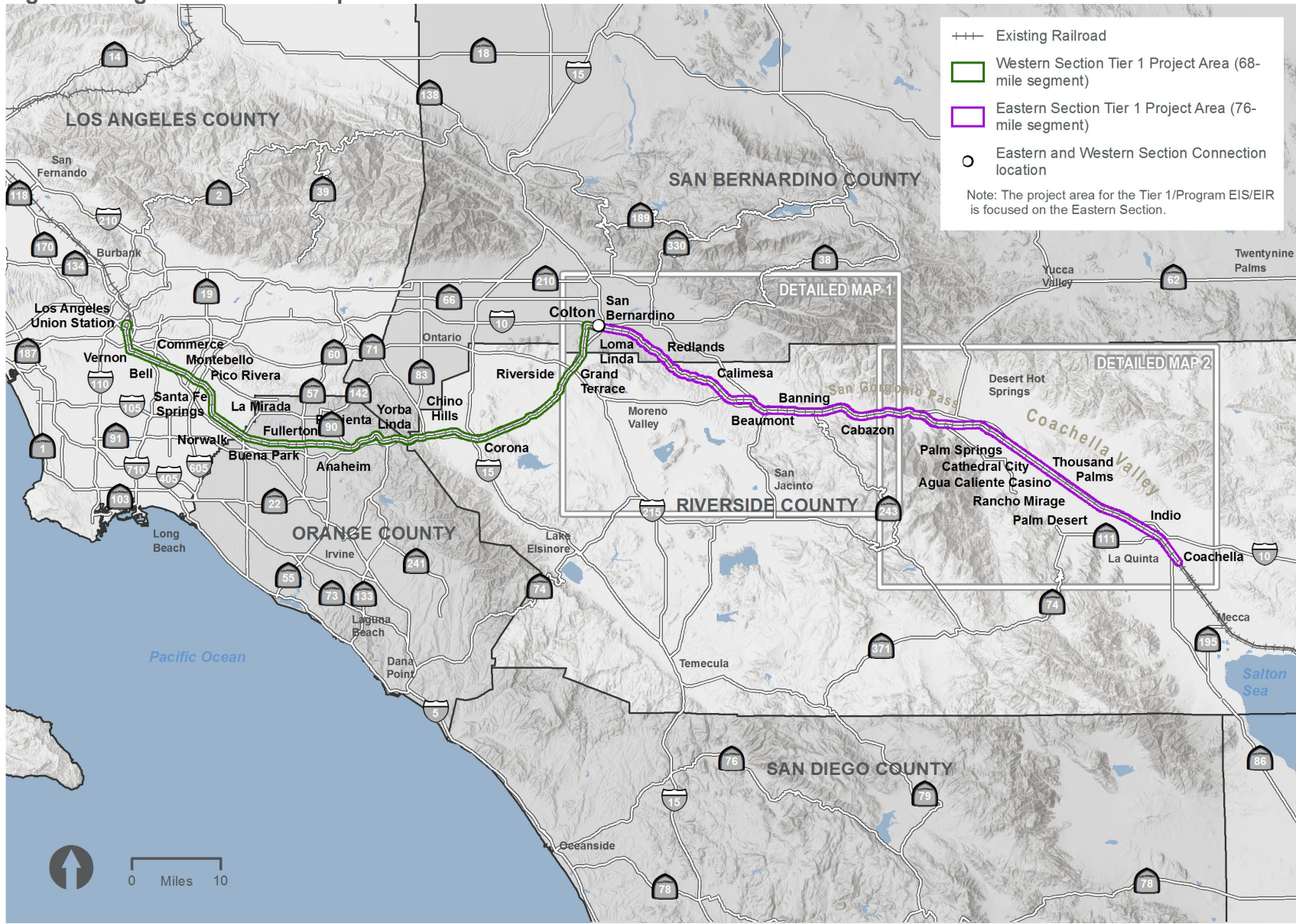


Figure 2. Project Vicinity Map – Eastern Section (1 of 2)

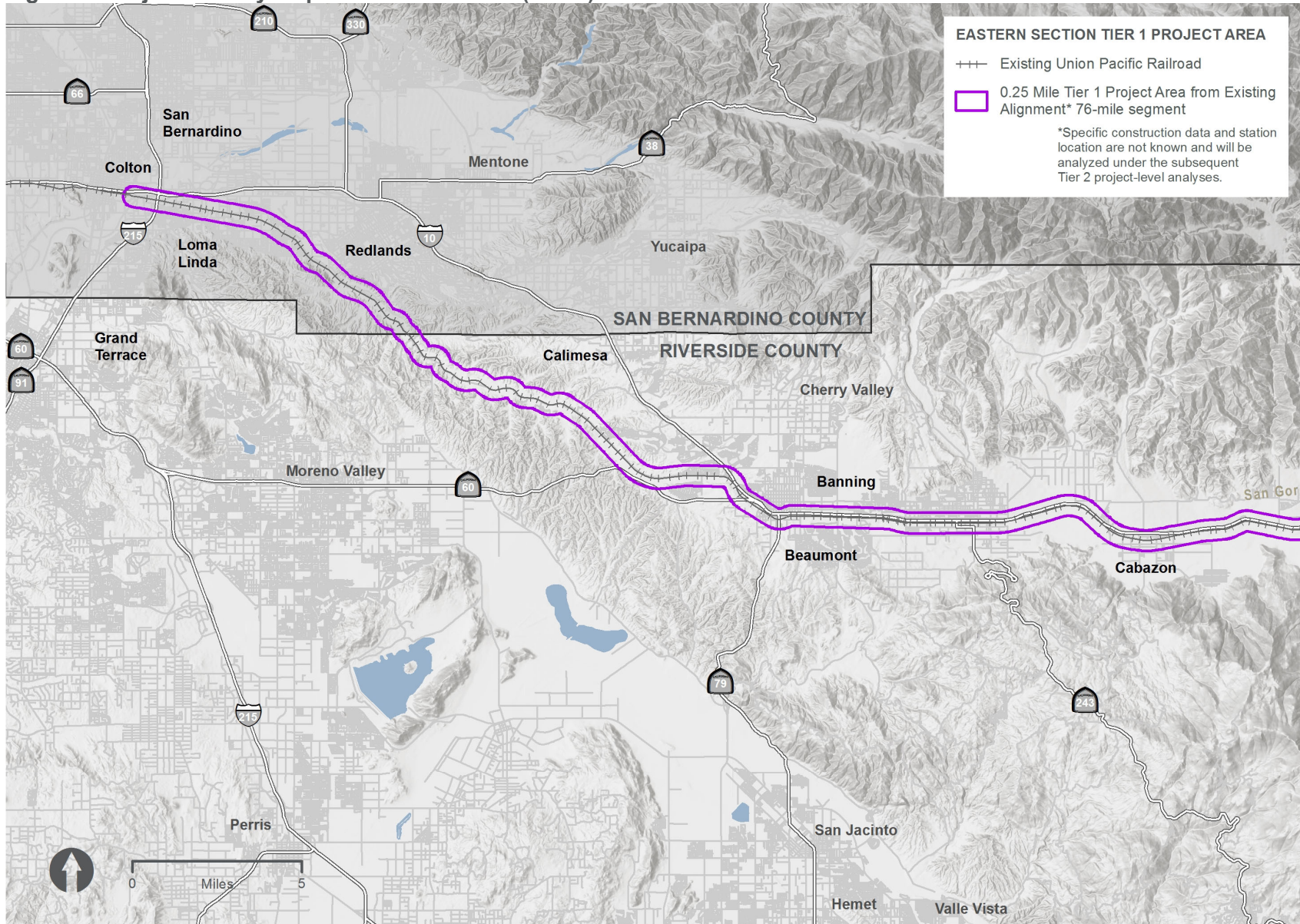
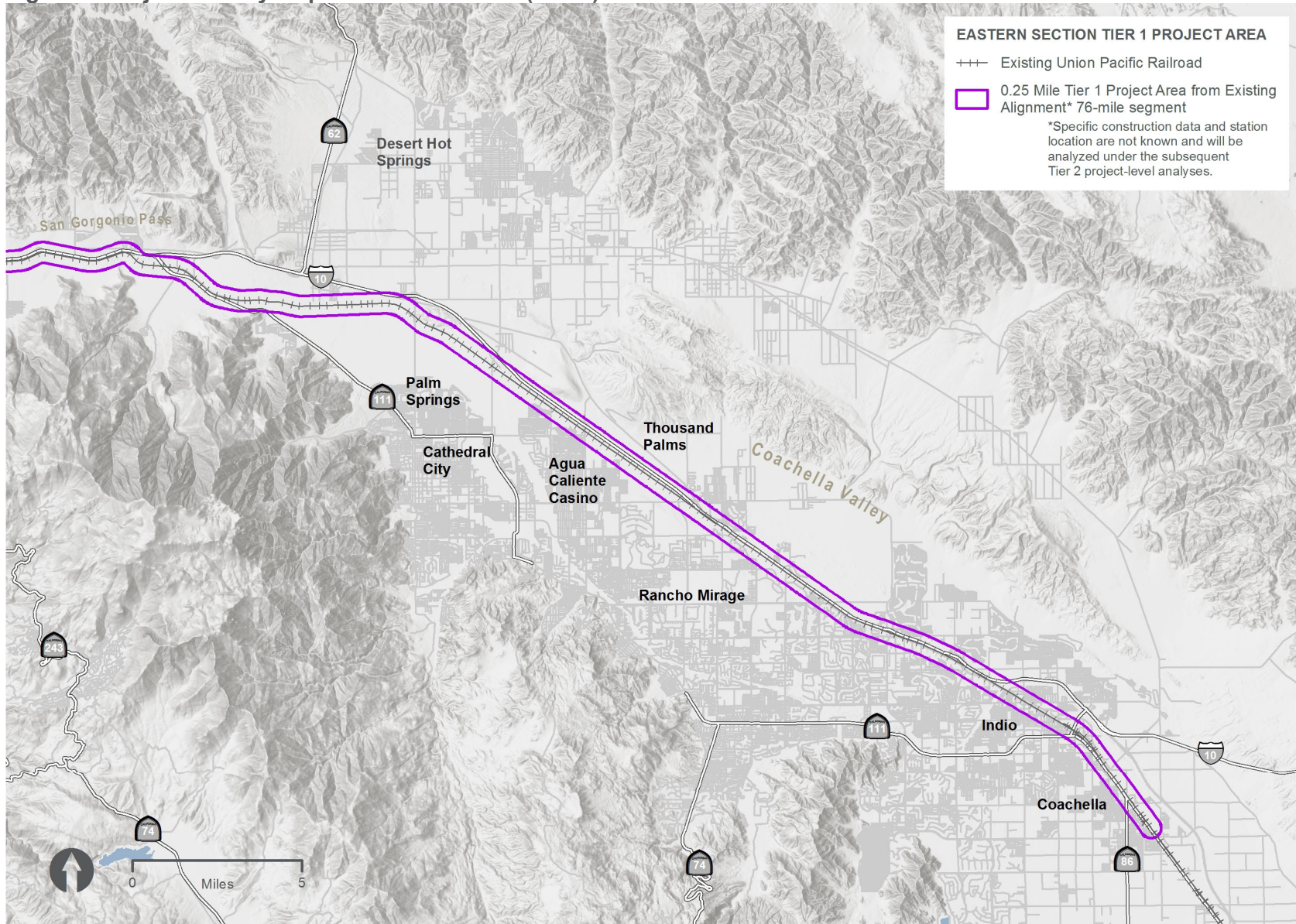


Figure 2. Project Vicinity Map – Eastern Section (2 of 2)



**ATTACHMENT A:
Identified Cultural Resources**

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Appendix A includes separate lists for archaeological and built environment resources.

- Archaeological resources are sorted first by time period (historic, prehistoric, or both) and then by California Historical Resource Status Code. Please see Attachment B for an explanation of these codes, which combine information on the NRHP and CRHR status of the resource.
- Built environment resources are sorted first by NRHP property type (building, structure, or object) and then by California Historical Resource Status Code.

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Archaeological Resources

A total of 117 archaeological sites (81 historic, 27 prehistoric, 7 both historic and prehistoric, and 2 unknown) were identified in the project area.

- Historic archaeology – 81 sites:
 - 5 sites appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 1 site has been recommended eligible for local listing or designation as the result of a survey but was not evaluated for NRHP eligibility at the time it was recorded (status code 5).
 - 27 sites have been previously recommended ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 48 sites have been previously identified as the result of a survey but either were not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Prehistoric archaeology – 27 sites:
 - 3 sites have been previously determined eligible for inclusion in the NRHP (status code 2).
 - 2 sites appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 6 sites have been previously recommended or determined ineligible for inclusion in the NRHP (status code 6).
 - 16 sites have been previously identified as the result of a survey but either were not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Both – 7 sites:
 - 1 site has been previously recommended ineligible for inclusion in the NRHP (status code 6).
 - 6 sites have been previously identified as the result of a survey but were not evaluated for NRHP eligibility at the time they were recorded (status code 7).
- Unknown – 2 sites:
 - Information about these sites is unavailable in the archives of the South Central Coastal Information Center and Eastern Information Center.

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-010971	CA-RIV-06633H	Site	Historic	AH2; AH3; AH4	Southern Pacific Railroad employee housing tract	Absent	a. 2001 b. 2005	3CS
33-014135	CA-RIV-07757	Site	Historic	AH2; AH4	Two adobe building foundations, associated artifacts	Absent	2004	3D
33-015004		Site	Historic	HP33; HP3; AH4; AH6	Singleton Ranch District	Unknown	2004	3D
33-007888		Site	Historic	HP20	Historic water conveyance system	Absent	a. 1996 b. 2002 c. 2003	3S
33-014871	CA-RIV-07926	Site	Historic	HP20; AH6	Millard Stone Canal	Absent	a. 2005 b. 2012 c. 2014	3S
33-022374	CA-RIV-11426	Site	Historic	AH2	Foundations, rockwork, and associated artifacts	Absent	2012	5S3
33-005625		Site	Historic	AH15; AH3; AH11	Kubic Ranch Site	Unknown	a. 1982 b. 2004	6Z
33-008075	CA-RIV-05973H	Site	Historic	AH4	Refuse Scatter	Absent	1997	6Z
33-008076	CA-RIV-5974H	Site	Historic	AH4	Refuse scatter	Absent	1997	6Z
33-008296	CA-RIV-06095	Site	Historic	AH4	Faunal bone refuse deposit	Absent	1997	6Z
33-009496	CA-RIV-06379H	Site	Historic	AH6; AH11; AH4	Historic water conveyance system	Absent	a. 2000 b. 2007 c. 2010	6Z
33-009748	CA-RIV-06495H	Site	Historic	AH4; AH7	Historic refuse deposits along historic road spur	Absent	a. 2000 b. 2005	6Z
33-013428		Site	Historic	AH6	Historic irrigation system	Absent	2003	6Z
33-013431		Site	Historic	AH2; AH5; AH6	Historic foundation, cistern, and irrigation system	Absent	a. 2003 b. 2012 c. 2014	6Z
33-013779	CA-RIV-07544	Site	Historic	HP33; AH6	Historic ranch remains and water conveyance features	Absent	2004	6Z
33-015002		Site	Historic	HP21; HP22; HP4; HP39	Singleton Ranch Water Transportation System	Absent	2004	6Z

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-015847	CA-RIV-08227	Site	Historic	AH2	Historic residence remains	Absent	2006	6Z
33-015848	CA-RIV-08228	Site	Historic	AH2	Historic residence remains	Absent	2006	6Z
33-015923		Site	Historic	AH4	Historic refuse scatter	Absent	2007	6Z
33-016025		Site	Historic	AH6	Cement and rock canal	Absent	2007	6Z
33-017259	CA-RIV-10847	Site	Historic	AH6; HP20; HP11	Coachella Valley Stormwater Channel	Absent	a. 2008 b. 2009 c. 2012 d. 2012 e. 2016	6Z
33-020420	CA-RIV-10328	Site	Historic	AH4	Large scatter of historic refuse	Absent	2009	6Z
33-022376	CA-RIV-11428	Site	Historic	AH7; AH9; AH4	Historic truck stop / refuse scatter / sand quarry	Absent	2012	6Z
33-022387		Site	Historic	AH4	Historic refuse scatter	Absent	a. 2013 b. 2014	6Z
33-022388	CA-RIV-11440 / CA-RIV-11439	Site	Historic	AH4	Historic refuse scatter	Absent	a. 2013 b. 2014	6Z
33-024169	CA-RIV-11922	Site	Historic	AH4	Glass scatter	Absent	2015	6Z
33-024713	CA-RIV-12237	Site	Historic	AH7	Historic unpaved road segment	Absent	2015	6Z
33-024714		Site	Historic	AH7	Historic paved road segment	Absent	2015	6Z
33-024715	CA-RIV-12238	Site	Historic	AH4	Refuse Scatter	Absent	2015	6Z
33-024926		Site	Historic	HP2; AH15; AH1	Single family residence and outbuildings	Absent	2015	6Z
33-026649	CA-RIV-12550	Site	Historic	AH2	Historic foundation and wells	Absent	2016	6Z
33-026824	CA-RIV-12609	Site	Historic	AH4	Historic refuse scatter	Absent	2017	6Z
36-024899	CA-SBR-15936H	Site	Historic	AH4	Historic refuse deposit	Absent	2012	6Z
33-005624		Site	Historic	AH1	Site of Fort Oliver- Now demolished	Absent	1982	7N
33-007787		Site	Historic	AH2	Site of Whitewater Adobe	Absent	a. 1981 b. 2008	7N1

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-000178	CA-RIV-00178H	Site	Historic	AH2; AH15; AH4	Demolished Palm Springs Station	Absent	a. 1960 b. 1980 c. 1983	7R
33-003439	CA-RIV-03439H	Site	Historic	AH4; AH15	Historic refuse scatter	Absent	a. 1988 b. 1990 c. 1999	7R
33-003441	CA-RIV-03441H	Site	Historic	AH2; AH4	Architectural debris and refuse related to Garnet Station	Absent	1988	7R
33-003442	CA-RIV-03442H	Site	Historic	AH2; AH4	Historic footings and refuse scatter related to Cabazon Station	Absent	a. 1988 b. 1999	7R
33-003443	CA-RIV-03443H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
33-003444	CA-RIV-03444H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003445	CA-RIV-03445H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003446	CA-RIV-03446H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003447	CA-RIV-03447H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
33-003448	CA-RIV-03448H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003449	CA-RIV-03449H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter related to El Casco Siding Station	Absent	a. 1988 b. 2014	7R
33-003972	CA-RIV-03972	Site	Historic	AH2; AH4	Historic residential refuse scatter and architectural debris	Absent	1990	7R
33-009194	CA-RIV-06374H	Site	Historic	AH2; AH4; AH3	Historic dog kennel remains	Absent	1999	7R
33-009195		Site	Historic	AH6; HP20; AH3	Historic water conveyance system and olive grove	Absent	1999	7R
33-009497	CA-RIV-06380H	Site	Historic	AH6; AH2; HP20	Historic water conveyance system	Absent	1999	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-009500	CA-RIV-06383H	Site	Historic	AH4	Architectural debris dumpsite	Absent	1999	7R
33-009747	CA-RIV-06494H	Site	Historic	AH6	Historic water conveyance system- Destroyed	Absent	2000	7R
33-010795	CA-RIV-06514H	Site	Historic	AH4	Extensive Refuse Deposit (4 loci)	Absent	2000	7R
33-010815	CA-RIV-06531	Site	Historic	AH4	Refuse Scatter associated with railroad	Absent	2000	7R
33-012893	CA-RIV-07166H	Site	Historic	HP20	Stone and Mortar canal	Absent	2003	7R
33-013722		Site	Historic	AH4	Architectural debris dumpsite	Absent	a. 2004 b. 2012	7R
33-014999	CA-RIV-07972	Site	Historic	AH4	Historic refuse deposits along historic road spur	Absent	2004	7R
33-015849	CA-RIV-08229	Site	Historic	AH2; AH11; AH4; AH6	Historic residence remains and associated fenceline, refuse, and water conveyance feature	Absent	2007	7R
33-015850	CA-RIV-08230	Site	Historic	AH3; AH11	Historic homestead remains and landscaping remnants	Absent	2007	7R
33-017005	CA-RIV-08852	Site	Historic	AH4	A series of discrete deposits of refuse related to the Edom train station	Absent	2007	7R
33-017588	CA-RIV-09117	Site	Historic	AH4	Historic refuse scatter	Absent	2008	7R
33-017947		Site	Historic	AH4	Historic refuse scatter	Absent	2008	7R
33-017948		Site	Historic	HP18	Two all wood refrigerator train cars	Absent	2008	7R
33-018128		Site	Historic	AH11	Barbed wire fence line	Absent	a. 2010 b. 2012	7R
33-023358	CA-RIV-11408	Site	Historic	AH2; AH5	Historic foundation and cistern	Absent	2013	7R
33-023964		Site	Historic	AH7	Historic road segment	Absent	2012	7R
33-023965		Site	Historic	AH7	Historic road segment	Absent	2012	7R
33-026892	CA-RIV-12628	Site	Historic	AH7	Historic era spur road	Absent	2017	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-026893	CA-RIV-12629	Site	Historic	AH6	Historic catchment sump	Absent	2017	7R
36-000573	CA-SBR-00575-H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
36-000574	CA-SBR-00573-H	Site	Historic	AH4; AH2	Historic refuse scatter and architectural debris	Absent	1988	7R
36-000647	CA-SBR-00647-H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
36-006008	CA-SBR-06008-H	Site	Historic	AH2; AH4; AH3	Historic residential remains	Absent	1988	7R
36-006069	CA-SBR-06069-H	Site	Historic	HP20; HP11; HP21	Water control system	Absent	1987	7R
36-006169	CA-SBR-06169-H	Site	Historic	AH4	Historic domestice refuse scatter	Absent	1988	7R
36-006173	CA-SBR-06173-H	Site	Historic	HP1; AH2; AH4	Bryn Mawr Townsite	Absent	a. 1988 b. 2008 c. 2012 d. 2014	7R
36-006856	CA-SBR-06856H	Site	Historic	AH2; AH11; AH15; AH16	Historic ranch complex remains	Absent	1990	7R
36-011287	CA-SBR-11287H	Site	Historic	AH4	Historic refuse scatter	Absent	2003	7R
36-023573		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
36-023574		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
36-023575		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
33-011573	CA-RIV-06896	Site	Prehistoric	AP15; AP11; AP3	Large lakeshore habitation site	Present	a. 2002 b. 2003 c. 2007	2S2
33-011574	CA-RIV-06897	Site	Prehistoric	AP15; AP3; AP2	Lakeshore habitation site	Unknown	a. 2002 b. 2003 c. 2007 d. 2011	2S2
33-028059	CA-RIV-12669	Site	Prehistoric	AP15; AP11; AP3; AP9	Large lakeshore habitation site	Present	2016	2S2
33-011438	CA-RIV-06823	Site	Prehistoric	AP3; AP16; AP2	Prehistoric habitation site	Present	a. 2002 b. 2002	3CS

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-014809	CA-RIV-07882	Site	Prehistoric	AP3; AP2; AP11	Village of Palsetahut. Ceremonial coyote burials, extensive artifacts and features. Reported destroyed.	Unknown	a. 2005 b. 2006	3S
33-000676	CA-RIV-00676	Site	Prehistoric	AP15; AP3; AP11	Habitation with pottery scatter and associated midden	Unknown	a. 1975 b. 1990 c. 1996 d. 1996 e. 2004 f. 2015	6Y
33-002639	CA-RIV-02639	Site	Prehistoric	AP4	Bedrock Milling Feature, now removed	Absent	a. 1982 b. 1987 c. 2000	6Z
33-009499	CA-RIV-06382	Site	Prehistoric	AP3	Pottery scatter	Absent	a. 1999 b. 2007	6Z
33-011636	CA-RIV-06915	Site	Prehistoric	AP3	Two distinct pottery scatters	Absent	2002	6Z
33-016252	CA-RIV-08403	Site	Prehistoric	AP16; AP15; AP3	Human cremation with associated pottery and flaked stone	Present	a. 2007 b. 2010	6Z
33-017288	CA-RIV-08988	Site	Prehistoric	AP3; AP2	Large scatter of historic fragmented bone and shell; prehistoric artifact scatter	Absent	2008	6Z
33-009780	CA-RIV-06508	Site	Prehistoric	AP3; AP2	Prehistoric artifact scatter	Unknown	2000	7N
33-009781	CA-RIV-06509	Site	Prehistoric	AP2	Prehistoric lithic scatter	Absent	2000	7N
33-000790	CA-RIV-00790	Site	Prehistoric	AP15; AP3	Prehistoric campsite	Absent	a. no date b. 1982 c. 1987	7R
33-000809	CA-RIV-00809	Site	Prehistoric	AP15; AP3; AP2	Prehistoric artifact scatter disturbed by pipeline	Absent	a. 1976 b. 1999	7R
33-001767	CA-RIV-01767	Site	Prehistoric	AP15; AP3; AP11	Complex Lakeshore habitation site	Unknown	a. 1980 b. 1987 c. 2002	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-002733	CA-RIV-02733	Site	Prehistoric	AP15; AP11	Habitation site	Unknown	1983	7R
33-003222	CA-RIV-03222	Site	Prehistoric	AP2; AP15	scatter of prehistoric artifacts	Absent	1987	7R
33-007425	CA-RIV-05799	Site	Prehistoric	AP15; AP3; AP11	Habitation site with associated features and artifacts	Unknown	a. 1995 b. 2002	7R
33-013718	CA-RIV-07516	Site	Prehistoric	AP3	Prehistoric pottery scatter and one fragment of olive glass	Absent	2004	7R
33-013795	CA-RIV-07553	Site	Prehistoric	AP2; AP1	Scatter of ground stone artifacts, possible cremation, and possible hearth feature	Present	2004	7R
33-015893	CA-RIV-08256	Site	Prehistoric	AP4; AP2	Bedrock Milling feature with associated artifacts	Absent	2007	7R
33-017006	CA-RIV-08853	Site	Prehistoric	AP2; AP3	Resource processing site	Absent	2007	7R
33-017011	CA-RIV-08858	Site	Prehistoric	AP2	Resource processing site/lithic scatter	Absent	2007	7R
33-026895	CA-RIV-12631	Site	Prehistoric	AP2; AP3; AP15	Prehistoric seasonal habitation site	Unknown	2017	7R
33-026896	CA-RIV-12632	Site	Prehistoric	AP3	Prehistoric Pottery scatter	Absent	2017	7R
36-006123	CA-SBR-06123	Site	Prehistoric	AP2	Prehistoric groundstone scatter	Absent	1988	7R
33-015337		Site	Both	AP3; AH4	SCL fragment and one buffware fragment	Absent	2006	6Z
33-000179	CA-RIV-00179	Site	Both	AP9; AP16	1840s Historic era Cahuilla smallpox burial site	Present	a. 1960 b. 1983	7R
33-000794	CA-RIV-00794	Site	Both	AP15; AP3; AH4	Historic era Cahuilla campsite	Unknown	a. no date b. 1982 c. 1987 d. 2004 e. 2007	7R

Archaeological Resources

Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-001634	CA-RIV-01634	Site	Both	AP15; AP16; AH4	Multi component site including prehistoric food processing and associated artifact scatter and Historic refuse scatter	Unknown	a. 1972 b. 1987 c. 1990	7R
33-001768	CA-RIV-01768	Site	Both	AP3; AP11; AP15; AH4	Complex Dune habitation site	Absent	a. 1980 b. 1978	7R
36-002314	CA-SBR-02314	Site	Both	AP15; AP3; AP2; AP16	Historic era Cahuilla Campsite	Unknown	a. 1933 b. 1967 c. 1971 d. 1993	7R
36-002999	CA-SBR-02999/H	Site	Both	AP1	Jumuba Rancheria	Unknown	a. 1938 b. 1951	7R
36-016147		Unknown	Unknown		Information missing at SCCIC			
unknown	CA-RIV-12188	Site	Unknown		Information missing at EIC			

Built Environment Resources

A total of 267 built environment resources (242 buildings, 23 structures, and 2 objects) were identified in the project area.

- Buildings – 242 buildings:
 - 1 building, the San Timoteo Canyon Schoolhouse, is listed in the NRHP (status code 1).
 - 30 buildings appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 66 buildings have been previously recommended or determined eligible for local listing or designation but were not evaluated for NRHP eligibility at the time they were recorded (status code 5).
 - 106 buildings have been previously recommended ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 39 buildings have been previously identified as the result of a survey but either were not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Structures – 23 structures:
 - 3 structures appear (i.e., were recommended) eligible for inclusion in the NRHP as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 14 structures have been previously recommended or determined ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 6 structures have been previously identified as the result of a survey but were not evaluated for NRHP eligibility at the time they were recorded (status code 7).
- Object – 2 objects:
 - 2 objects have been previously identified as the result of a survey but need to be reevaluated for NRHP eligibility (status code 7).

Note: In the table that follows, an asterisk (*) next to the primary number designates resources that appear to have been destroyed since they were last recorded.

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-007292		HP15	San Timoteo Canyon Schoolhouse	El Casco Schoolhouse	31985 San Timoteo Canyon Road	El Casco	Riverside	Building	a. 1983 b. 2000	1S
33-008351		HP38; HP13	Club house	Banning Women's Club	175 W Hays Street	Banning	Riverside	Building	1983	3CS, 7L
33-013720*		HP2	Single family residence	n/a	34200 San Timoteo Canyon Road	Beaumont	Riverside	Building	2004	3D
36-019926*		HP2; HP4	Single family residence	Howard Van Der Wall House	26472 Mission Road	Loma Linda	San Bernardino	Building	a. 2003 b. 2013	3D
33-005619*		HP33; HP2; HP30; HP4	Ranch house	San Cayetano Ranch; Bell Ranch	Chase School Road	Thousand Palms	Riverside	Building	1982	3S
33-005652		HP16	Church	Our Lady of Soledad Catholic Church	1612 1st Street	Coachella	Riverside	Building	1983	3S
33-005659		HP6	Commercial building	Lopes Hardware Store; First National Bank	1604 6th Street	Coachella	Riverside	Building	1983	3S
33-005663*		HP4	Outdoor summer sleeping quarters	Submarine	1463 7th Street	Coachella	Riverside	Building	1983	3S
33-005666		HP9	Power office	California Electric Office	1684 9th Street	Coachella	Riverside	Building	1983	3S
33-005792		HP15; HP16; HP13	Church built by Japanese Christians	Coachella Church of Jesus Christ; Friends of Jesus Church	85490 Avenue 50	Coachella	Riverside	Building	1995	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006211		HP6	Commercial bank building	Beaumont Bank; Precision Stamping	252 W 5th Street	Beaumont	Riverside	Building	1983	3S
33-006215		HP15; HP14	Beaumont Civic Center	Beaumont High School	550 E 6th Street	Beaumont	Riverside	Building	a. 1983 b. 1999	3S
33-007293		HP2; HP19	Single family residence and SPRR Bridge	n/a	31710 San Timoteo Canyon Road	El Casco	Riverside	Building	1983	3S
33-007295*		HP33; HP2; HP3; HP4; HP22; HP46	Haskell Ranch	Noble Ranch; Clough Ranch; Singleton Ranch	34200 San Timoteo Canyon Road	Beaumont	Riverside	Building	a. 1983 b. 2004	3S
33-007879		HP6; AH2; AH3	Commercial building	Henderson / Reid Building	NE corner of San Gorgonio Avenue and Livingston Street	Banning	Riverside	Building	a. 1983 b. 1991	3S
33-008299		HP5	Hotel	Hotel Indio	82923 Miles Avenue	Indio	Riverside	Building	1984	3S
33-008305		HP2; HP4	Single family residence and guest house	n/a	45120 King Street	Indio	Riverside	Building	1984	3S
33-008307		HP4	outdoor summer sleeping quarters	Submarine	44885 Oasis Street	Indio	Riverside	Building	1983	3S
33-008337		HP2	Single family residence	Davis Home	933 E Barbour Street	Banning	Riverside	Building	1983	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008357		HP10	Art Deco Theater	Corey Building; Fox Theater	84 W Ramsey Street	Banning	Riverside	Building	1983	3S
33-008358		HP5	Commercial building	Hotel Banning	225 W Banning Street	Banning	Riverside	Building	1983	3S
33-009109		HP16	Church	Saint Agnes Church; Grace Lutheran Church	111 N 2nd Street	Banning	Riverside	Building	1983	3S
33-009110		HP2	Single family residence	C. D. Hamilton Home	181 N 2nd Street	Banning	Riverside	Building	1983	3S
33-009132		HP6	Commercial building	Hendrick's Market; Tri City Stationery	141 N San Gorgonio Avenue	Banning	Riverside	Building	1983	3S
33-009134		HP6; HP13	Commercial building	Oddfellows Building	25 S San Gorgonio Avenue	Banning	Riverside	Building	1983	3S
33-017933		HP3; HP36; HP13	Multiple family property	Fred Young Farm Labor Center	47155 Van Buren Street	Indio	Riverside	Building	2009	3S
36-006172	CA-SBR-06172-H	HP33; HP2; HP36; HP4	Winery complex	Vache-Brookside Winery complex, including Chinese worker housing	W of intersection of San Timoteo Canyon Road and W Fern Avenue	Redlands	San Bernardino	Building	a. 1980 b.1988 c. 2000	3S
36-017260	CA-SBR-06172H	HP8; HP36	The old Brookside Winery	see resource 36-006172	W of intersection of San Timoteo Canyon Road and W Fern Avenue	Redlands	San Bernardino	Building	1980	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-020801		HP15	Educational building	Evans Hall / Cutler Hall, Loma Linda University	24785 Stewart Street	Loma Linda	San Bernardino	Building	2008	3S
36-020802		HP15	Educational building	Shyrock Hall, Loma Linda University	24745 Stewart Street	Loma Linda	San Bernardino	Building	2008	3S
33-006170		HP2	Single family residence	Bogart House	545 Euclid Avenue	Beaumont	Riverside	Building	a. 1983 b. 1994	3S, 7L
33-005651		HP2	Single family residence	n/a	1105 Vine Avenue	Coachella	Riverside	Building	1983	5S2
33-005653*		HP2	Single family residence	n/a	1451 3rd Street	Coachella	Riverside	Building	1983	5S2
33-005654*		HP2	Single family residence	n/a	1445 4th Street	Coachella	Riverside	Building	1983	5S2
33-005655		HP2	Single family residence	Syrus Hughs House	1457 4th Street	Coachella	Riverside	Building	1983	5S2
33-005658		HP6	Original business building in Coachella	Reed Building	1601 6th Street	Coachella	Riverside	Building	1983	5S2
33-005660		HP13	Masonic Hall	Masonic Hall; Rolavision Store	1694 6th Street	Coachella	Riverside	Building	1983	5S2
33-005662		HP15	Elementary school	Palm View School	1390 7th Street	Coachella	Riverside	Building	1983	5S2
33-005664		HP6	Coachella's fist newspaper "The Submarine"	Ceramics shop; Submarine Newspaper Office	1604 7th Street	Coachella	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-005665		HP2	Single family residence	Home built by the Thomases, pioneer family of Coachella Valley	1609 7th Street	Coachella	Riverside	Building	1983	5S2
33-005668		HP2	Single family residence	Hamner Family Home; Harry Bloom Home	85735 Highway 111	Coachella	Riverside	Building	1983	5S2
33-005670		HP39: Other	Old Fire House	Old Fire House	1517 6th Street	Coachella	Riverside	Building	1983	5S2
33-006093*		HP2	Single family residence	Valdivia Home	368 B Street	Beaumont	Riverside	Building	1983	5S2
33-006110*		HP2	Single family residence	n/a	635 California Avenue	Beaumont	Riverside	Building	1983	5S2
33-006131		HP2	Single family residence	n/a	620 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006132		HP2	Single family residence	n/a	634 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006142		HP2	Single family residence	n/a	644 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006160		HP2	Single family residence	Sones Home	615 Egan Avenue	Beaumont	Riverside	Building	1983	5S2
33-006161		HP2	Single family residence	n/a	629 Egan Avenue	Beaumont	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006162		HP2	Single family residence	Kirkpatrick House	633 Egan Evanue	Beaumont	Riverside	Building	1983	5S2
33-006164		HP2	Single family residence	n/a	655 Egan Avenue	Beaumont	Riverside	Building	1983	5S2
33-006167		HP2	Single family residence	n/a	330 Elm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006196		HP16	Guadalupe Chapel	St. John Christian Community Church	419 Olive Avenue	Beaumont	Riverside	Building	1983	5S2
33-006200		HP2	Single family residence	n/a	552 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006201		HP2	Single family residence	n/a	556 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006202		HP2	Single family residence	Lynne Bebee Home	638 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006205		HP2	Single family residence	n/a	532 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006206*		HP2	Single family residence	Martin Home	625 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006207*		HP2	Single family residence	Hershey Home; King Home	651 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006218		HP2	Single family residence	n/a	349 W 7th Street	Beaumont	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006228*		HP39	McCullough /Merkel Ranch	Three Rings Ranch	n/a	Beaumont	Riverside	Building	1983	5S2
33-007294		HP33	Ranch house (two buildings)	Silas Cox Ranch; Fisherman's Retreat	32300 San Timoteo Canyon Road	El Casco	Riverside	Building	1983	5S2
33-007873*		HP39	The Cabazon Poker Casino	n/a	50580 Main Street	Cabazon	Riverside	Building	1993	5S2
33-008319		HP3	Bungalow court	n/a	82684 Miles Avenue	Indio	Riverside	Building	1984	5S2
33-008323		HP3	Bungalow court	n/a	44911 - 44925 Oasis Street	Indio	Riverside	Building	1984	5S2
33-008324		HP6	Indio Realty Building	n/a	44967 Oasis Street	Indio	Riverside	Building	1984	5S2
33-008328		HP10	Desert Theatre in Indio	n/a	42265 Fargo Street	Indio	Riverside	Building	1984	5S2
33-008333		HP2	Single family residence	n/a	225 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008334		HP2	Single family residence	Russell Jones House; W. E. Jones House	391 E Barbour Street	Banning	Riverside	Building	a. 1983 b. 2005	5S2
33-008335		HP2	Single family residence	Russell Jones House	434 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008336		HP2	Single family residence	n/a	451 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008352		HP2	Single family residence	n/a	322 E John Street	Banning	Riverside	Building	1982	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008356		HP5	The San Gorgonio Inn	Bryant House	150 E Ramsey Street	Banning	Riverside	Building	1982	5S2
33-009098		HP2	Single family residence	Charlie Morris House	486 W Williams Street	Banning	Riverside	Building	1983	5S2
33-009099		HP2	Single family residence	n/a	530 W Williams Street	Banning	Riverside	Building	1983	5S2
33-009104		HP2	Single family residence	Mc Allister Home	111 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009105		HP2	Single family residence	n/a	125 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009106		HP2	Single family residence	n/a	144 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009107		HP2	Single family residence	n/a	157 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009108		HP2	Single family residence	n/a	160 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009112		HP2	Single family residence	Dr. Ryan Home	115 N 3rd Street	Banning	Riverside	Building	1983	5S2
33-009113		HP2	Single family residence	Methodist Parsonage	180 N 3rd Street	Banning	Riverside	Building	1983	5S2
33-009117		HP2	Single family residence	F. F. Lemon Home	181 N 4th Street	Banning	Riverside	Building	1983	5S2
33-009120		HP2	Single family residence	n/a	899 W Hays Street	Banning	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-009121		HP2	Single family residence	n/a	1015 W Hays Street	Banning	Riverside	Building	1983	5S2
33-009122		HP2	Single family residence	n/a	1067 W Hays Street	Banning	Riverside	Building	1983	5S2
33-009130		HP6	Commercial building	n/a	170 W Ramsey Street	Banning	Riverside	Building	1983	5S2
33-009150		HP2	Single family residence	n/a	1222 W Lincoln Street	Banning	Riverside	Building	1983	5S2
33-009153		HP6	Commercial building	Hopper Café; Constantino's	140 W Ramsey Street	Banning	Riverside	Building	1984	5S2
33-009157		HP2	Single family residence	n/a	385 W Ramsey Street	Banning	Riverside	Building	1983	5S2
33-009164		HP6; HP14	U.S. Post Office	Hazel's Thrift Shop	125 N San Gorgonio Avenue	Banning	Riverside	Building	1983	5S2
33-009165		HP6	Commercial Building	B.D.Wilson Building; Stagecoach Press Building	137 N San Gorgonio Avenue	Banning	Riverside	Building	1983	5S2
33-009178		HP2	Single family residence	n/a	116 N 4th Street	Banning	Riverside	Building	1983	5S2
33-009179		HP2	Single family residence	n/a	141 N 4th Street	Banning	Riverside	Building	1983	5S2
36-012363		HP15; HP13; HP16	Educational / religious building	Bryn Mawr Schoolhouse; Loma Linda Seventh-Day Adventist Church	27261 Mayberry Street (old Barton Road)	Loma Linda	San Bernardino	Building	a. 1987 b. 2012	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-007874*		HP39	Adobe, incorporated in to historic hotel complex	The Cabazon Inn, Manager's Quarters	90250 Main Street	Cabazon	Riverside	Building	1993	5S3
36-012492		HP2	Single family residence	n/a	original 25676 Lawton Avenue, moved to 25092 Barton Road	Loma Linda	San Bernardino	Building	1987	5S3
33-007875*		HP39	Restaurant and Bar with living quarters above	Cabo's Wateringhole	50400 E Main Street	Cabazon	Riverside	Building	1993	6Z
33-008063*		HP2; HP33	Single family residence	Building A	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008064*		HP2; HP33	Single family residence	Building B	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008065*		HP2; HP33	Single family residence	Building C	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008066*		HP2; HP33	Single family residence	Building D	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008067*		HP2; HP33	Single family residence	Building E	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008068*		HP2; HP33	Single family residence	Building F	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008069*		HP2; HP33	Single family residence	Building G	78887 Varner Road	Indio	Riverside	Building	1997	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008070*		HP2; HP33	Single family residence	Building H	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008071*		HP2; HP33	Single family residence	Building I	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008072*		HP2; HP33	Single family residence	Building J	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008073*		HP4; HP33	Garage	Structure K	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008074*		HP4; HP33	Wash House	Structure L	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-011918		HP2	Single family residence	Law Property	1389 E Williams Street	Banning	Riverside	Building	a. n/a b. 2007	6Z
33-013804*		HP2	Single family residence converted to office	Hadley Orchards Office	13595 Apache Trail	Cabazon	Riverside	Building	2005	6Z
33-013805		HP2	Single family residence	n/a	48910 Mojave Drive	Cabazon	Riverside	Building	2005	6Z
33-014376		HP2	Single family residence	n/a	80783 Indio Boulevard	Indio	Riverside	Building	2004	6Z
33-014377		HP39	Date packinghouse	n/a	80783 Indio Boulevard	Indio	Riverside	Building	2004	6Z
33-014738*		HP2	Single family residence	n/a	40995 Adams Street	Bermuda Dunes	Riverside	Building	2005	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015192		HP2; HP16	Single family residence converted to church	Primera Iglesia Bautista Hispana	390 E Ramsey Street	Banning	Riverside	Building	2005	6Z
33-015193		HP2	Single family residence	Bonilla Residence	402 E Ramsey Street	Banning	Riverside	Building	2005	6Z
33-015802		HP14	Government buildings	City of Banning Public Works Department building complex	176 Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015806		HP6; HP4	Commercial building	Statewide Towing building	275 E Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015809		HP2	Single family residence	n/a	1380 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015810		HP2	Single family residence	Doolittle Residence	1430 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015811		HP2	Single family residence	Doolittle Residence	1476 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015813		HP2	Single family residence	n/a	1617 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015814		HP2	Single family residence	Hall Residence	1661 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015815		HP2; HP46	Single family residence and wall	Snyder Residence	1692 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015816		HP2	Single family residence	Thompson Residence	1706 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015817		HP2; HP46	Single family residence and fence	Weatherly Residence	1722 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015818		HP2; HP4	Single family residence	n/a	2005 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015819		HP2	Single family residence	n/a	2008 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015820		HP2	Single family residence	n/a	2025 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015821		HP2; HP46	Single family residence and wall	Schafer Residence	2028 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015822		HP2	Single family residence	Hamby Residence	2044 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015823		HP2; HP46	Single family residence and fence	Higgins Residence	2049 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015824		HP2; HP46	Single family residence and gate	Higgins Residence	2071 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015825		HP2	Single family residence	Gray and Girton Residence	2080 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015826		HP2; HP46	Single family residence and fence	n/a	2102 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015827		HP2; HP46	Single family residence and fence with gate	Ross Residence	2120 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015828		HP2; HP46	Single family residence and wall	Higgins Residence	2131 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015829		HP2	Single family residence	Malicki Residence	2148 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015830		HP2	Single family residence	Huston and Stafford Residence	2156 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015831		HP2	Single family residence	Holmquist and Kallstrom Residence	2174 W Lincoln Street	Banning	Riverside	Building	a. 2006 b. 2009	6Z
33-015835		HP2	Single family residence	Graham Residence	2413 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015836		HP2; HP46	Single family residence and fence	n/a	2437 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015837		HP2	Single family residence	n/a	2539 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015838		HP2	Single family residence	Reiger Residence	2637 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015839		HP6; HP4; HP46	Comercial building	All American Towing	2671-2673 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015840		HP3	Single family residence complex	n/a	2699 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015841		HP3	Single family residence Complex	n/a	2705 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015842		HP2	Single family residence	n/a	2721 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015843		HP11	Engineering structure	Banning Substation	Lincoln Street	Banning	Riverside	Building	a. 2006 b. 2014	6Z
33-016857		HP2	Single family residence	Davis Property	219 Allen Street	Banning	Riverside	Building	2007	6Z
33-016880		HP2	Single family residence	Fultz Property	221 Cherry Street	Banning	Riverside	Building	2007	6Z
33-016883		HP2	Single family residence	Pelayo Property	1073 E Gilman Street	Banning	Riverside	Building	2007	6Z
33-016886		HP2	Single family residence	Pellum Property	275 N Hathaway Street	Banning	Riverside	Building	2007	6Z
33-016893		HP2	Single family residence	Rivera Estate	170 S Phillips Avenue	Banning	Riverside	Building	2007	6Z
33-016894		HP2	Single family residence	Martinez Property	228 N Phillips Avenue	Banning	Riverside	Building	2007	6Z
33-016913		HP2	Single family residence	Flores Property	985 E Williams Street	Banning	Riverside	Building	2007	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-016914		HP2	Single family residence	n/a	1138 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016915		HP2	Single family residence	McMahon Property	1209 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016916		HP3	Multiple family residence complex	Green's Rentals	1330-1350-1370 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016917		HP2	Single family residence	Formento/Berumen Property	1367 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016918		HP2	Single family residence	Law Property	1389 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016919		HP3	Multiple family residence complex	Jones Apartments	1420-1424 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016920		HP2	Single family residence	Laster Property	1467 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016921		HP2	Single family residence	Magana Property	1477 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016922		HP2	Single family residence	Alonso Property	1501 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016923		HP2	Single family residence	Perez/Moreno Property	1537 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016924		HP2	Single family residence	Bennett Property	1561 E Williams Street	Banning	Riverside	Building	2007	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-017729		HP6	Single family residence converted to commercial	n/a	2169AB W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017731		HP2	Single family residence	n/a	375 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017732		HP2	Single family residence	n/a	335 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017733		HP2	Single family residence	n/a	295 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017734		HP2	Single family residence	n/a	227 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017735		HP2	Single family residence	n/a	3310 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017736		HP2	Single family residence	n/a	3298 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017737		HP2	Single family residence	n/a	3278 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017738		HP6	Commercial Building	n/a	2873 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017739		HP6	Commercial Building	n/a	2772 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017740		HP2	Single family residence	n/a	2736c W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017741		HP2	Single family residence	n/a	2736b W Ramsey Avenue	Banning	Riverside	Building	2009	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-017742		HP6	Commercial Building	n/a	2736A W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017743		HP6	Commercial Building	n/a	2711 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017744		HP8	Commercial building complex	n/a	2691 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017745		HP8	Commercial building complex	n/a	2642 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017746		HP6	Commercial Building	Pepe's Mexican Seafood	2579 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017747		HP5	Commercial Building	Sunset Motel	2475 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017749		HP2	Single family residence	n/a	361 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017750		HP2	Single family residence	n/a	259 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017781		HP2	Single family residence	n/a	379 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-024165		HP6	Garage converted to rescue mission / men's dormitory	Coachella Valley Rescue Mission	47518 Van Buren Street	Indio	Riverside	Building	2010	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-024166		HP6	Military barracks moved to site and converted into women's dormitory	Coachella Valley Rescue Mission	47522 Van Buren Street	Indio	Riverside	Building	2010	6Z
33-024167		HP6	Auto repair building	n/a	84169 Highway 111	Indio	Riverside	Building	2010	6Z
36-012313		HP2	Single family residence	Miko Property	1657 Smiley Heights Drive	Redlands	San Bernardino	Building	2003	6Z
36-012871		HP2; HP4	Single family residence	n/a	10753 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012872		HP2; HP4	Single family residence	n/a	10763 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012873		HP2; HP4	Single family residence	n/a	10845 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012874		HP3; HP4	Duplex family residence	n/a	10861 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-027713		HP3	Duplex family residence	n/a	25401-25403 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027714		HP2	Single family residence	n/a	25405 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027715		HP4	Shed	n/a	25405 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027716		HP2	Single family residence	n/a	25407 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-027717		HP2	Single family residence	n/a	25417 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
33-007880		HP5		Coplin House / Spokane Hotel	SE corner of San Gorgonio Avenue and Ramsey Street	Banning	Riverside	Building	a. 1983 b. 1991	7L
33-009491		HP39	Single family residence	Smiley Place	82161 Miles Avenue	Indio	Riverside	Building	1991	7L
36-017533	CA-SBR-017533	HP15	Site of Mound City (Loma Linda)	Shyrock Hall, Loma Linda University	24745 Stewart Street	Loma Linda	San Bernardino	Building	2008	7L
33-009154		HP14	Government building	Banning City Hall	161 W Ramsey Street	Banning	Riverside	Building	1985	7M
33-006191*		HP39	Orange Juice Sales Room	n/a	501 Maple Avenue (backyard)	Beaumont	Riverside	Building	1983	7N
33-007296		HP33; HP2; HP4; HP21; HP35; HP20; AH2; HP37	James Singleton/Woodhouse Ranch	n/a	Woodhouse/Singleton Road	Calimesa	Riverside	Building	a. 1983 b. 2004	7N
33-008303		HP2	Single family residence	n/a	44860 King Street	Indio	Riverside	Building	1984	7N
33-008304		HP2	Single family residence	n/a	44893 King Street	Indio	Riverside	Building	1984	7N
33-008306		HP2; HP4	Single family residence and garage	n/a	45158 King Street	Indio	Riverside	Building	1984	7N

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008317		HP2	Single family residence	n/a	45161 King Street	Indio	Riverside	Building	1984	7N
33-008320		HP2; HP4	Single family residence and shed	n/a	44885 Oasis Street	Indio	Riverside	Building	1984	7N
33-008321		HP2	Single family residence	Michaelson Family Home	44885 Oasis Street	Indio	Riverside	Building	1984	7N
33-008322		HP2; HP4	Single family residence and garage	n/a	44899 Oasis Street	Indio	Riverside	Building	1984	7N
33-008329		HP6; HP13	Commercial building	Elk's Club; The Oasis	45297 Fargo Street	Indio	Riverside	Building	1984	7N
33-008330*		HP2	Single family residence	n/a	45555 Fargo Street	Indio	Riverside	Building	a. 1984 b. 2015	7N
33-008362		HP6	Commercial building	Holcomb Building	40 S San Gorgonio Avenue	Banning	Riverside	Building	1983	7N
33-009096		HP2	Single family residence	Mary Ellis Home	170 W Williams Street	Banning	Riverside	Building	1983	7N
33-009129		HP6	Commercial building	O'Briens Pharmacy	160 W Ramsey Street	Banning	Riverside	Building	1983	7N
33-009131		HP6	Commercial building	Mason Moore Building	185 W Ramsey Street	Banning	Riverside	Building	1983	7N
33-009163		HP6	Commercial Building	1920s Berlin Building	65 N San Gorgonio Avenue	Banning	Riverside	Building	1983	7N
36-013890		HP2; HP4	Single family residence	n/a	23658 First Street	Loma Linda	San Bernardino	Building	1987	7N

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-017269		HP2	Single family residence	John T. Tolle House	231 Sonora Street	Redlands	San Bernardino	Building	1986	7N
36-020253		HP15; HP13; HP16	Educational building	Loma Linda Academy	10650 Anderson Street	Loma Linda	San Bernardino	Building	1987	7N
33-005669		HP14	Coachella City Hall	Coachella City Hall	1515 6th Street	Coachella	Riverside	Building	1983	7R
33-009155		HP6	Commercial Building	n/a	260 W Ramsey Street	Banning	Riverside	Building	1985	7R
33-009156		HP2	Single family residence converted to commercial	Banning Medical Clinic	330 W Ramsey Street	Banning	Riverside	Building	1983	7R
33-009159		HP2	Single family residence converted to commercial	Bird Insurance Agency	1025 W Ramsey Street	Banning	Riverside	Building	1983	7R
33-023524		HP2	Single family residence	n/a	451 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023529		HP6	Commercial Building	n/a	601 W Luis Estrada Road	Beaumont	Riverside	Building	2013	7R
33-023532		HP2	Single family residence	n/a	489 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023533		HP6	Commercial Building	n/a	512 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023534		HP6	Commercial Building	n/a	533 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023535		HP6	Commercial Building	n/a	635 E Ramsey Street	Banning	Riverside	Building	2013	7R

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-023536		HP6	Commercial Building	n/a	685 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023537		HP3	Multiple family residence Complex	n/a	719 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023550		HP2	Single family residence	n/a	425 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023909		HP2	Single family residence	n/a	48878 Mojave Drive	Cabazon	Riverside	Building	2014	7R
36-023572		HP2; HP33	Single family residence	Parker House	1160S San Timoteo Canyon Road	Redlands	San Bernardino	Building	2009	7R
36-025603		HP2	Single family residence	n/a	25919 Juanita Street	Loma Linda	San Bernardino	Building	2013	7R
33-010792		HP21	Flood control structure	Oak Valley flood control structure 33-10792	Along San Timoteo Canyon Road, 3.4 mi west of I-10	Beaumont	Riverside	Structure	2000	3D
33-005705	CA-IMP-7658	HP20	Coachella Canal	Coachella Branch of the All-American Canal	Crosses rail line E of I-10/Jefferson Street interchange	Indio	Riverside	Structure	a. 1983 b. 2007 c. 2011	3S
33-011265	CA-RIV-06726H	HP20	Canal/aqueduct	Colororado River Aqueduct	n/a	n/a	Riverside	Structure	a. 2000 b. 2001 c. 2003 d. 2005 e. 2005 f. 2009	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-009498	CA-RIV-06381H	HP39	Railroad	Union Pacific Railroad, Southern Pacific Railroad	n/a	n/a	Riverside, San Bernardino	Structure	2015	6Y
33-008410		HP37	Road	Dillon Highway/ MWD Garnet to Indio truck road	Dillon Road	North Palm Springs to Coachella	Riverside	Structure	a. 1998 b. 2015	6Z
33-015035		HP11	Electrical transmission line	Southern California Edison Company Hayfield-Chino 220kV Transmission Line	n/a	n/a	Riverside, San Bernardino	Structure	a. 1998 b. 2006 c. 2010 d. 2012 e. 2013 f. 2014	6Z
33-015720	CA-RIV-08189	HP37	Road	San Timoteo Canyon Road; Oak Valley Parkway	San Timoteo Canyon Road	Calimesa, Beaumont	Riverside	Structure	2006	6Z
33-020721	CA-RIV-10642	HP37	Road	First Street	E and W of Highway 79 at post mile 40.1	Beaumont	Riverside	Structure	2011	6Z
33-023389		HP11	Electrical transmission line	The Devers-San Bernardino #1 220kV transmission line	n/a	n/a	Riverside, San Bernardino	Structure	2012	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-023484		HP11	Electrical distribution line	SoCal Edison - Memphis 12kV distribution Line	n/a	n/a	Riverside, San Bernardino	Structure	a. 2013 b. 2014	6Z
33-024895		HP39	Airport	Banning Municipal Airport	200 S Hathaway Street	Banning	Riverside	Structure	2016	6Z
33-026822		HP37	Road	Segment of John Street	n/a	Banning	Riverside	Structure	2017	6Z
33-028164		HP37	Road	Paved segment of Avenue 48 following historic highway alignment	between Van Buren Street and Dillon Road	Coachella	Riverside	Structure	2017	6Z
36-007169*	CA-SBR-07169-H	HP20	Canal/aqueduct	Riverside - Warm Creek Canal, flume, and wells	n/a	Colton, Riverside	Riverside, San Bernardino	Structure	a. 1992 b. 2007 c. 2009	6Z
36-007764	CA-SBR-07764H	HP19	Bridge and drainage structure	n/a	N of railroad tracks in San Timoteo Wash	Redlands	San Bernardino	Structure	1993	6Z
36-026051		HP11	Electrical transmission line	Southern California Edison Company Hayfield-Chino 220kV Transmission Line (see 33-015035)	n/a	n/a	Riverside, San Bernardino	Structure	a. 2012 b. 2012 c. 2014	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-026224		HP11	Electrical transmission line	Southern California Edison San Bernardino-Redlands-San Timoteo and San Bernardino-Redlands-Tennessee 66kV Subtransmission Lines	n/a	n/a	Riverside, San Bernardino	Structure	a. 2013 b. 2014	6Z
33-007582*		HP11	Water Tower	Palm Springs Station	N of Highway 111, west of Tipton Road	Palm Springs	Riverside	Structure	1983	7R
33-020723	CA-RIV-10645	AH7	Railroad	Atchison, Topeka and Santa Fe Railroad segment	E and W of Highway 79 at post mile 40.3	Beaumont	Riverside	Structure	2011	7R
33-026891	CA-RIV-12627	HP39	Mid-twentieth c. transmission line	n/a	NE of intersection of Tipton Road and Highway 111	Palm Springs	Riverside	Structure	2017	7R
33-026894	CA-RIV-12630	HP39	Mid-twentieth c. transmission line	n/a	north of Windy Point	Whitewater	Riverside	Structure	2017	7R
36-006174*	CA-SBR-06174-H	HP19	Bridge	Historic "Bailey" type bridge	W of intersection of Beaumont Avenue and Nevada Street	Redlands	San Bernardino	Structure	1987	7R

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-010330	CA-SBR-10330H	AH7	Railroad	Southern Pacific Railroad	n/a	n/a	Riverside, San Bernardino	Structure	a. 1999 b. 2002 c. 2008 d. 2010 e. 2012	7R
36-015222		HP39	Monument / plaque	Fort Benson Monument	2192-2198 E Oliver Holmes Road	Colton	San Bernardino	Object	a. 1957 b. 1979	7L
33-007876		HP39	Large-scale steel and concrete dinosaur sculptures	Cabazon Dinosaurs, built between 1964 and 1985 by famous artist Claude Bell	50900 Seminole Drive	Cabazon	Riverside	Object	1993	7N1

**ATTACHMENT B:
NRHP/CRHR Status Codes**

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- 1S Individual property listed in NR by the Keeper. Listed in the CR.

- 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
- 1CS Listed in the CR as individual property by the SHRC.
- 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
- 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
- 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
- 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

- 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
- 2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- 3S Appears eligible for NR as an individual property through survey evaluation.

- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- 3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

- 4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

- 5D1 Contributor to a district that is listed or designated locally.
- 5D2 Contributor to a district that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

- 5S1 Individual property that is listed or designated locally.
- 5S2 Individual property that is eligible for local listing or designation.
- 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

- 5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

- 6C Determined ineligible for or removed from California Register by SHRC.
- 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for the NR by SHRC or Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- 6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Reevaluation

- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Resubmitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated (Formerly NR Status Code 4)
- 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.
- 7W Submitted to OHP for action – withdrawn.

**ATTACHMENT C:
OHP Resource Attribute Codes**

APPENDIX 4: RESOURCE ATTRIBUTE CODES

(for use in Fields P3b and B11)

The following codes should be used to define the attributes of historical resources in Fields P3b and B11 on the Primary Record and Building, Structure, and Object Record, respectively. The codes are first summarized below and then defined in greater detail in the following pages of this appendix.

Attributes of Historic Resources:

HP1. Unknown	HP24. Lighthouse
HP2. Single family property	HP25. Amusement park
HP3. Multiple family property	HP26. Monument/mural/gravestone
HP4. Ancillary building	HP27. Folk Art
HP5. Hotel/motel	HP28. Street furniture
HP6. 1-3 story commercial building	HP29. Landscape architecture
HP7. 3+ story commercial building	HP30. Trees/vegetation
HP8. Industrial building	HP31. Urban open space
HP9. Public utility building	HP32. Rural open space
HP10. Theater	HP33. Farm/ranch
HP11. Engineering structure	HP34. Military property
HP12. Civic auditorium	HP35. CCC/WPA property
HP13. Community center/social hall	HP36. Ethnic minority property (list group)
HP14. Government building	HP37. Highway/trail
HP15. Educational building	HP38. Women's property
HP16. Religious building	HP39. Other
HP17. Railroad depot	HP40. Cemetery
HP18. Train	HP41. Hospital
HP19. Bridge	HP42. Stadium/sports arena
HP20. Canal/aqueduct	HP43. Mine structure/building
HP21. Dam	HP44. Adobe building/structure
HP22. Lake/river/reservoir	HP45. Unreinforced masonry building
HP23. Ship	HP46. Walls/gates/fences

Attributes of Historic Archaeological Sites:

AH1. Unknown	AH9. Mines/quarries/tailings
AH2. Foundations/structure pads	AH10. Machinery
AH3. Landscaping/orchard	AH11. Walls/fences
AH4. Privies/dumps/trash scatters	AH12. Graves/cemetery
AH5. Wells/cisterns	AH13. Wharfs
AH6. Water conveyance system	AH14. Ships/barges
AH7. Roads/trails/railroad grades	AH15. Standing structures
AH8. Dams	AH16. Other

Attributes of Prehistoric Archaeological Sites and Ethnographic Sites:

AP1. Unknown	AP9. Burials
AP2. Lithic scatter	AP10. Caches
AP3. Ceramic scatter	AP11. Hearths/pits
AP4. Bedrock milling feature	AP12. Quarry
AP5. Petroglyphs	AP13. Trials/linear earthworks
AP6. Pictographs	AP14. Rock shelter/cave
AP7. Architectural feature	AP15. Habitation debris

AP8. Cairns/rock features

AP16. Other

Historic Resource Attribute Definitions:

HP1. Unknown: No reasonable guess can be made about the historic use or function of the resource.

HP2. Single Family Property: A building constructed to house one family.

HP3. Multiple Family Property: Any building providing longer than temporary lodging for more than one person or household. E.g., duplexes, apartment buildings, dormitories, bunkhouses, etc.

HP4. Ancillary Building: Barns, outhouses, detached garages, carriage houses, sheds, etc.

HP5. Hotel/Motel: Any building or group of buildings providing temporary lodging for travelers.

HP6. Commercial Building, over 3 stories: Any type of building dealing with management, retail sales, or marketed services. E.g., stores, banks, gas stations, office buildings, etc. Do not include basement in height count.

HP7. Commercial Building, over 3 stories: Do not include basement in height count.

HP8. Industrial Building: Any building where the manufacture or distribution of products occurs. E.g. canneries, mills, foundries, warehouses, etc.

HP9. Public Utility Building: Any building that houses services available to the public at large. E.g., firehouses, power houses, electrical substations. etc.

HP10. Theater: Any place where plays, variety shows, motion pictures, etc., are presented. Includes amphitheaters.

HP11. Engineering Structure: A structure not covered in any other category. E.g., docks, runways, water towers, etc.

HP12. Civic Auditorium: Publicly owned buildings for concerts, speeches, etc.

HP13. Community Center/Social Hall: Any building designed to hold meetings of social groups. E.g., fraternal halls, women's clubs, boy scout cabins, etc.

HP14. Government Buildings: Any building designed to house government administration or transactions. E.g., post offices, city halls, county courthouses, etc.

HP15. Educational Building: Any building with an educative purpose. E.g., schools, libraries, museums, etc.

HP16. Religious Building: Any building holding religious ceremonies or connected the operations of religious organizations (e.g., churches, seminaries, parsonages, etc.

HP17. Railroad Depot: Stations and other buildings connected to the operation of railroads and streetcars. E.g., sheds, roundhouses, etc.

HP18. Train: Engines, streetcars, and rolling stock.

HP19. Bridge: Any overpass for automobiles, trains, pedestrian, etc.

HP20. Canal/Aqueduct: Any artificial waterway for transportation or irrigation. Includes large pipes, conduits, drainage ditches, and bridge-like structures for carrying water.

HP21. Dam: Any barrier constructed to hold back water.

- HP22. Lake/River/Reservoir: Any inland body of water, natural stream of water, or place where water is collected and stored.
- HP23. Ship: Any vessel able to navigate inland or ocean waters.
- HP24. Lighthouse: Any building or structure from which ships are guided by sight or sound.
- HP25. Amusement Park: An outdoor place with various amusement buildings, structures, or devices. Includes zoological parks.
- HP26. Monument/Mural/Gravestone: 1) Any object with a commemorative or artistic purpose; 2) Any painting, photograph, etc. on a wall or ceiling. E.g., statue, obelisk, sculpture, etc.
- HP27. Folk art: Any object that expresses the artistic capacities of a people without being the product of formal training.
- HP28. Street Furniture: Any object that is permanently placed near a street. E.g., fire hydrants, streetlights, benches, curbstones, hitching posts, etc.
- HP29. Landscape Architecture: Any place in which trees, bushes, lawns, fountains, walls etc. have been arranged for esthetic effect.
- HP30. Trees/Vegetation: Any plant, whether planted or growing naturally, not part of a landscape plan.
- HP31. Urban Open Space: Any area that has experienced little building or other development within in a city limits. E.g., parks, grounds, or large open lots.
- HP32. Rural Open Space: Any area that has experienced little building or other development outside a city limits.
- HP33. Farm/Ranch: Any place where crops or animals are raised.
- HP34. Military Property: Any property owned by one of the U.S. armed services, including the national Guard.
- HP35. New Deal Public Works Project: Any property built under one of the public works programs of the New Deal. Includes properties aided by funds or personnel from the Works Progress Administration (WPA) and successors, Public Works Administration (PWA), Civilian Conservation Corps (CCC), etc.
- HP36. Ethnic Minority Property: Any property closely associated with events, individuals, groups, or social patterns important in the history of an ethnic group. Includes properties designed by important ethnic group members. Add further information by including the name of the ethnic group involved. The OHP has abbreviations for five groups, so put these two letters in front of the name: AA African Americans, CH Chinese, JA Japanese, LA Latino, NA Native Americans. The OHP will adopt other abbreviations as properties associated with other ethnic groups are identified.
- HP37. Highways/Trail: Any roadway, from freeway to footpath.
- HP38. Women's Property: Any property closely associated with events, individuals, groups. or social patterns important in the history of women. Includes work of women designers as well as buildings such as YWCAs and women's clubs.
- HP39. Other: If no other code applies, enter HP39.
- HP40. Cemetery: Burial ground with monuments (except archeological sites).
- HP41. Hospital: Any facility for treatment of the sick.
- HP42. Stadium/Sports Arena: Any structure or building that provides a place in which sporting events are viewed.

HP43. Mine: Any structure or building connected with mining. E.g., mine shafts, head frames, stamp mills, shops, etc.

HP44. Adobe building/Structure.

HP45. Unreinforced masonry building.

HP46. Walls/gates/fences.

Historic Archaeological Site Attribute Definitions:

AH1. Unknown: no characteristics listed on the site record.

AH2. Foundations: structural footings or lineal alignments made from wood, brick or rock to support a structure (e.g., slabs of concrete, leveled earth pads, pilings, walls, stairs, etc.).

AH3. Landscaping: evidence of modification through contouring of the land or planting vegetation (e.g., hedgerow, orchards, terraces, and ponds).

AH4. Privy pits/trash scatters/dumps: any refuse deposits, outhouse pits, or other accumulation of debris (e.g., trash pits, trash scatters, outhouse pits, and dumps).

AH5. Well/cistern: a hole or receptacle designed to hold or provide access to water which may or may not be lined.

AH6. Water conveyance system: any device constructed to transport water over a distance (e.g., flumes, pipes, ditches, canals, and tunnels).

AH7. Road/trail/railroad bed: a lineal construction, either depressed, elevated, or on ground level, designed to facilitate the transportation of people or vehicles (e.g., bridge, railroad grade, tunnel, trail, wagon road, etc.).

AH8. Dam: a barrier constructed to contain a body of water.

AH9. Mine: an excavation and associated structures built into the earth to extract natural resources (ore, precious metals, or raw lithic materials). This category includes quarries. Examples include: shafts, elevators, mining tunnels, quarry, glory holes, tailings.

AH10. Machinery: a mechanical device (e.g., mills, farm equipment, steam donkeys, windmills, etc.).

AH11. Wall/fence: any wall or fence including postholes or posts placed at regular intervals, retaining walls, post-cairns, walls, fences, jetties, and breakwaters.

AH12. Grave/cemetery: any single or multiple burial location.

AH13. Wharf: a structure or remains of a structure built at the shore of a harbor or river for the docking of ships or boats; pier; dock.

AH14. Ships/barges: floating vessels designed for transporting people or goods across water.

AH15. Standing structure: any historic building that is still standing (e.g., outhouse, shed, house, cabin, office building, barn, etc.).

AH16. Other: check if there is no other category in which the site description could be placed.

Prehistoric Archaeological Site Attribute Definitions:

- AP1. Unknown: no characteristics listed on the site record.
- AP2. Lithic scatter: a major characteristic of the site is a scatter of chipped or flaked stone resulting from human manipulation (e.g., obsidian flakes and few or no other artifacts).
- AP3. Ceramic scatter: a major characteristic of the site is a scatter of pot sherds. If the site contains both lithics and ceramics, check both.
- AP4. BRM/milling feature: site contains one or more bedrock mortars, milling surfaces or cupules which indicate material processing activity.
- AP5. Petroglyphs: site contains a stone surface which has been scored by humans in a patterned manner for a purpose other than material processing. This category includes intaglios.
- AP6. Pictographs: site includes any design painted on a rock surface.
- AP7. Architectural feature: site contains any feature which indicates the presence of human construction activity (e.g., post holes, house pits, dance house, sweat lodge, hunting blinds, fish traps).
- AP8. Stone feature: site contains a patterned arrangement of rocks purposefully constructed or modified (e.g., rock alignments, cairns, rock rings of unknown function, etc.). AP9. Burial: the site contains human bone.
- AP10. Cache: the site contains an natural or constructed feature used for storing food or goods.
- AP11. Hearths/pits: site contains any feature which indicated cooking activity, such as roasting pits, association of cracked or burnt rock, discolored soil, ash and carbonized wood or plants.
- AP12. Quarry: site contains a source of lithic material with evidence of human usage.
- AP13. Lineal feature: site contains natural or constructed features indicating human use such as trails, earth works, windrows or stone fences.
- AP14. Rock shelter/cave: a concavity within a rock surface evidencing human use.
- AP15. Habitation debris: site contains a deposit characterized by a wide range of artifacts, materials or features which represent a variety of human activities.
- AP16. Other: check here if there is no other category in which the site description can be placed.



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Malki Museum on Morongo Indian Reservation
11795 Malki Road
Banning, CA 92220

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Gilman Historic Ranch and Wagon Museum
1901 W Wilson St
Banning, CA 92220

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Western Section

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Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

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confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

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Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

President David Heiss
San Geronio Pass Historical Society
P.O. Box 331
Beaumont, CA 92223

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Geronio Pass Rail Corridor Service Project**

Dear Mr. Heiss,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Geronio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Geronio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Colton Area Museum
P.O. Box 1648
Colton, CA 92324

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

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Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

President Karen Hawkesworth
Coachella Valley Historical Society
82616 Miles Ave
Indio, CA 92202

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Ms. Hawkesworth,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

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We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Public Arts and Historic Preservation Commission Meeting-City of Indio
150 Civic Center Mall
Indio, CA 92201

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
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Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Moreno Valley Historical Society
P.O Box 66
Moreno Valley, CA 92556

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

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Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Palm Springs Historical Society Museum
72-861 El Paseo
Palm Desert, CA 92660

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

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As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

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As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
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Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Cultural Resource Preservation Committee
73510 Fred Waring Drive
Palm Desert, CA 92260

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Palm Springs Historical Society
P.O. Box 77
Palm Springs, CA 92261

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

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Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Curator Sidney Williams
Palm Springs Museum of Architecture and Design
300 S Palm Canyon Dr
Palm Springs, CA 92262

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Geronio Pass Rail Corridor Service Project**

Dear Ms. Williams,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Geronio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Geronio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

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The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

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Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Jackie Bagnall
Agua Caliente Cultural Museum
219 S Palm Canyon Dr
Palm Springs, CA 92262

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Ms. Bagnall,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

President Erik Rosenow
Palm Springs Preservation Foundation
1775 East Palm Canyon Drive
Suite 110-195
Palm Springs, CA 92264

Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Mr. Rosenow,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

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Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

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The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

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We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Director of Planning Flinn Fagg
Historic Site Preservation Board- City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Fagg,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

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We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Associate Planner Josh Altopp
Historic Preservation Commission- City of Rancho Mirage
69825 CA-111
Rancho Mirage, CA 92270

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Altopp,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
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Enclosures:

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Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Redlands Area Historical Society
P.O. Box 8775
Redlands, CA 92375

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

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Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

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Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

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Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

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The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

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Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Corresponding Secretary Linda Serros
Redlands Historical Museum Association
P.O. Box 470
Redlands, CA 92373

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Ms. Serros,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
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Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

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Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Branch Chief - Environmental Support/Cultural Studies Andrew Walters
Caltrans, District 8
464 W. Fourth Street
San Bernardino, CA 92401

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Walters,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Yucaipa Valley Historical Society
35308 Panorama Dr
Yucaipa, CA 92399

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1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

San Bernardino County Museum
2024 Orange Tree Lane
Redlands, CA 92374

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

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Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Development Director Brian Guillot
City of Banning
99 E Ramsey St.
Banning, CA 92220

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Guillot,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
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Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the 'e'.

Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Planning Director Rebecca Deming
City of Beumont
550 E. 6th Street
Beaumont, CA 92223

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Ms. Deming,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Planning Director Keith Gardner
City of Calimesa
908 Park Ave
Calimesa, CA 92320

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Gardner,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
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Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

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San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

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Attachment A: Record Search Results: Cultural Resources
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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Development Director Allen Brock
City of Moreno Valley
14177 Frederick St.
Moreno Valley, CA 92553

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Brock,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Interim Development Service Director James Troyer
City of Redlands
35 Cajon St
Redlands, CA 92373

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Troyer,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Development Director Mark Persico
City of San Bernardino
300 N. "D" Street
6th Floor
San Bernardino , CA 92418

Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Mr. Persico,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
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Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

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With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

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Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

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Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Interim Development Service Director Charles Rangel
City of Desert Hot Springs
65-950 Pierson Blvd.
Desert Hot Springs, CA 92240

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Rangel,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Development Director Ryan Stendell
City of Palm Desert
73-510 Fred Waring Drive
Palm Desert, CA 92260

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Stendell,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

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FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the 'e'.

Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Development Director Pat Milos
Cathedral City
68-700 Avenida Lalo
Cathedral City Hall, CA 92234

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Milos,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
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Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

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San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

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We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Planning Manager Bud Kopp
City of Rancho Mirage
69-825 Highway 111
Rancho Mirage, CA 92270

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Kopp,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Planning Manager Cheri Flores
City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Ms. Flores,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

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FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

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** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Development Services Director Les Johnson
City of Indio
100 Civic Center Mall
Indio, CA 92201

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Johnson,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Development Services Director Luis Lopez
City of Coachella
1515 6th Street
Coachella Valley, CA 92236

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Lopez,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Development Director Paul Tomey
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Tomey,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Palm Springs USFWS
777 E. Tahquitz Canyon Way
Suite 208
Palm Springs, CA 92262

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

BLM Palm Springs-South Coast Field Office
1201 Bird Center Drive
Palm Springs, CA 92262

Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

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Tiering Process

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Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Bureau of Indian Affairs- Southern California Agency
1451 Research Park Drive
Suite 100
Riverside, CA 92507

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Bureau of Indian Affairs- Palm Spring Agency
P.O. Box 2245
Palm Springs, CA 92263

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

FTA Region 9 Administrator Ray Tellis
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Tellis,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

California Department of Parks and Recreation, Inland Empire District
17801 Lake Perris Drive
Perris, CA 92571-8400

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Countywide Plan Coordinator Jerry Blum
County of San Bernardino
385 N. Arrowhead Avenue
1st Floor
San Bernardino, CA 92415

Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Coordinator Blum,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chief Engineering Geologist David Jones
County of Riverside, Planning Department
4080 Lemon Street
12th Floor
Riverside, CA 92501

Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Mr. Jones,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Planning Manager Steve Weiss
City of Colton, Planning Division
659 N. La Cadena Drive
Colton, CA 92324

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Weiss,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Don Earp
City of Colton – Historic Preservation Commission
650 North La Cadena Drive
Colton, CA 92324

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Earp,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

City of La Quinta – Historic Preservation Commission
78-495 Calle Tampico
La Quinta, CA 92253

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

To Whom It May Concern:

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Community Development Director Konrad Bolowich
City of Loma Linda
25541 Barton Road
Loma Linda, CA 92354

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Bolowich,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Director of Building and Safety Russell Grance
City of Palm Desert - Cultural Resource Preservation Committee
73510 Fred Waring Drive
Palm Desert, CA 92260

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Grance,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

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Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

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Attachment A: Record Search Results: Cultural Resources
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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Council Liaison/Member Paul Barich
City of Redlands - Historic and Scenic Preservation Commission
PO Box 3005
Redlands, CA 92373

**Re: Initiation of Section 106 of the National Historic Preservation Act for the Tier
1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project**

Dear Mr. Barich,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
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State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Salas,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Robert Pinto
Ewiiapaayp Tribal Office
4054 Willows Road
Alpine, CA 91901

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Pinto,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

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As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Grubbe,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Vance,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Morales,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Welmas,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Sandonne Goad
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St.
#231
Los Angeles, CA 90012

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Goad,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Luther Salgado
Cahuilla Band of Indians
52701 U.S. Highway 371
Anza, CA 92539

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Salgado,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Dorame,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Ralph Goff
Campo Band of Mission Indians
36190 Church Road
Suite 1
Campo, CA 91906

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Goff,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Co-Chairperson Linda Candelaria
Gabrielino-Tongva Tribe
1999 Avenue of the Stars
Suite 1100
Los Angeles, CA 90067

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Candelaria,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

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Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Erica Pinto
Jamul Indian Village
P.O. Box 612
Jamul, CA 91935

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Pinto,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Virgil Oyos
Mesa Grande Band of Mission Indians
P.O Box 270
Santa Ysabel, CA 92070

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Oyos,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Tribal Administrator Javaughn Miller
La Posta Band of Mission Indians
8 Crestwood Road
Boulevard, CA 91905

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Tribal Administrator Miller,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

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We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Martin,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Gwendolyn Parada
La Posta Band of Mission Indians
8 Crestwood Road
Boulevard, CA 91905

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Parada,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Hamilton,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

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We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

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As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

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Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Shane Chapparosa
Los Coyotes Band of Mission Indians
P.O. Box 189
Warner Springs, CA 0

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Chapparosa,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Non-Federally Recognized Tribes	Gabrieleño Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrielino Tongva Indians of California Council Gabrielino/Tongva Nation Gabrielino/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Valenzuela,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Angela Elliott Santos
Manzanita Band of Kumeyaay Nation
P.O. Box 1302
Boulevard, CA 91905

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Santos,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Director Clauss,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Allen E. Lawson
San Pasqual Band of Mission Indians
P.O. Box 365
Valley Center, CA 92082

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Lawson,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Mary Resvaloso
Torres-Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Resvaloso,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

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Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Estrada,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Robert J. Welch
Viejas Band of Kumeyaay Indians
1 Viejas Grade Road
Alpine, CA 91901

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Welch,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Walker,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Morillo,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairperson Cody J. Martinez
Sycuan Band of the Kumeyaay Nation
1 Kwaaypaay Court
El Cajon, CA 92019

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairperson Martinez,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Conrad Acuna
Gabrielino-Tongva Tribe
1999 Avenue of the Stars
Suite 1100
Los Angeles, CA 90067

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Mr. Acuna,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairwoman-Manisar Cindi Alvitre
Ti'At Society/Inter-Tribal Council of Pimu
3094 Mace Avenue
Apartment B
Costa Mesa, CA 92626

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairwoman-Manisar Alvitre,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Director Ron Andrade
Los Angeles Native American Indian Commission
3175 West 6th Street
Room 403
Los Angeles, CA 90020

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Director Andrade,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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THPO = Tribal Historic Preservation Officer

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Bernie Acuna
Gabrielino-Tongva Tribe
1999 Avenue of the Stars
Suite 1100
Los Angeles, CA 90067

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Mr. Acuna,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

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We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
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Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Sam Dunlap
Gabrielino Tongva Nation
P.O. Box 86908
Los Angeles, CA 90089

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Mr. Dunlap,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

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

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Mr. Ontiveros,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairman Fred Nelson
La Jolla Band of Luiseno Indians
22000 Highway 76
Pauma Valley, CA 92601

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairman Nelson,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
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Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

THPO Shasta Gaughen
Pala Band of Mission Indians (THPO)
12196 Pala Mission Rd
Pala, CA 92059

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear THPO Gaughen,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

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In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairman Randall Majel
Pauma Band of Luiseno Indians - Pauma and Yuma Reservation
P.O. Box 369
Pauma Valley, CA 92061

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairman Majel,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairman Mark Macarro
Pechanga Band of Mission Indians of the Pechanga Reservation
P.O. Box 1477
Temecula, CA 92593

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairman Macarro,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

Alternatives Analysis

To begin the Tier 1/Program EIS/EIR process, FRA and Caltrans conducted an alternatives analysis (AA) and prepared an AA report identifying the reasonable range of preliminary alternatives for further study in the Tier 1/Program EIS/EIR. The AA project study area consists of two sections: the Western Section and the Eastern Section. The AA report identified six build alternatives as potential route alignments and service options for the entire corridor based on the purpose and need statement, review of previous studies, and ideas and concepts suggested by agencies or the public during the outreach process. In the Western Section of the corridor, various combinations of existing rail lines between the cities of Los Angeles and Colton were evaluated for use. For the Eastern Section, the range of preliminary alternatives used the existing Union Pacific Railroad's Yuma Subdivision between Colton and Indio/Coachella. The AA report also studied a No Build Alternative.

The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad's Yuma Subdivision corridor between the cities of Colton and Indio/Coachella within San Bernardino and Riverside Counties.

Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
Federally Recognized Tribes	Agua Caliente Band of Cahuilla Indians of the Agua Caliente Indian Reservation (THPO) Augustine Band of Cahuilla Indians Cabazon Band of Mission Indians Cahuilla Band of Mission Indians (THPO) Campo Band of Mission Indians Ewiappayp Band of Kumeyaay Indians Jamul Indian Village of California La Jolla Band of Luiseno Indians La Posta Band of Diegueno Mission Indians of the La Posta Indian Reservation Los Coyotes Band of Cahuilla and Cupeno Indians Manzanita Band of Diegueno Mission Indians of the Manzanita Reservation California Morongo Band of Cahuilla Mission Indians (THPO) Pala Band of Mission Indians (THPO) Pauma Band of Luiseno Indians – Pauma & Yuma Reservation Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (THPO) Ramona Band of Cahuilla Rincon Band of Luiseno Mission Indians of the Rincon Reservation (THPO) San Manuel Band of Mission Indians San Pasqual Band of Diegueno Mission Indians of California (THPO) Santa Rosa Band of Cahuilla Indians Soboba Band of Luiseno Indians (THPO)

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Sycuan Band of the Kumeyaay Nation Torres-Martinez Desert Cahuilla Indians Twenty-Nine Palms Band of Mission Indians of California (THPO) Viejas Band of Kumeyaay Indians
Non-Federally Recognized Tribes	Gabrieleno Band of Mission Indians – Kizh Nation Gabrieleno/Tongva San Gabriel Band of Mission Indians Gabrieleno Tongva Indians of California Council Gabrieleno/Tongva Nation Gabrieleno/Tongva Tribe San Fernando Band of Mission Indians Serrano Nation of Mission Indians
Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

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activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairman Frederick Mazzetti
Rincon Band of Luiseno Mission Indians of the Rincon Reservation
P.O. Box 68
Valley Center, CA 92082

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairman Mazzetti,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

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Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

Once funding is secured for further work, the Tier 1 EIS/EIR and SDP will be followed by Tier 2 project-level analysis for site-specific infrastructure improvements. This would be considered the second “tier” of environmental evaluation because it is based on the Tier 1 EIS/EIR that outlined the broad project scope. This future Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction. If any Tier 2 project-level analysis is sponsored by a federal agency, it would be subject to all relevant federal environmental laws and regulations, and the Tier 2 project-level environmental documents would be led by the sponsoring federal agency. After environmental clearance is complete at the Tier 2 project-level, construction of the project would commence.

Similarly, the Section 106-implementing regulations allow agencies to use a phased process to comply with Section 106 in coordination with the National Environmental Policy Act, per 36 Code of Federal Regulations 800.8(c)(1)(ii). **At this time, FRA is funding the Tier 1/Program EIS/EIR planning phase only and has determined the planning effort does not have the potential to affect historic properties.** However, to inform this planning effort and to facilitate potential future Section 106 reviews under Tier 2 (construction level), FRA is initiating consultation under 36 Code of Federal Regulations Part 800.3 and is conducting a preliminary identification of historic properties that will include background research/data obtained from records search and other sources such as historical maps; it does not include data collected through archaeological or built environment surveys, nor does it include resource evaluations. The study completed in support of the Tier1/Program EIS/EIR will incorporate pertinent information received through consultation on historic properties.

Completion of the Section 106 process would occur pursuant to the August 17, 2018 *ACHP Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way*, as well as 36 Code of Federal Regulations Part 800, as appropriate, if there is a future undertaking associated with construction under subsequent Tier 2 project-level analysis.

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The AA report screened the potential range of preliminary alternatives by how well they met the project's purpose and need, environmental constraints, technical feasibility, and economic feasibility. After two rounds of screening, only one build alternative, Route Alternative 1, was identified for further study in the Tier 1/Program EIS/EIR. Route Alternative 1 would use the BNSF San Bernardino Subdivision from Colton through Riverside and Fullerton to reach Los Angeles Union Station. This alternative includes up to six representative station area alternative locations. Route Alternative 1 was selected to be carried forward because it was the only alternative to fully meet the purpose and need of the project, has the highest projected ridership, and has a lesser likelihood of impacts on environmental resources compared with the other alternatives studied.

Project Description

Route Alternative 1 (the Build Alternative Alignment) is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles.

- The Western Section consists of a 68-mile segment along the existing BNSF San Bernardino Subdivision corridor between Los Angeles Union Station and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside Counties.
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Passenger train frequencies proposed as part of the project would consist of adding four daily one-way trips (two daily round trips) operating the entire length of the corridor between Los Angeles and Indio/Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Western Section

Proposed Construction

The Build Alternative Alignment uses the existing BNSF San Bernardino Subdivision passenger rail infrastructure in the Western Section, from Los Angeles to Colton. No construction activities would be required to implement the Build Alternative within the Western Section because the existing railroad right-of-way and station areas from Los Angeles Union Station to Colton would be used to increase service by two daily round trips. Track capacity in the Western Section of the corridor currently exists to accommodate the proposed passenger rail service. Capacity improvement projects currently planned or in construction between Los Angeles and Fullerton will provide additional passenger/commuter train slots that could be used by the proposed Coachella Valley passenger trains without an equivalent reduction in existing services.

Proposed Operations

Current traffic volumes on the Western Section range from 70 to 150 trains, where a substantial number of freight, passenger, and commuter trains operate. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have minimal impacts on historic properties in the Western Section.

Eastern Section

Proposed Construction

The Eastern Section of the corridor would include infrastructure improvements to accommodate the proposed service, such as sidings, track, wayside signals, drainage, grade-separation structures, and stations. Rail operations simulation modeling is being conducted as part of the SDP to identify these infrastructure improvement needs (including number of stations, and station locations). After the completion of the SDP process, the required infrastructure improvements to meet the proposed new service requirements would be identified. These required infrastructure improvements would be fully evaluated as part of subsequent Tier 2 project level analyses.

Impacts on historic properties could occur in the Eastern Section, from Colton to Indio/Coachella, where this new passenger rail infrastructure would be needed, and where new ground disturbance is anticipated to take place.

Proposed Operations

The Eastern Section of the corridor is operated by UP with current traffic volumes ranging from 40 to 80 trains per day, plus an average of one passenger train per day. Additional operations and maintenance activities associated with the two daily round-trip intercity passenger trains are anticipated to have very minimal impacts on historic properties in the Eastern Section.

Project Area

The project area discussed as part of the Section 106 work for the Tier 1/Program EIS/EIR would be the area where the project has the potential to cause effects on historic properties. Because infrastructure improvements, which have the potential to cause effects to historic properties, are

confined to the Eastern Section, the project area for this Tier 1 EIS/EIR is defined as the Eastern Section, with a 0.25-mile (1,320 feet) buffer on either side of the Build Alternative Alignment. Selection of consulting parties and identification of historic properties for this project were completed based on this project area. The project area is depicted on Figure 1 and Figure 2.

Eastern Section Consulting Parties

As part of the scoping process, FRA, Caltrans, and RCTC are identifying potential consulting parties for the project. The consulting parties identified to date are listed in Table 1. As described above, consulting parties were identified for the Eastern Section only, due to the definition of the project area. On June 27, 2017, the Native American Heritage Commission identified a list of tribes that have cultural and traditional affiliation with the Eastern Section; those tribes are included in Table 1.

Table 1. Eastern Section Consulting Parties

Consulting Party Type	Potential Consulting Party Name
Federal Agencies	Bureau of Indian Affairs (BIA) Bureau of Land Management (BLM) Federal Transit Administration (FTA) U.S. Fish and Wildlife Service (USFWS)
State Agencies	California Department of Parks and Recreation Caltrans, District 8 California Office of Historic Preservation (OHP)
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Counties	San Bernardino County Riverside County
Cities and Towns	Banning Beaumont Calimesa Cathedral City Coachella Colton* City of Colton—Historic Preservation Commission Desert Hot Springs Indio La Quinta* City of La Quinta—Historic Preservation Commission Loma Linda Moreno Valley Palm Desert City of Palm Desert—Cultural Resource Preservation Committee Palm Springs* City of Palm Springs—Historic Site Preservation Board Rancho Mirage City of Rancho Mirage—Historic Preservation Commission Redlands* City of Redlands—Historic and Scenic Preservation Commission San Bernardino Yucaipa
Museums and Non-Profits	Agua Caliente Cultural Museum Coachella Valley Historical Society Colton Area Museum Gilman Historic Ranch and Wagon Museum Malki Museum on Morongo Indian Reservation Moreno Valley Historical Society Palm Springs Historical Society Museum Palm Springs Historical Society Palm Springs Museum of Architecture and Design

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Consulting Party Type	Potential Consulting Party Name
	Palm Springs Preservation Foundation Public Arts and Historic Preservation Commission Redlands Area Historical Society Redlands Historical Museum Association San Bernardino County Museum San Gorgonio Pass Historical Society Yucaipa Valley Historical Society

THPO = Tribal Historic Preservation Officer

** Certified local government*

We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map
Figure 2. Project Vicinity Map - Eastern Section (2 of 2)
Attachment A: Record Search Results: Cultural Resources
Attachment B: California Historical Resource Status Codes (NRHP/CRHR)
Attachment C: Office of Historic Preservation Resource Attribute Codes



U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

Date: October 15, 2019

Chairman Darrell Mike
Twenty-Nine Palms of Mission Indians of California
46-200 Harrison Place
Coachella, CA 92236

Re: Initiation with Native American Tribal Governments of Section 106 of the National Historic Preservation Act for the Tier 1/Program EIS/EIR Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Chairman Mike,

The Federal Railroad Administration (FRA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) are preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project (project). Caltrans, who is the Project Sponsor, received a High Speed Intercity Passenger Rail grant from FRA to complete this Tier 1/Program EIS/EIR, as well as an associated Service Development Plan (SDP).

The purpose of the Tier 1/Program EIS/EIR is to study service options for providing daily intercity passenger rail service between the cities of Los Angeles and Indio/Coachella, California, also known as the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor). The Tier 1/Program EIS/EIR addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed, identification of major infrastructure components being proposed required by the SDP, and identification of any existing major facility capacity constraints. The Tier 1/Program EIS/EIR analysis closely aligns with the service planning process and identifies areas of impact and resources that could be affected within the context of a study area.

The purpose of the SDP is to determine the operation, maintenance, equipment, infrastructure, organization, implementation schedule, finances, and economics of the intercity passenger railroad service proposed to operate in the corridor. As part of the SDP process, the number of stations and general station locations would be determined by rail operations simulation modeling. SDP modeling will also identify major infrastructure components. These results from the SDP will inform parallel development of the Tier 1/Program EIS/EIR.

In this preliminary planning phase, FRA is initiating Section 106 of the National Historic Preservation Act (Section 106) per 36 Code of Federal Regulations Part 800.3 by identifying consulting parties, gathering information regarding historic properties that have religious and cultural significance to your Tribe, which might be affected by the proposed project, and identifying a plan to involve the public.

Study Approach

Tiering Process

FRA, Caltrans, and RCTC are using a tiered National Environmental Policy Act process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, pursuant to 40 Code of Federal Regulations 1508.28 (titled “Tiering”) and California Environmental Quality Act Guidelines Section 15168 (titled “Program EIR”) and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process applied to complex transportation projects. The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in this tiered environmental review process. After the completion of the SDP, the proposed broader project scope defining necessary infrastructure improvements will be known.

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We request that you identify any additional consulting parties who may have a demonstrated interest in the project and should be contacted.

Identification of Potential Historic Properties

With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification of historic properties is being undertaken at this time. A record search was conducted at the South Central Coastal Information Center (SCCIC) and the Eastern Information Center (EIC) for the project area from July 9, 2018, to July 18, 2018. The record search resulted in the identification of 384 cultural resources within the project area, including archaeological sites and built resources. This information is summarized in Attachment A. To facilitate interpretation of the list of cultural resources, an explanation of the California Historical Resource Status Codes, used to classify the eligibility status of cultural resources for the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), is provided in Attachment B. An explanation of California Office of Historic Preservation (OHP) Resource Attribute Codes is included in Attachment C.

Of the 384 cultural resources identified, only 4 have been formally determined to be listed in or eligible for listing in the NRHP. One is a historic structure, and the remaining three are eligible archaeological resources (all considered one site), as shown in Table 2 and described below.

Table 2. Initial List of Historic Properties

Historic Property	Resource Location/Type	NRHP Status	Distance
San Timoteo Canyon Schoolhouse: NRIS Reference Number: 00001646	31985 San Timoteo Canyon Road, Redlands, Riverside County, California	NRHP-listed, January 26, 2001	Within record search boundary; about 327 feet (100 meters) away from rail line
P-33-28059/CA-RIV-12669 (including P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897)	Prehistoric lakeshore habitation site	Formally determined eligible for the NRHP (2S2) by Caltrans in 2007	Within record search boundary; about 980 feet (300 meters) away from rail line

Built Resources

The results of the record search showed one previously evaluated resource listed in the NRHP, the San Timoteo Canyon Schoolhouse (Table 2). Additional research on the Cultural Resources GIS map on the NRHP website (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9b8084ff8a2f9a99909164466>) identified the same single NRHP-listed property. The San Timoteo Canyon Schoolhouse is located in San Timoteo Canyon in Riverside County between Redlands and Moreno Valley. It is located within the project area but does not intersect the rail line, which is approximately 327 feet (100 meters) away. The schoolhouse, constructed in 1894, was found to be significant at the local level under NRHP Criterion A (in the areas of education and social history), with a period of significance of 1895 to 1937. The 1,050-square-foot, one-room schoolhouse is vernacular in style; it consists of a wood structure with separate entrances and associated anterooms for men and women and blackboards on three walls. Although the architect is unknown, the builder was recorded as Vander Venter, who was probably assisted in the construction by local farmers.

Archaeological Sites

The results of the archaeological resource record search indicate that three prehistoric archaeological sites (each with assigned primary number and trinomial designations) determined to be eligible for the NRHP are actually one large prehistoric habitation site. The site was originally recorded using two different numbers (P-33-11573/CA-RIV-6896 and P-33-11574/CA-RIV-6897) and then was later recorded as one resource under a different site number, P-33-28059/CA-RIV-12669. This new recordation and site number subsumed the original site designations.

Site P-33-28059/CA-RIV-12669 is located within the project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. It is a large prehistoric habitation site located in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. The site is recorded as repeated residential occupations of a lakeshore dune complex affiliated with the Patayan II (ca. A.D. 1000–1500) and Patayan III (ca. A.D. 1500–1850) cultural patterns. The site has been investigated numerous times, and cultural constituents and features have been identified, including a human cremation, multiple hearth features, and living areas. Faunal remains and ceramic sherds have been recovered from the site. The data indicates that a wide range of

activities took place at the site, including collecting freshwater mollusks, fishing, taking waterfowl and other birds, hunting large and small mammals, grinding seeds, manufacturing and using ceramics, cooking in earth ovens, trading, and some stone tool knapping. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

We request that you review the list of cultural resources in Attachment A, along with the project maps (Figure 1 and Figure 2) and provide information on any additional historic properties (that have religious and cultural significance to your Tribe) that should be considered in the Tier 1/Program EIS/EIR that are not currently included in this initial list.

Plan to Involve the Public

We are also seeking broader public participation through a public involvement and information program that may include public meetings and hearings. A project web site is available (<http://rctcdev.info/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service>) to provide the public with routine project updates. To maintain confidentiality of archaeological site locations, no specific information regarding archaeological historic properties will be posted on the website.

Completion of the Section 106 Process

As outlined above, FRA has determined the planning effort does not have the potential to affect historic properties. Therefore, for this Tier 1 EIS/EIR, the next step in the Section 106 process will be to gather information from consulting parties in response to this letter. FRA will evaluate the responses to this letter and offer to meet with consulting parties about the status of the project.

Consulting parties are also welcome to provide input on the project as part of the National Environmental Policy Act process by commenting on the Tier 1 EIS/EIR draft and final documents when they are out for public comment. Information on these documents can be found at the website above.

The next formal steps in the Section 106 process would be contingent on the identification of construction funding for future phases of the project and would be led by the lead federal agency for the Tier 2 projects. The completion of any subsequent phases of the Section 106 process by a lead federal agency encompasses the identification of an Area of Potential Effects (APE), the geographic area/s within which a project may affect historic properties, and survey work to further identify cultural resources within the APE. The lead federal agency will consult with the SHPO and THPO(s), other consulting parties, and the public, as necessary, when making these identifications. Those cultural resources identified within the APE, including any resources listed in Attachment A that are verified during survey and determined to be within the APE, will be evaluated for their eligibility for listing in the NRHP. This will include a review of the two historic properties that have been previously determined eligible (discussed above; see Table 1) and whether they remain eligible for inclusion in the NRHP. The lead federal agency would then complete the assessment of effects to historic properties and the resolution of any adverse effects.

We request your input on consulting parties, historic properties that have religious and cultural significance to your Tribe, and the plan to involve the public so that we can appropriately document and address your input as part of the Tier 1/Program EIS/EIR. This information will be used to inform future Section 106 efforts, should a federally sponsored Tier 2 EIS/EIR be completed. If you have any questions or concerns or would like to have a meeting to further discuss the proposed project, please contact FRA Environmental Protection Specialist Amanda Ciampolillo at 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Amanda Ciampolillo, FRA
Karla Bloch, FRA
Andy Cook, Caltrans
Sheldon Peterson, RCTC

Enclosures:

Figure 1. Regional Location Map

Figure 2. Project Vicinity Map - Eastern Section (2 of 2)

Attachment A: Record Search Results: Cultural Resources

Attachment B: California Historical Resource Status Codes (NRHP/CRHR)

Attachment C: Office of Historic Preservation Resource Attribute Codes

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Appendix E. Assembly Bill 52 Consultation Correspondence

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NATIVE AMERICAN HERITAGE COMMISSION

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



August 25, 2016

Sheldon Peterson
Riverside County Transportation Commission

Sent by E-mail: speterson@rctc.org

RE: Proposed Coachella Valley – Gorgonio Pass Rail Corridor Service Project; Riverside, San Bernardino, Orange and Los Angeles Counties, California

Dear Mr. Peterson:

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

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

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

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

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

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

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

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

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. Sites have been located in the APE you provided that may be impacted by the project. Please contact the Tribes indicated on the attached spreadsheet for additional information about these sites. Please contact **ALL** of the tribes on the list as the Sacred Lands File is not exhaustive. A tribe may be the only source of information. Their contact information is included in the attached list.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

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

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

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

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

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

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**Native American Heritage Commission
Tribal Consultation List
Orange, San Bernardino, Los Angeles, Riverside
Counties
8/25/2016**

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

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626)926-4131
gabrielenoindians@yahoo.com

Ewiiaapaayp Tribal Office

Robert Pinto, Chairperson
4054 Willows Road
Alpine, CA, 91901
Phone: (619)445-6315
Fax: (619) 445-9126
Kumeyaay

**Agua Caliente Band of Cahuilla
Indians**

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

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

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626)926-4131
gabrielenoindians@yahoo.com
Gabrielino

**Augustine Band of Cahuilla
Mission Indians**

Amanda Vance, Chairperson
P.O. Box 846
Coachella, CA, 92236
Phone: (760)398-4722
Fax: (760) 369-7161
Cahuilla

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

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

**Cabazon Band of Mission
Indians**

Doug Welmas, Chairperson
84-245 Indio Springs Parkway
Indio, CA, 92203
Phone: (760)342-2593
Fax: (760) 347-7880
Cahuilla

Gabrielino /Tongva Nation

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

Cahuilla Band of Indians

Luther Salgado, Chairperson
52701 U.S. Highway 371
Anza, CA, 92539
Phone: (951) 763-5549
Fax: (951) 763-2808
Chairman@cahuilla.net
Cahuilla

**Gabrielino Tongva Indians of
California Tribal Council**

Robert F. Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562)761-6417
Fax: (562) 761-6417
gtongva@verizon.net
Gabrielino

Campo Band of Mission Indians

Ralph Goff, Chairperson
36190 Church Road, Suite 1
Campo, CA, 91906
Phone: (619)478-9046
Fax: (619) 478-5818
rgoff@campo-nsn.gov
Kumeyaay

Gabrielino-Tongva Tribe

Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite
1100
Los Angeles, CA, 90067
Phone: (626) 676-1184
Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Coachella Valley - Gorgonio Pass Rail Corridor Service, Orange, San Bernardino, Los Angeles, Riverside Counties.

**Native American Heritage Commission
Tribal Consultation List
Orange, San Bernardino, Los Angeles, Riverside
Counties
8/25/2016**

Jamul Indian Village

Erica Pinto, Chairperson
P.O. Box 612
Jamul, CA, 91935
Phone: (619)669-4785
Fax: (619) 669-4817

Kumeyaay

Mesa Grande Band of Mission Indians

Virgil Oyos, Chairperson
P.O. Box 270
Santa Ysabel, CA, 92070
Phone: (760)782-3818
Fax: (760) 782-9092
mesagrandeband@msn.com

Kumeyaay

La Posta Band of Mission Indians

Javaughn Miller, Tribal Administrator
8 Crestwood Road
Boulevard, CA, 91905
Phone: (619)478-2113
Fax: (619) 478-2125
jmiller@Lapostatribes.net

Kumeyaay

Morongo Band of Mission Indians

Robert Martin, Chairperson
12700 Pumarra Road
Banning, CA, 92220
Phone: (951)849-8807
Fax: (951) 922-8146

Cahuilla
Serrano

La Posta Band of Mission Indians

Gwendolyn Parada, Chairperson
8 Crestwood Road
Boulevard, CA, 91905
Phone: (619)478-2113
Fax: (619) 478-2125
LP13boots@aol.com

Kumeyaay

Ramona Band of Cahuilla Mission Indians

Joseph Hamilton, Chairperson
P.O. Box 391670
Anza, CA, 92539
Phone: (951)763-4105
Fax: (951) 763-4325
admin@ramonatribes.com

Cahuilla

Los Coyotes Band of Mission Indians

Shane Chapparosa, Chairperson
P.O. Box 189
Warner Springs, CA, 92086-0189
Phone: (760)782-0711
Fax: (760) 782-0712
Chapparosa@msn.com

Cahuilla

San Fernando Band of Mission Indians

John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA, 91322
Phone: (760) 885-0955
tsen2u@hotmail.com

Kitanemuk
Serrano
Tataviam

Manzanita Band of Kumeyaay Nation

Angela Elliott Santos, Chairperson
P.O. Box 1302
Boulevard, CA, 91905
Phone: (619) 766-4930
Fax: (619) 766-4957

Kumeyaay

San Manuel Band of Mission Indians

Lee Clauss, Director of Cultural Resources
26569 Community Center Drive
Highland, CA, 92346
Phone: (909) 864-8933
Fax: (909) 864-3370
lclauss@sanmanuel-nsn.gov

Serrano

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Coachella Valley - Gorgonio Pass Rail Corridor Service, Orange, San Bernardino, Los Angeles, Riverside Counties.

**Native American Heritage Commission
Tribal Consultation List
Orange, San Bernardino, Los Angeles, Riverside
Counties
8/25/2016**

**San Pasqual Band of Mission
Indians**

Allen E. Lawson, Chairperson
P.O. Box 365
Valley Center, CA, 92082
Phone: (760)749-3200
Fax: (760) 749-3876
allenl@sanpasqualtribe.org

Kumeyaay

**Torres-Martinez Desert Cahuilla
Indians**

Mary Resvaloso, Chairperson
P.O. Box 1160
Thermal, CA, 92274
Phone: (760)397-0300
Fax: (760) 397-8146
tmchair@torresmartinez.org

Cahuilla

**Santa Rosa Band of Mission
Indians**

Steven Estrada, Chairperson
P.O. Box 391820
Anza, CA, 92539
Phone: (951)659-2700
Fax: (951) 659-2228

Cahuilla

**Viejas Band of Kumeyaay
Indians**

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1 Viejas Grade Road
Alpine, CA, 91901
Phone: (619)445-3810
Fax: (619) 445-5337
jhagen@viejas-nsn.gov

Kumeyaay

**Serrano Nation of Mission
Indians**

Goldie Walker, Chairperson
P.O. Box 343
Patton, CA, 92369
Phone: (909)528-9027

Serrano

**Soboba Band of Luiseno
Indians**

Rosemary Morillo, Chairperson
P. O. Box 487
San Jacinto, CA, 92583
Phone: (951) 654-2765
Fax: (951) 654-4198
rmorillo@soboba-nsn.gov

Cahuilla
Luiseno

**Sycuan Band of the Kumeyaay
Nation**

Cody J. Martinez, Chairperson
1 Kwaaypaay Court
El Cajon, CA, 92019
Phone: (619)445-2613
Fax: (619) 445-1927
ssilva@sycuan-nsn.gov

Kumeyaay

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Coachella Valley - Gorgonio Pass Rail Corridor Service, Orange, San Bernardino, Los Angeles, Riverside Counties.



4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P.O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

October 19, 2016

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, California 91723

Subject: Assembly Bill (AB) 52 Consultation Pursuant to the California Environmental Quality Act,
Public Resources Code Section 21080.3.1, subds. (b), (d) and (e) for Coachella Valley – San Gorgonio Pass Rail
Corridor Service Project, Riverside, San Bernardino, Orange, and Los Angeles Counties, California.

Dear Mr. Salas:

The Federal Railroad Administration (FRA) in cooperation with the California Department of Transportation (Caltrans) and Riverside County Transportation Commission (RCTC) are initiating the environmental process for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (Project). The Project will study options for providing intercity passenger rail service between the cities of Los Angeles and Indio, also known as the Coachella Valley – San Gorgonio Pass Corridor (the Corridor). Below, please find a description of the proposed Project and the contact information for Mr. Sheldon Peterson, RCTC Rail Manager, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Project would extend from an eastern terminus in Indio, California to the western terminus at Los Angeles Union Station (LAUS). Figure 1 depicts the project study area, which encompasses the anticipated extent of the environmental study associated with the Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

The Corridor currently faces mobility challenges that are likely to continue as growth in population, employment, and tourism activity is expected to generate increased travel demand. An effective rail system will help meet the future mobility needs of residents, businesses, and visitors. The overall purpose of the Project is to provide a safe, reliable, and convenient intercity passenger rail service that would meet the future mobility needs of residents, businesses, and visitors within the Corridor.

In the Program EIS/EIR FRA, Caltrans, and RCTC will evaluate and analyze a No Build Alternative and at least one Build Alternative consisting of multiple improvements between Indio and Los Angeles. The Build Alternative would include the necessary infrastructure improvements to meet the Project's purpose and need. The Build Alternative is made up of two components, a route alignment and station alternatives. FRA, Caltrans, and RCTC will consider the July 2016 Alternatives Analysis Final Report when identifying the Build Alternative for detailed analysis in the Program EIS/EIR. However, additional reasonable build alternatives meeting the proposed purpose and need but not considered in the July 2016 Alternatives Analysis Final Report may be developed during the scoping process. This may also involve refining the Build Alternative as more information comes available based on the environmental analysis and coordination with stakeholders and the public. Additionally, the proposed purpose and need may be updated and/or refined based on coordination with stakeholders and the public.

Mr. Andrew Salas
October 19, 2016
Page 2

LEAD AGENCY POINT OF CONTACT

Riverside County Transportation Commission
Mr. Sheldon Peterson
Rail Manager
4080 Lemon Street, 3rd Floor
Riverside, California 92502
speterson@rctc.org

Pursuant to PRC §21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing with RCTC, regarding the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable.

Sincerely,

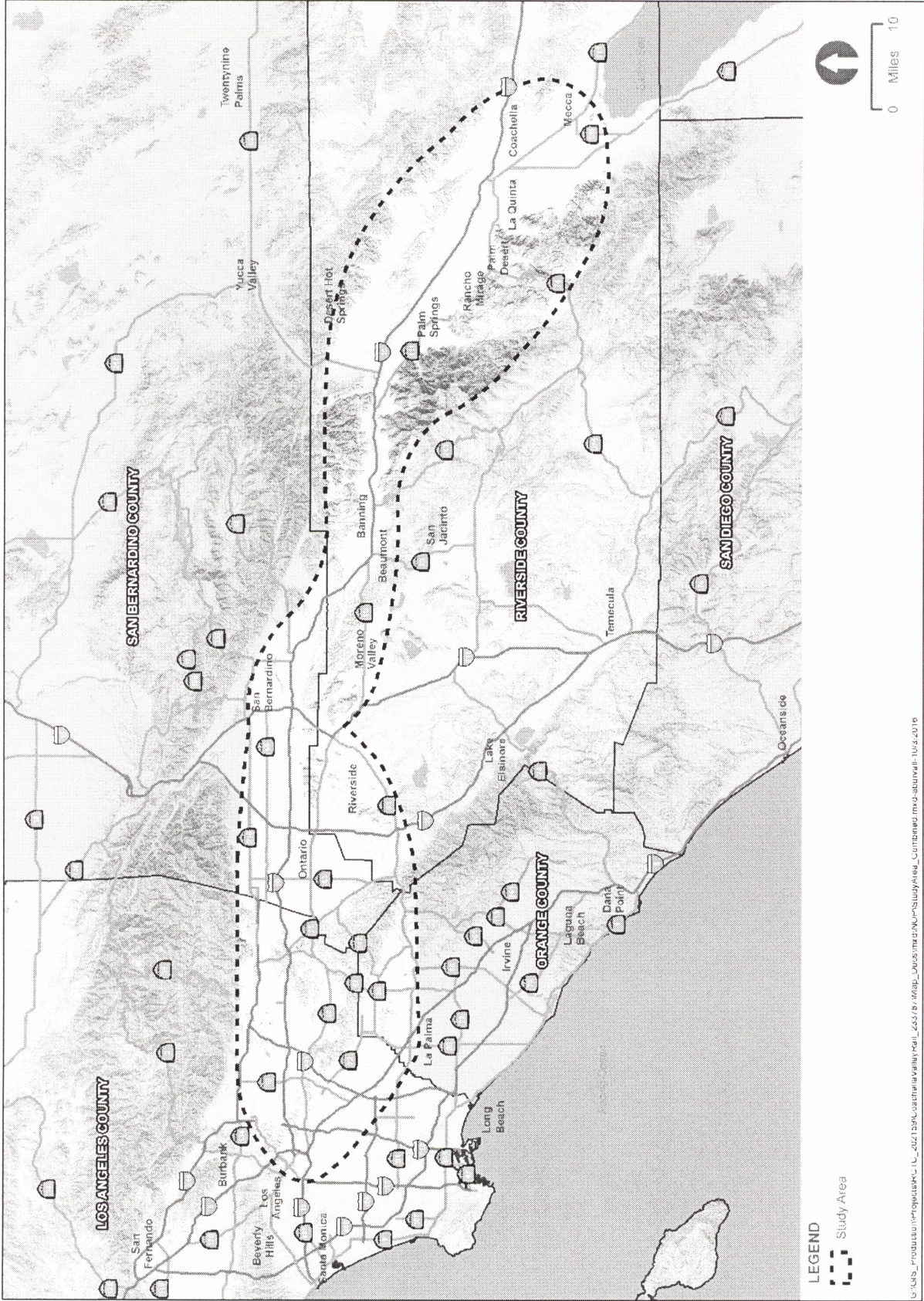


Anne Mayer
Executive Director

Enclosure: Figure 1. Project Study Area

c: Kelly Czechowski, HDR
Nina Delu, HDR
Patrick O'Neill, HDR
Sheldon Peterson, RCTC
Robert Yates, RCTC

Figure 1. Project Study Area





GABRIELENO BAND OF MISSION INDIANS - KIZH NATION

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

RE: AB52 consultation response for the Coachella Valley- San Gregorio Pass Rail Corridor Service Project, Riverside, San Bernardino, Orange and Los Angeles Counties, California

Dear Mr. Sheldon Peterson
Rail Manager

October 30, 2016

Please find this letter in response to your request for consultation dated October 19, 2016. I have reviewed the project site and do have concerns for cultural resources. Your project lies in an area where the Ancestral territories of the Kizh (Kitch) Gabrieleño's villages adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh Gabrieleño was probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of our neighbors the Serranos was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/ base sites are marked by midden deposits often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies of ten left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources. **PLEASE NOTE: We are only concern with the Locations within our Ancestral Territory. Attached is Documentation information on our Tribal Territory. Also today were are working along side the San Gabriel Trench, Alameda Corridor Project.**

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

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

CC: NAHC

With respect,

Andrew Salas, Chairman
cell (626)926-4131

Andrew Salas, Chairman
Albert Perez, treasurer I

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

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

PO Box 393 Covina, CA 91723

www.gabrielenoindians@yahoo.com

gabrielenoindians@yahoo.com

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<input type="checkbox"/> Adult Signature Required	\$
<input type="checkbox"/> Adult Signature Restricted Delivery	\$
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\$	
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Mr. Andrew Salas, Chairman	
Gabrieleño Band of Mission Indians -	
Kizh Nation (Kizh Nation)	
P.O. Box 393	
Covina, CA 91723	
Street and Apt. No.,	
City, State, ZIP+4®	

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August 27, 2019

Mr. Andrew Salas, Chairman
Gabrieleño Band of Mission Indians –
Kizh Nation (Kizh Nation)
P.O. Box 393
Covina, CA 91723

Dear Chair Salas:

The Riverside County Transportation Commission (Commission) notified the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) regarding the initiation of the Coachella Valley – San Geronio Pass Rail Corridor Service Project (Project) and you responded that the Kizh Nation would like to consult regarding the project as it pertains to locations within your Ancestral Territory. The purpose of this letter is to clarify the project description and reconfirm that the Kizh Nation is still interested in consulting on the Project. As proposed, the Project is broken down into a Western and Eastern Section. The Western Section, which consists of a 68-mile segment along the existing Burlington Northern Santa Fe San Bernardino Subdivision corridor between Los Angeles Union Station and the City of Colton, would not require any ground disturbance and would instead utilize existing infrastructure (tracks and stations) for the Project's proposed commuter train trips.

In contrast, the Eastern Section, which includes a 76-mile segment along the existing Union Pacific Railroad Yuma Subdivision corridor between the cities of Colton and Coachella proposes physical improvements (e.g., track infrastructure and stations) and therefore ground disturbance will take place within the Eastern Section. As such, record searches and archival research have been conducted only for the Eastern Section, since construction of the Eastern Section would require ground disturbance. The project description has been updated since AB 52 consultation was first initiated along with the maps showing the location of the Eastern and Western Sections (see Attachment A).

As identified through records search, one prehistoric archaeological site that is California Register of Historical Resources eligible has been identified in the Eastern Section:

Site P-33-28059/CA-RIV-12669 is within the cultural resources project area but does not intersect the rail line, which is approximately 980 feet (300 meters) away. This site is a large prehistoric habitation site in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

Mr. Andrew Salas
August 27, 2019
Page 2

A full inventory of previously recorded cultural resources within a one-quarter mile buffer of the Project is attached (see Attachment B).

Given the above, the attached revised project description, and our understanding of the Kizh Nation Tribal Ancestral Territory as largely within the Western Section of the Project, the Commission would like to reconfirm that the Kizh Nation would like to consult under AB 52 on this Project. If so, please contact Sheldon Peterson, Rail Manager at (951) 787-7141 or speterson@rctc.org to schedule a meeting.

Sincerely,



Anne Mayer
Executive Director

Attachment A: Detailed Project Description
Attachment B: Records Search Results

c: Nina Delu, HDR
Patrick O'Neill, HDR
Sheldon Peterson, RCTC
Vanessa Williford, HDR



Project Description

Coachella Valley-San Gorgonio Pass Rail
Corridor Service Project

August 2019



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1 Introduction

The Federal Railroad Administration (FRA), California Department of Transportation Division of Rail & Mass Transportation (Caltrans), and Riverside County Transportation Commission (RCTC) are proposing to establish daily intercity passenger rail service in the Coachella Valley-San Gorgonio Pass Rail Corridor (corridor) via implementation of a programmatic Tier 1 Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) and Service Development Plan (SDP) for passenger rail service between Los Angeles Union Station (LAUS) in Los Angeles, California and Coachella in Southern California’s Coachella Valley.

1.1 Study Approach

FRA, Caltrans, and RCTC are using a tiered NEPA/CEQA process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, under 40 CFR 1508.28 (titled “Tiering”), CEQA Guidelines Section 15168 (titled “Program EIR”), and Section 15170 (titled “Joint EIS/EIR”). “Tiering” is a staged environmental review process often applied to environmental review for complex transportation projects. The tiered environmental approach is being applied to this project, because the 144-mile route of the proposed passenger rail system from LAUS to Coachella has regional implication for future planning processes and potential environmental effects spanning portions of four counties, numerous jurisdictions, and multiple independent planning processes.

The Tier 1/Program EIS/EIR, along with the concurrent preparation of the SDP, are the first steps in the tiered environmental review process. Based on the decisions made in the Tier 1/Program EIS/EIR and SDP, future site-specific proposals of infrastructure improvements will be evaluated through one or more Tier 2 environmental clearance processes. A description of the Tier 1/Program EIS/EIR, SDP, and Tier 2 project-level analysis processes are further discussed below:

- *Tier 1/Program EIS/EIR*: The Tier 1/Program EIS/EIR evaluation addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed and identification of major infrastructure components based on conceptual engineering and rail operations simulation conducted as part of the SDP process. The Tier 1/Program EIS/EIR evaluation closely aligns with the service planning process and identifies areas of effect and resources that could be affected within the context of a resource specific study area.
- *SDP*: The SDP defines the project’s service mode, estimated ridership to include demand and revenue forecasts, operational strategy, station and access analysis, operating and maintenance costs, required infrastructure improvements and capital programming, and public benefits analysis necessary to implement the proposed intercity passenger rail service. As part of the SDP process, the site-specific infrastructure improvement requirements are being identified, including the number of stations and the general areas/communities in which stations might be located. The SDP infrastructure analysis is being informed by rail operations simulation modeling and would occur parallel to the Tier 1/Program EIS/EIR analysis process.
- *Tier 2 Project-Level Analysis*: Based on the environmental evaluation conducted in this Tier 1/Program EIS/EIR and the site-specific infrastructure improvements identified in the SDP, a Tier 2 project-level analysis would be required. The Tier 2 project-level analysis would be a



separate environmental review potentially led and funded by an agency other than FRA. In addition, the Tier 2 process would not automatically follow the Tier 1 process, rather a Tier 2 project would need to be defined based on the Tier 1/Program EIS/EIR broad project scope and funding. The Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level effects, in addition to any required permits, consultations, or approvals needed for construction.

2 Project Location and Description

2.1 Project Location

The Build Alternative Alignment is divided into two sections for ease of analysis: a Western Section and an Eastern Section, both occurring within existing railroad rights-of-way, for a total corridor distance of 144 miles (Figure 2-1).

- The Western Section consists of a 68-mile segment along the existing Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision corridor between LAUS and the city of Colton within Los Angeles, Orange, San Bernardino, and Riverside counties.
- The Eastern Section consists of a 76-mile segment along the existing Union Pacific Railroad (UP) Yuma Subdivision corridor between the cities of Colton and Coachella within San Bernardino and Riverside counties.

From west to east, the cities traversed by the Build Alternative Alignment include Los Angeles, Vernon, Bell, Commerce, Montebello, Pico Rivera, Santa Fe Springs, Norwalk, La Mirada, Buena Park, Fullerton, Anaheim, Placentia, Yorba Linda, Chino Hills, Corona, Riverside, Grand Terrace, Colton, San Bernardino, Loma Linda, Redlands, Calimesa, Beaumont, Banning, Cabazon, Palm Springs, Cathedral City, Thousand Palms, Rancho Mirage, Palm Desert, Indio, and Coachella.

2.2 Project Description

2.2.1 Construction

Western Section

In the Western Section, existing rail infrastructure would be used to accommodate the proposed service and no additional track improvements would be required to accommodate the proposed service. LAUS would serve as the western terminus, and existing stations in the cities of Fullerton and Riverside would be used, as depicted on Figure 2-2. No new stations or construction to existing stations would be required to accommodate the proposed service. The Western Section Tier 1 project area encompasses the right-of-way within 100-feet on either side of the railroad centerline.

Eastern Section

In the Eastern Section, proposed new infrastructure improvements could include sidings, additional mainline track, wayside signals, drainage, grade-separation structures, and stations to accommodate the proposed service. The Eastern Section would utilize the existing station in the city of Palm Springs, which is the only existing station in the Eastern Section. Additionally, as depicted on Figure 2-3, up to five new potential stations could be constructed within the following areas: 1) Loma Linda/Redlands (serving the cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), 4) the city of Indio, and/or 5) the city of Coachella as the eastern terminus.

To determine the corridor infrastructure needs (including number of stations and station locations), rail operations simulation modeling would be conducted as part of the SDP process. This Tier 1/Program



EIS/EIR analyzes the construction of infrastructure improvements and stations along the Eastern Section conceptually to assist in identification of potential corridor-level constraints and broad impacts to resources.

As depicted on Figure 2-3, the Eastern Section Tier 1 project area encompasses the area of potential construction and station locations within 1,000 feet on either side of the railroad centerline. This Eastern Section Tier 1 project area encompasses the area where physical changes may occur (new infrastructure improvements such as sidings, additional mainline track, wayside signals, drainage, grade-separation structures, and stations) and preserves flexibility for consideration of up to five new station alignments and associated track infrastructure at any point within the corridor.

2.2.2 Operation

Passenger train frequencies proposed as part of the project would consist of the addition of two daily round-trip intercity diesel passenger trains operating the entire length of the corridor between Los Angeles and Coachella, with one morning departure and one afternoon departure from each end of the corridor.

Figure 2-1. Build Alternative Alignment

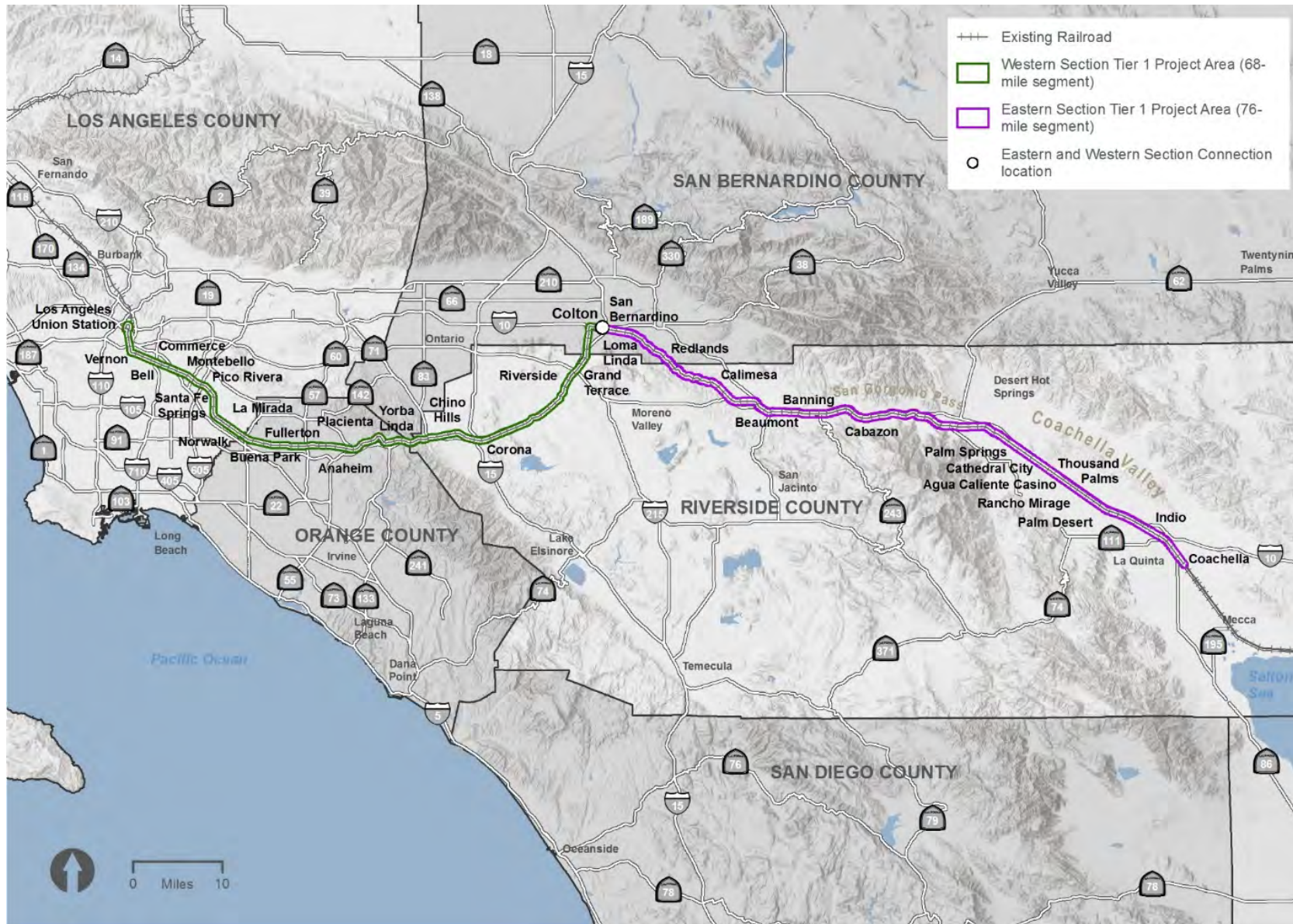
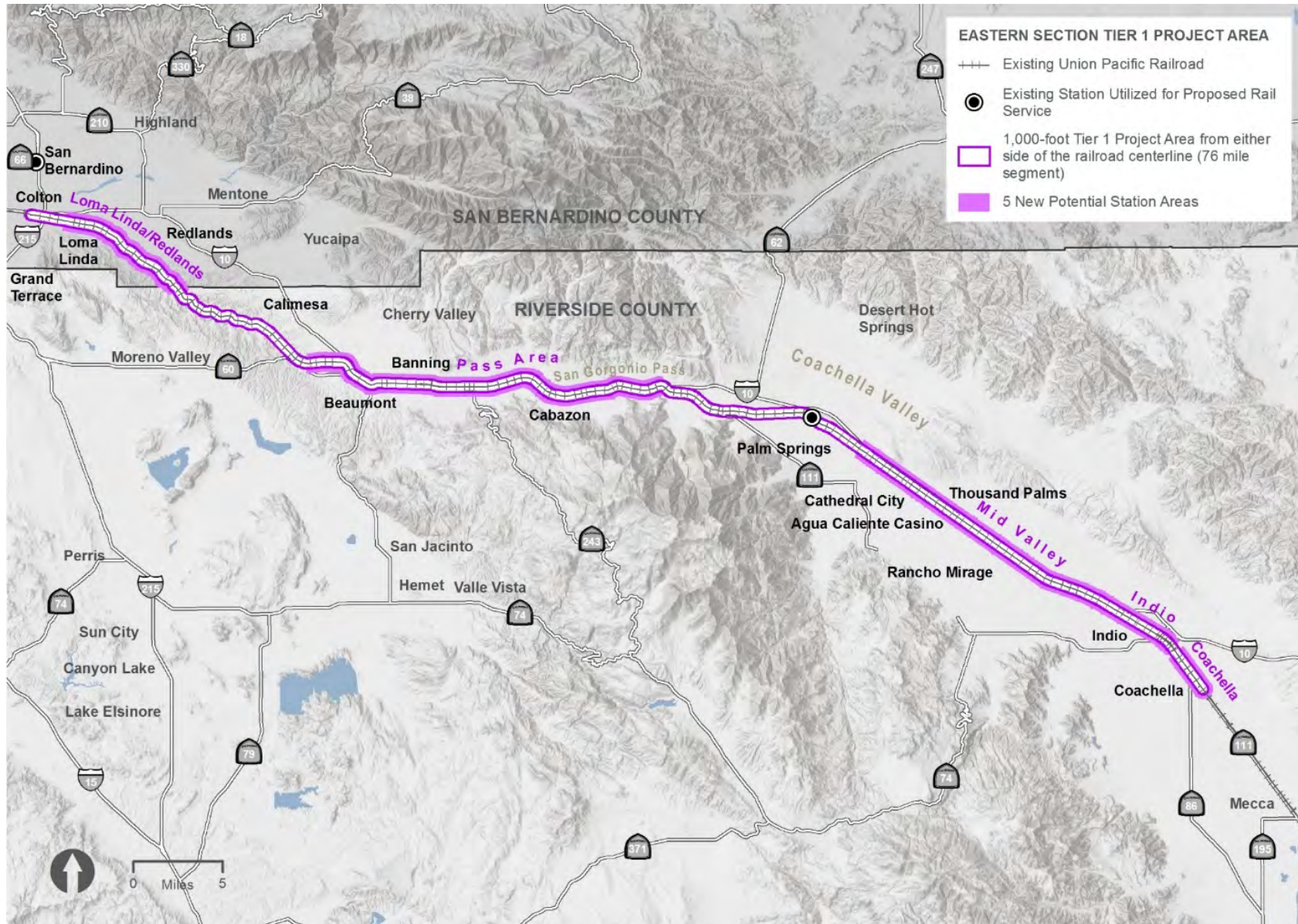


Figure 2-3 Build Alternative Eastern Section Tier 1 Project Area





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ATTACHMENT B:
IDENTIFIED CULTURAL RESOURCES

Separate lists are provided for archaeological and built environment resources.

Archaeological resources are sorted first by time period (historic, prehistoric, or both) and then by California Historical Resource Status Code. Please see Attachment B for an explanation of these codes, which combine information on the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) status of the resource.

Built environment resources are sorted first by NRHP property type (building, structure, or object) and then by California Historical Resource Status Code.

Archaeological Resources

A total of 117 archaeological sites (81 historic, 27 prehistoric, 7 both historic and prehistoric, and 2 unknown) were identified in the project area.

- Historic archaeology – 81 sites:
 - 5 sites appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). However, they have not been formally evaluated and their NRHP eligibility status has not been formally determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 1 site is recommended eligible for local listing or designation as the result of a survey but was not evaluated for NRHP eligibility at the time it was recorded (status code 5).
 - 27 sites were previously recommended ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 48 sites were previously identified as the result of a survey but were either not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Prehistoric archaeology – 27 sites:
 - 3 sites (all considered one site) were previously determined eligible for inclusion in the NRHP (status code 2).
 - 2 sites appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 6 sites were previously recommended or determined ineligible for inclusion in the NRHP (status code 6).
 - 16 sites were previously identified as the result of a survey but were either not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Both – 7 sites:
 - 1 site was previously recommended ineligible for inclusion in the NRHP (status code 6).
 - 6 sites were previously identified as the result of a survey but were not evaluated for NRHP eligibility at the time they were recorded (status code 7).
- Unknown – 2 sites:
 - Information about these sites is unavailable in the archives of the South Central Coastal Information Center and Eastern Information Center.

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-010971	CA-RIV-06633H	Site	Historic	AH2; AH3; AH4	Southern Pacific Railroad employee housing tract	Absent	a. 2001 b. 2005	3CS
33-014135	CA-RIV-07757	Site	Historic	AH2; AH4	Two adobe building foundations, associated artifacts	Absent	2004	3D
33-015004		Site	Historic	HP33; HP3; AH4; AH6	Singleton Ranch District	Unknown	2004	3D
33-007888		Site	Historic	HP20	Historic water conveyance system	Absent	a. 1996 b. 2002 c. 2003	3S
33-014871	CA-RIV-07926	Site	Historic	HP20; AH6	Millard Stone Canal	Absent	a. 2005 b. 2012 c. 2014	3S
33-022374	CA-RIV-11426	Site	Historic	AH2	Foundations, rockwork, and associated artifacts	Absent	2012	5S3
33-005625		Site	Historic	AH15; AH3; AH11	Kubic Ranch Site	Unknown	a. 1982 b. 2004	6Z
33-008075	CA-RIV-05973H	Site	Historic	AH4	Refuse Scatter	Absent	1997	6Z
33-008076	CA-RIV-5974H	Site	Historic	AH4	Refuse scatter	Absent	1997	6Z
33-008296	CA-RIV-06095	Site	Historic	AH4	Faunal bone refuse deposit	Absent	1997	6Z
33-009496	CA-RIV-06379H	Site	Historic	AH6; AH11; AH4	Historic water conveyance system	Absent	a. 2000 b. 2007 c. 2010	6Z
33-009748	CA-RIV-06495H	Site	Historic	AH4; AH7	Historic refuse deposits along historic road spur	Absent	a. 2000 b. 2005	6Z
33-013428		Site	Historic	AH6	Historic irrigation system	Absent	2003	6Z
33-013431		Site	Historic	AH2; AH5; AH6	Historic foundation, cistern, and irrigation system	Absent	a. 2003 b. 2012 c. 2014	6Z
33-013779	CA-RIV-07544	Site	Historic	HP33; AH6	Historic ranch remains and water conveyance features	Absent	2004	6Z
33-015002		Site	Historic	HP21; HP22; HP4; HP39	Singleton Ranch Water Transportation System	Absent	2004	6Z

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-015847	CA-RIV-08227	Site	Historic	AH2	Historic residence remains	Absent	2006	6Z
33-015848	CA-RIV-08228	Site	Historic	AH2	Historic residence remains	Absent	2006	6Z
33-015923		Site	Historic	AH4	Historic refuse scatter	Absent	2007	6Z
33-016025		Site	Historic	AH6	Cement and rock canal	Absent	2007	6Z
33-017259	CA-RIV-10847	Site	Historic	AH6; HP20; HP11	Coachella Valley Stormwater Channel	Absent	a. 2008 b. 2009 c. 2012 d. 2012 e. 2016	6Z
33-020420	CA-RIV-10328	Site	Historic	AH4	Large scatter of historic refuse	Absent	2009	6Z
33-022376	CA-RIV-11428	Site	Historic	AH7; AH9; AH4	Historic truck stop / refuse scatter / sand quarry	Absent	2012	6Z
33-022387		Site	Historic	AH4	Historic refuse scatter	Absent	a. 2013 b. 2014	6Z
33-022388	CA-RIV-11440 / CA-RIV-11439	Site	Historic	AH4	Historic refuse scatter	Absent	a. 2013 b. 2014	6Z
33-024169	CA-RIV-11922	Site	Historic	AH4	Glass scatter	Absent	2015	6Z
33-024713	CA-RIV-12237	Site	Historic	AH7	Historic unpaved road segment	Absent	2015	6Z
33-024714		Site	Historic	AH7	Historic paved road segment	Absent	2015	6Z
33-024715	CA-RIV-12238	Site	Historic	AH4	Refuse Scatter	Absent	2015	6Z
33-024926		Site	Historic	HP2; AH15; AH1	Single family residence and outbuildings	Absent	2015	6Z
33-026649	CA-RIV-12550	Site	Historic	AH2	Historic foundation and wells	Absent	2016	6Z
33-026824	CA-RIV-12609	Site	Historic	AH4	Historic refuse scatter	Absent	2017	6Z
36-024899	CA-SBR-15936H	Site	Historic	AH4	Historic refuse deposit	Absent	2012	6Z
33-005624		Site	Historic	AH1	Site of Fort Oliver- Now demolished	Absent	1982	7N
33-007787		Site	Historic	AH2	Site of Whitewater Adobe	Absent	a. 1981 b. 2008	7N1

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-000178	CA-RIV-00178H	Site	Historic	AH2; AH15; AH4	Demolished Palm Springs Station	Absent	a. 1960 b. 1980 c. 1983	7R
33-003439	CA-RIV-03439H	Site	Historic	AH4; AH15	Historic refuse scatter	Absent	a. 1988 b. 1990 c. 1999	7R
33-003441	CA-RIV-03441H	Site	Historic	AH2; AH4	Architectural debris and refuse related to Garnet Station	Absent	1988	7R
33-003442	CA-RIV-03442H	Site	Historic	AH2; AH4	Historic footings and refuse scatter related to Cabazon Station	Absent	a. 1988 b. 1999	7R
33-003443	CA-RIV-03443H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
33-003444	CA-RIV-03444H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003445	CA-RIV-03445H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003446	CA-RIV-03446H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003447	CA-RIV-03447H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
33-003448	CA-RIV-03448H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter	Absent	1988	7R
33-003449	CA-RIV-03449H	Site	Historic	AH2; AH4	Historic foundations and refuse scatter related to El Casco Siding Station	Absent	a. 1988 b. 2014	7R
33-003972	CA-RIV-03972	Site	Historic	AH2; AH4	Historic residential refuse scatter and architectural debris	Absent	1990	7R
33-009194	CA-RIV-06374H	Site	Historic	AH2; AH4; AH3	Historic dog kennel remains	Absent	1999	7R
33-009195		Site	Historic	AH6; HP20; AH3	Historic water conveyance system and olive grove	Absent	1999	7R
33-009497	CA-RIV-06380H	Site	Historic	AH6; AH2; HP20	Historic water conveyance system	Absent	1999	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-009500	CA-RIV-06383H	Site	Historic	AH4	Architectural debris dumpsite	Absent	1999	7R
33-009747	CA-RIV-06494H	Site	Historic	AH6	Historic water conveyance system- Destroyed	Absent	2000	7R
33-010795	CA-RIV-06514H	Site	Historic	AH4	Extensive Refuse Deposit (4 loci)	Absent	2000	7R
33-010815	CA-RIV-06531	Site	Historic	AH4	Refuse Scatter associated with railroad	Absent	2000	7R
33-012893	CA-RIV-07166H	Site	Historic	HP20	Stone and Mortar canal	Absent	2003	7R
33-013722		Site	Historic	AH4	Architectural debris dumpsite	Absent	a. 2004 b. 2012	7R
33-014999	CA-RIV-07972	Site	Historic	AH4	Historic refuse deposits along historic road spur	Absent	2004	7R
33-015849	CA-RIV-08229	Site	Historic	AH2; AH11; AH4; AH6	Historic residence remains and associated fenceline, refuse, and water conveyance feature	Absent	2007	7R
33-015850	CA-RIV-08230	Site	Historic	AH3; AH11	Historic homestead remains and landscaping remnants	Absent	2007	7R
33-017005	CA-RIV-08852	Site	Historic	AH4	A series of discrete deposits of refuse related to the Edom train station	Absent	2007	7R
33-017588	CA-RIV-09117	Site	Historic	AH4	Historic refuse scatter	Absent	2008	7R
33-017947		Site	Historic	AH4	Historic refuse scatter	Absent	2008	7R
33-017948		Site	Historic	HP18	Two all wood refrigerator train cars	Absent	2008	7R
33-018128		Site	Historic	AH11	Barbed wire fence line	Absent	a. 2010 b. 2012	7R
33-023358	CA-RIV-11408	Site	Historic	AH2; AH5	Historic foundation and cistern	Absent	2013	7R
33-023964		Site	Historic	AH7	Historic road segment	Absent	2012	7R
33-023965		Site	Historic	AH7	Historic road segment	Absent	2012	7R
33-026892	CA-RIV-12628	Site	Historic	AH7	Historic era spur road	Absent	2017	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-026893	CA-RIV-12629	Site	Historic	AH6	Historic catchment sump	Absent	2017	7R
36-000573	CA-SBR-00575-H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
36-000574	CA-SBR-00573-H	Site	Historic	AH4; AH2	Historic refuse scatter and architectural debris	Absent	1988	7R
36-000647	CA-SBR-00647-H	Site	Historic	AH4	Historic refuse scatter	Absent	1988	7R
36-006008	CA-SBR-06008-H	Site	Historic	AH2; AH4; AH3	Historic residential remains	Absent	1988	7R
36-006069	CA-SBR-06069-H	Site	Historic	HP20; HP11; HP21	Water control system	Absent	1987	7R
36-006169	CA-SBR-06169-H	Site	Historic	AH4	Historic domestice refuse scatter	Absent	1988	7R
36-006173	CA-SBR-06173-H	Site	Historic	HP1; AH2; AH4	Bryn Mawr Townsite	Absent	a. 1988 b. 2008 c. 2012 d. 2014	7R
36-006856	CA-SBR-06856H	Site	Historic	AH2; AH11; AH15; AH16	Historic ranch complex remains	Absent	1990	7R
36-011287	CA-SBR-11287H	Site	Historic	AH4	Historic refuse scatter	Absent	2003	7R
36-023573		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
36-023574		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
36-023575		Site	Historic	AH3; AH6	Historic orange grove and irrigation system	Absent	2009	7R
33-011573	CA-RIV-06896 (incorporated into CA-RIV-12669)	Site	Prehistoric	AP15; AP11; AP3	Large lakeshore habitation site	Present	a. 2002 b. 2003 c. 2007	2S2
33-011574	CA-RIV-06897 (incorporated into CA-RIV-12669)	Site	Prehistoric	AP15; AP3; AP2	Lakeshore habitation site	Unknown	a. 2002 b. 2003 c. 2007 d. 2011	2S2
33-028059	CA-RIV-12669 (subsumes CA-RIV-06896 and CA-RIV-06897)	Site	Prehistoric	AP15; AP11; AP3; AP9	Large lakeshore habitation site	Present	2016	2S2

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-011438	CA-RIV-06823	Site	Prehistoric	AP3; AP16; AP2	Prehistoric habitation site	Present	a. 2002 b. 2002	3CS
33-014809	CA-RIV-07882	Site	Prehistoric	AP3; AP2; AP11	Village of Palsetahut. Ceremonial coyote burials, extensive artifacts and features. Reported destroyed.	Unknown	a. 2005 b. 2006	3S
33-000676	CA-RIV-00676	Site	Prehistoric	AP15; AP3; AP11	Habitation with pottery scatter and associated midden	Unknown	a.1975 b. 1990 c. 1996 d. 1996 e. 2004 f. 2015	6Y
33-002639	CA-RIV-02639	Site	Prehistoric	AP4	Bedrock Milling Feature, now removed	Absent	a. 1982 b. 1987 c. 2000	6Z
33-009499	CA-RIV-06382	Site	Prehistoric	AP3	Pottery scatter	Absent	a. 1999 b. 2007	6Z
33-011636	CA-RIV-06915	Site	Prehistoric	AP3	Two distinct pottery scatters	Absent	2002	6Z
33-016252	CA-RIV-08403	Site	Prehistoric	AP16; AP15; AP3	Human cremation with associated pottery and flaked stone	Present	a. 2007 b. 2010	6Z
33-017288	CA-RIV-08988	Site	Prehistoric	AP3; AP2	Large scatter of historic fragmented bone and shell; prehistoric artifact scatter	Absent	2008	6Z
33-009780	CA-RIV-06508	Site	Prehistoric	AP3; AP2	Prehistoric artifact scatter	Unknown	2000	7N
33-009781	CA-RIV-06509	Site	Prehistoric	AP2	Prehistoric lithic scatter	Absent	2000	7N
33-000790	CA-RIV-00790	Site	Prehistoric	AP15; AP3	Prehistoric campsite	Absent	a. no date b. 1982 c. 1987	7R
33-000809	CA-RIV-00809	Site	Prehistoric	AP15; AP3; AP2	Prehistoric artifact scatter disturbed by pipeline	Absent	a. 1976 b. 1999	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
33-001767	CA-RIV-01767	Site	Prehistoric	AP15; AP3; AP11	Complex Lakeshore habitation site	Unknown	a. 1980 b. 1987 c. 2002	7R
33-002733	CA-RIV-02733	Site	Prehistoric	AP15; AP11	Habitation site	Unknown	1983	7R
33-003222	CA-RIV-03222	Site	Prehistoric	AP2; AP15	scatter of prehistoric artifacts	Absent	1987	7R
33-007425	CA-RIV-05799	Site	Prehistoric	AP15; AP3; AP11	Habitation site with associated features and artifacts	Unknown	a. 1995 b. 2002	7R
33-013718	CA-RIV-07516	Site	Prehistoric	AP3	Prehistoric pottery scatter and one fragment of olive glass	Absent	2004	7R
33-013795	CA-RIV-07553	Site	Prehistoric	AP2; AP1	Scatter of ground stone artifacts, possible cremation, and possible hearth feature	Present	2004	7R
33-015893	CA-RIV-08256	Site	Prehistoric	AP4; AP2	Bedrock Milling feature with associated artifacts	Absent	2007	7R
33-017006	CA-RIV-08853	Site	Prehistoric	AP2; AP3	Resource processing site	Absent	2007	7R
33-017011	CA-RIV-08858	Site	Prehistoric	AP2	Resource processing site/lithic scatter	Absent	2007	7R
33-026895	CA-RIV-12631	Site	Prehistoric	AP2; AP3; AP15	Prehistoric seasonal habitation site	Unknown	2017	7R
33-026896	CA-RIV-12632	Site	Prehistoric	AP3	Prehistoric Pottery scatter	Absent	2017	7R
36-006123	CA-SBR-06123	Site	Prehistoric	AP2	Prehistoric groundstone scatter	Absent	1988	7R
33-015337		Site	Both	AP3; AH4	SCL fragment and one buffware fragment	Absent	2006	6Z
33-000179	CA-RIV-00179	Site	Both	AP9; AP16	1840s Historic era Cahuilla smallpox burial site	Present	a. 1960 b. 1983	7R
33-000794	CA-RIV-00794	Site	Both	AP15; AP3; AH4	Historic era Cahuilla campsite	Unknown	a. no date b. 1982 c. 1987 d. 2004	7R

Archaeological Resources								
Primary Number	Trinomial Number	Property Type	Time Period	Resource Attributes	Description	Human Remains	Date Recorded	Status Code
							e. 2007	
33-001634	CA-RIV-01634	Site	Both	AP15; AP16; AH4	Multi component site including prehistoric food processing and associated artifact scatter and Historic refuse scatter	Unknown	a. 1972 b. 1987 c. 1990	7R
33-001768	CA-RIV-01768	Site	Both	AP3; AP11; AP15; AH4	Complex Dune habitation site	Absent	a. 1980 b. 1978	7R
36-002314	CA-SBR-02314	Site	Both	AP15; AP3; AP2; AP16	Historic era Cahuilla Campsite	Unknown	a. 1933 b. 1967 c. 1971 d. 1993	7R
36-002999	CA-SBR-02999/H	Site	Both	AP1	Jumuba Rancheria	Unknown	a. 1938 b. 1951	7R
36-016147		Unknown	Unknown		Information missing at SCCIC			
unknown	CA-RIV-12188	Site	Unknown		Information missing at EIC			

Built Environment Resources

A total of 267 built environment resources (242 buildings, 23 structures, and 2 objects) were identified in the project area.

- Buildings – 242 buildings:
 - 1 building, the San Timoteo Canyon Schoolhouse, is listed in the NRHP (status code 1).
 - 30 buildings appear (i.e., were recommended) eligible for inclusion in the NRHP or the CRHR as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 66 buildings were previously recommended or determined eligible for local listing or designation but were not evaluated for NRHP eligibility at the time they were recorded (status code 5).
 - 106 buildings were previously recommended ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 39 buildings were previously identified as the result of a survey but were either not evaluated for NRHP eligibility at the time they were recorded, or need to be reevaluated (status code 7).
- Structures – 23 structures:
 - 3 structures appear (i.e., were recommended) eligible for inclusion in the NRHP as the result of a survey (status code 3). They have not been formally evaluated and their NRHP eligibility status has not been determined. Therefore, they are currently not eligible for inclusion in the NRHP.
 - 14 structures were previously recommended or determined ineligible for inclusion in the NRHP as a result of a survey (status code 6).
 - 6 structures were previously identified as the result of a survey but were not evaluated for NRHP eligibility at the time they were recorded (status code 7).
- Object – 2 objects:
 - 2 objects were previously identified as the result of a survey but need to be reevaluated for NRHP eligibility (status code 7).

Note: In the table that follows, an asterisk (*) next to the primary number designates resources that appear to have been destroyed since they were last recorded.

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-007292		HP15	San Timoteo Canyon Schoolhouse	El Casco Schoolhouse	31985 San Timoteo Canyon Road	El Casco	Riverside	Building	a. 1983 b. 2000	1S
33-008351		HP38; HP13	Club house	Banning Women's Club	175 W Hays Street	Banning	Riverside	Building	1983	3CS, 7L
33-013720*		HP2	Single family residence	n/a	34200 San Timoteo Canyon Road	Beaumont	Riverside	Building	2004	3D
36-019926*		HP2; HP4	Single family residence	Howard Van Der Wall House	26472 Mission Road	Loma Linda	San Bernardino	Building	a. 2003 b. 2013	3D
33-005619*		HP33; HP2; HP30; HP4	Ranch house	San Cayetano Ranch; Bell Ranch	Chase School Road	Thousand Palms	Riverside	Building	1982	3S
33-005652		HP16	Church	Our Lady of Soledad Catholic Church	1612 1st Street	Coachella	Riverside	Building	1983	3S
33-005659		HP6	Commercial building	Lopes Hardware Store; First National Bank	1604 6th Street	Coachella	Riverside	Building	1983	3S
33-005663*		HP4	Outdoor summer sleeping quarters	Submarine	1463 7th Street	Coachella	Riverside	Building	1983	3S
33-005666		HP9	Power office	California Electric Office	1684 9th Street	Coachella	Riverside	Building	1983	3S
33-005792		HP15; HP16; HP13	Church built by Japanese Christians	Coachella Church of Jesus Christ; Friends of Jesus Church	85490 Avenue 50	Coachella	Riverside	Building	1995	3S

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006211		HP6	Commercial bank building	Beaumont Bank; Precision Stamping	252 W 5th Street	Beaumont	Riverside	Building	1983	3S
33-006215		HP15; HP14	Beaumont Civic Center	Beaumont High School	550 E 6th Street	Beaumont	Riverside	Building	a. 1983 b. 1999	3S
33-007293		HP2; HP19	Single family residence and SPRR Bridge	n/a	31710 San Timoteo Canyon Road	El Casco	Riverside	Building	1983	3S
33-007295*		HP33; HP2; HP3; HP4; HP22; HP46	Haskell Ranch	Noble Ranch; Clough Ranch; Singleton Ranch	34200 San Timoteo Canyon Road	Beaumont	Riverside	Building	a. 1983 b. 2004	3S
33-007879		HP6; AH2; AH3	Commercial building	Henderson / Reid Building	NE corner of San Gorgonio Avenue and Livingston Street	Banning	Riverside	Building	a. 1983 b. 1991	3S
33-008299		HP5	Hotel	Hotel Indio	82923 Miles Avenue	Indio	Riverside	Building	1984	3S
33-008305		HP2; HP4	Single family residence and guest house	n/a	45120 King Street	Indio	Riverside	Building	1984	3S
33-008307		HP4	outdoor summer sleeping quarters	Submarine	44885 Oasis Street	Indio	Riverside	Building	1983	3S
33-008337		HP2	Single family residence	Davis Home	933 E Barbour Street	Banning	Riverside	Building	1983	3S

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008357		HP10	Art Deco Theater	Corey Building; Fox Theater	84 W Ramsey Street	Banning	Riverside	Building	1983	3S
33-008358		HP5	Commercial building	Hotel Banning	225 W Banning Street	Banning	Riverside	Building	1983	3S
33-009109		HP16	Church	Saint Agnes Church; Grace Lutheran Church	111 N 2nd Street	Banning	Riverside	Building	1983	3S
33-009110		HP2	Single family residence	C. D. Hamilton Home	181 N 2nd Street	Banning	Riverside	Building	1983	3S
33-009132		HP6	Commercial building	Hendrick's Market; Tri City Stationery	141 N San Gorgonio Avenue	Banning	Riverside	Building	1983	3S
33-009134		HP6; HP13	Commercial building	Oddfellows Building	25 S San Gorgonio Avenue	Banning	Riverside	Building	1983	3S
33-017933		HP3; HP36; HP13	Multiple family property	Fred Young Farm Labor Center	47155 Van Buren Street	Indio	Riverside	Building	2009	3S
36-006172	CA-SBR-06172-H	HP33; HP2; HP36; HP4	Winery complex	Vache-Brookside Winery complex, including Chinese worker housing	W of intersection of San Timoteo Canyon Road and W Fern Avenue	Redlands	San Bernardino	Building	a. 1980 b.1988 c. 2000	3S
36-017260	CA-SBR-06172H	HP8; HP36	The old Brookside Winery	see resource 36-006172	W of intersection of San Timoteo Canyon Road and W Fern Avenue	Redlands	San Bernardino	Building	1980	3S

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
36-020801		HP15	Educational building	Evans Hall / Cutler Hall, Loma Linda University	24785 Stewart Street	Loma Linda	San Bernardino	Building	2008	3S
36-020802		HP15	Educational building	Shyrock Hall, Loma Linda University	24745 Stewart Street	Loma Linda	San Bernardino	Building	2008	3S
33-006170		HP2	Single family residence	Bogart House	545 Euclid Avenue	Beaumont	Riverside	Building	a. 1983 b. 1994	3S, 7L
33-005651		HP2	Single family residence	n/a	1105 Vine Avenue	Coachella	Riverside	Building	1983	5S2
33-005653*		HP2	Single family residence	n/a	1451 3rd Street	Coachella	Riverside	Building	1983	5S2
33-005654*		HP2	Single family residence	n/a	1445 4th Street	Coachella	Riverside	Building	1983	5S2
33-005655		HP2	Single family residence	Syrus Hughs House	1457 4th Street	Coachella	Riverside	Building	1983	5S2
33-005658		HP6	Original business building in Coachella	Reed Building	1601 6th Street	Coachella	Riverside	Building	1983	5S2
33-005660		HP13	Masonic Hall	Masonic Hall; Rolavision Store	1694 6th Street	Coachella	Riverside	Building	1983	5S2
33-005662		HP15	Elementary school	Palm View School	1390 7th Street	Coachella	Riverside	Building	1983	5S2
33-005664		HP6	Coachella's fist newspaper "The Submarine"	Ceramics shop; Submarine Newspaper Office	1604 7th Street	Coachella	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-005665		HP2	Single family residence	Home built by the Thomases, pioneer family of Coachella Valley	1609 7th Street	Coachella	Riverside	Building	1983	5S2
33-005668		HP2	Single family residence	Hamner Family Home; Harry Bloom Home	85735 Highway 111	Coachella	Riverside	Building	1983	5S2
33-005670		HP39: Other	Old Fire House	Old Fire House	1517 6th Street	Coachella	Riverside	Building	1983	5S2
33-006093*		HP2	Single family residence	Valdivia Home	368 B Street	Beaumont	Riverside	Building	1983	5S2
33-006110*		HP2	Single family residence	n/a	635 California Avenue	Beaumont	Riverside	Building	1983	5S2
33-006131		HP2	Single family residence	n/a	620 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006132		HP2	Single family residence	n/a	634 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006142		HP2	Single family residence	n/a	644 Edgar Avenue	Beaumont	Riverside	Building	1983	5S2
33-006160		HP2	Single family residence	Sones Home	615 Egan Avenue	Beaumont	Riverside	Building	1983	5S2
33-006161		HP2	Single family residence	n/a	629 Egan Avenue	Beaumont	Riverside	Building	1983	5S2

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006162		HP2	Single family residence	Kirkpatrick House	633 Egan Evanue	Beaumont	Riverside	Building	1983	5S2
33-006164		HP2	Single family residence	n/a	655 Egan Avenue	Beaumont	Riverside	Building	1983	5S2
33-006167		HP2	Single family residence	n/a	330 Elm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006196		HP16	Guadalupe Chapel	St. John Christian Community Church	419 Olive Avenue	Beaumont	Riverside	Building	1983	5S2
33-006200		HP2	Single family residence	n/a	552 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006201		HP2	Single family residence	n/a	556 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006202		HP2	Single family residence	Lynne Bebee Home	638 Palm Avenue	Beaumont	Riverside	Building	1983	5S2
33-006205		HP2	Single family residence	n/a	532 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006206*		HP2	Single family residence	Martin Home	625 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006207*		HP2	Single family residence	Hershey Home; King Home	651 Wellwood Avenue	Beaumont	Riverside	Building	1983	5S2
33-006218		HP2	Single family residence	n/a	349 W 7th Street	Beaumont	Riverside	Building	1983	5S2

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-006228*		HP39	McCullough /Merkel Ranch	Three Rings Ranch	n/a	Beaumont	Riverside	Building	1983	5S2
33-007294		HP33	Ranch house (two buildings)	Silas Cox Ranch; Fisherman's Retreat	32300 San Timoteo Canyon Road	El Casco	Riverside	Building	1983	5S2
33-007873*		HP39	The Cabazon Poker Casino	n/a	50580 Main Street	Cabazon	Riverside	Building	1993	5S2
33-008319		HP3	Bungalow court	n/a	82684 Miles Avenue	Indio	Riverside	Building	1984	5S2
33-008323		HP3	Bungalow court	n/a	44911 - 44925 Oasis Street	Indio	Riverside	Building	1984	5S2
33-008324		HP6	Indio Realty Building	n/a	44967 Oasis Street	Indio	Riverside	Building	1984	5S2
33-008328		HP10	Desert Theatre in Indio	n/a	42265 Fargo Street	Indio	Riverside	Building	1984	5S2
33-008333		HP2	Single family residence	n/a	225 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008334		HP2	Single family residence	Russell Jones House; W. E. Jones House	391 E Barbour Street	Banning	Riverside	Building	a. 1983 b. 2005	5S2
33-008335		HP2	Single family residence	Russell Jones House	434 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008336		HP2	Single family residence	n/a	451 E Barbour Street	Banning	Riverside	Building	1983	5S2
33-008352		HP2	Single family residence	n/a	322 E John Street	Banning	Riverside	Building	1982	5S2

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008356		HP5	The San Gorgonio Inn	Bryant House	150 E Ramsey Street	Banning	Riverside	Building	1982	5S2
33-009098		HP2	Single family residence	Charlie Morris House	486 W Williams Street	Banning	Riverside	Building	1983	5S2
33-009099		HP2	Single family residence	n/a	530 W Williams Street	Banning	Riverside	Building	1983	5S2
33-009104		HP2	Single family residence	Mc Allister Home	111 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009105		HP2	Single family residence	n/a	125 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009106		HP2	Single family residence	n/a	144 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009107		HP2	Single family residence	n/a	157 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009108		HP2	Single family residence	n/a	160 N 1st Street	Banning	Riverside	Building	1983	5S2
33-009112		HP2	Single family residence	Dr. Ryan Home	115 N 3rd Street	Banning	Riverside	Building	1983	5S2
33-009113		HP2	Single family residence	Methodist Parsonage	180 N 3rd Street	Banning	Riverside	Building	1983	5S2
33-009117		HP2	Single family residence	F. F. Lemon Home	181 N 4th Street	Banning	Riverside	Building	1983	5S2
33-009120		HP2	Single family residence	n/a	899 W Hays Street	Banning	Riverside	Building	1983	5S2

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-009121		HP2	Single family residence	n/a	1015 W Hays Street	Banning	Riverside	Building	1983	5S2
33-009122		HP2	Single family residence	n/a	1067 W Hays Street	Banning	Riverside	Building	1983	5S2
33-009130		HP6	Commercial building	n/a	170 W Ramsey Street	Banning	Riverside	Building	1983	5S2
33-009150		HP2	Single family residence	n/a	1222 W Lincoln Street	Banning	Riverside	Building	1983	5S2
33-009153		HP6	Commercial building	Hopper Café; Constantino's	140 W Ramsey Street	Banning	Riverside	Building	1984	5S2
33-009157		HP2	Single family residence	n/a	385 W Ramsey Street	Banning	Riverside	Building	1983	5S2
33-009164		HP6; HP14	U.S. Post Office	Hazel's Thrift Shop	125 N San Gorgonio Avenue	Banning	Riverside	Building	1983	5S2
33-009165		HP6	Commercial Building	B.D.Wilson Building; Stagecoach Press Building	137 N San Gorgonio Avenue	Banning	Riverside	Building	1983	5S2
33-009178		HP2	Single family residence	n/a	116 N 4th Street	Banning	Riverside	Building	1983	5S2
33-009179		HP2	Single family residence	n/a	141 N 4th Street	Banning	Riverside	Building	1983	5S2
36-012363		HP15; HP13; HP16	Educational / religious building	Bryn Mawr Schoolhouse; Loma Linda Seventh-Day Adventist Church	27261 Mayberry Street (old Barton Road)	Loma Linda	San Bernardino	Building	a. 1987 b. 2012	5S2

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-007874*		HP39	Adobe, incorporated in to historic hotel complex	The Cabazon Inn, Manager's Quarters	90250 Main Street	Cabazon	Riverside	Building	1993	5S3
36-012492		HP2	Single family residence	n/a	original 25676 Lawton Avenue, moved to 25092 Barton Road	Loma Linda	San Bernardino	Building	1987	5S3
33-007875*		HP39	Restaurant and Bar with living quarters above	Cabo's Wateringhole	50400 E Main Street	Cabazon	Riverside	Building	1993	6Z
33-008063*		HP2; HP33	Single family residence	Building A	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008064*		HP2; HP33	Single family residence	Building B	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008065*		HP2; HP33	Single family residence	Building C	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008066*		HP2; HP33	Single family residence	Building D	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008067*		HP2; HP33	Single family residence	Building E	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008068*		HP2; HP33	Single family residence	Building F	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008069*		HP2; HP33	Single family residence	Building G	78887 Varner Road	Indio	Riverside	Building	1997	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008070*		HP2; HP33	Single family residence	Building H	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008071*		HP2; HP33	Single family residence	Building I	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008072*		HP2; HP33	Single family residence	Building J	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008073*		HP4; HP33	Garage	Structure K	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-008074*		HP4; HP33	Wash House	Structure L	78887 Varner Road	Indio	Riverside	Building	1997	6Z
33-011918		HP2	Single family residence	Law Property	1389 E Williams Street	Banning	Riverside	Building	a. n/a b. 2007	6Z
33-013804*		HP2	Single family residence converted to office	Hadley Orchards Office	13595 Apache Trail	Cabazon	Riverside	Building	2005	6Z
33-013805		HP2	Single family residence	n/a	48910 Mojave Drive	Cabazon	Riverside	Building	2005	6Z
33-014376		HP2	Single family residence	n/a	80783 Indio Boulevard	Indio	Riverside	Building	2004	6Z
33-014377		HP39	Date packinghouse	n/a	80783 Indio Boulevard	Indio	Riverside	Building	2004	6Z
33-014738*		HP2	Single family residence	n/a	40995 Adams Street	Bermuda Dunes	Riverside	Building	2005	6Z
33-015192		HP2; HP16	Single family residence	Primera Iglesia	390 E Ramsey Street	Banning	Riverside	Building	2005	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
			converted to church	Bautista Hispana						
33-015193		HP2	Single family residence	Bonilla Residence	402 E Ramsey Street	Banning	Riverside	Building	2005	6Z
33-015802		HP14	Government buildings	City of Banning Public Works Department building complex	176 Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015806		HP6; HP4	Commercial building	Statewide Towing building	275 E Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015809		HP2	Single family residence	n/a	1380 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015810		HP2	Single family residence	Doolittle Residence	1430 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015811		HP2	Single family residence	Doolittle Residence	1476 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015813		HP2	Single family residence	n/a	1617 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015814		HP2	Single family residence	Hall Residence	1661 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015815		HP2; HP46	Single family residence and wall	Snyder Residence	1692 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015816		HP2	Single family residence	Thompson Residence	1706 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015817		HP2; HP46	Single family residence and fence	Weatherly Residence	1722 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015818		HP2; HP4	Single family residence	n/a	2005 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015819		HP2	Single family residence	n/a	2008 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015820		HP2	Single family residence	n/a	2025 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015821		HP2; HP46	Single family residence and wall	Schafer Residence	2028 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015822		HP2	Single family residence	Hamby Residence	2044 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015823		HP2; HP46	Single family residence and fence	Higgins Residence	2049 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015824		HP2; HP46	Single family residence and gate	Higgins Residence	2071 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015825		HP2	Single family residence	Gray and Girton Residence	2080 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015826		HP2; HP46	Single family residence and fence	n/a	2102 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-015827		HP2; HP46	Single family residence and fence with gate	Ross Residence	2120 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015828		HP2; HP46	Single family residence and wall	Higgins Residence	2131 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015829		HP2	Single family residence	Malicki Residence	2148 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015830		HP2	Single family residence	Huston and Strafford Residence	2156 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015831		HP2	Single family residence	Holmquist and Kallstrom Residence	2174 W Lincoln Street	Banning	Riverside	Building	a. 2006 b. 2009	6Z
33-015835		HP2	Single family residence	Graham Residence	2413 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015836		HP2; HP46	Single family residence and fence	n/a	2437 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015837		HP2	Single family residence	n/a	2539 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015838		HP2	Single family residence	Reiger Residence	2637 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015839		HP6; HP4; HP46	Comercial building	All American Towing	2671-2673 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015840		HP3	Single family	n/a	2699 W Lincoln Street	Banning	Riverside	Building	2006	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
			residence complex							
33-015841		HP3	Single family residence Complex	n/a	2705 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015842		HP2	Single family residence	n/a	2721 W Lincoln Street	Banning	Riverside	Building	2006	6Z
33-015843		HP11	Engineering structure	Banning Substation	Lincoln Street	Banning	Riverside	Building	a. 2006 b. 2014	6Z
33-016857		HP2	Single family residence	Davis Property	219 Allen Street	Banning	Riverside	Building	2007	6Z
33-016880		HP2	Single family residence	Fultz Property	221 Cherry Street	Banning	Riverside	Building	2007	6Z
33-016883		HP2	Single family residence	Pelayo Property	1073 E Gilman Street	Banning	Riverside	Building	2007	6Z
33-016886		HP2	Single family residence	Pellum Property	275 N Hathaway Street	Banning	Riverside	Building	2007	6Z
33-016893		HP2	Single family residence	Rivera Estate	170 S Phillips Avenue	Banning	Riverside	Building	2007	6Z
33-016894		HP2	Single family residence	Martinez Property	228 N Phillips Avenue	Banning	Riverside	Building	2007	6Z
33-016913		HP2	Single family residence	Flores Property	985 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016914		HP2	Single family residence	n/a	1138 E Williams Street	Banning	Riverside	Building	2007	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-016915		HP2	Single family residence	McMahon Property	1209 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016916		HP3	Multiple family residence complex	Green's Rentals	1330-1350-1370 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016917		HP2	Single family residence	Formento/Berumen Property	1367 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016918		HP2	Single family residence	Law Property	1389 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016919		HP3	Multiple family residence complex	Jones Apartments	1420-1424 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016920		HP2	Single family residence	Laster Property	1467 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016921		HP2	Single family residence	Magana Property	1477 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016922		HP2	Single family residence	Alonso Property	1501 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016923		HP2	Single family residence	Perez/Moreno Property	1537 E Williams Street	Banning	Riverside	Building	2007	6Z
33-016924		HP2	Single family residence	Bennett Property	1561 E Williams Street	Banning	Riverside	Building	2007	6Z
33-017729		HP6	Single family residence	n/a	2169AB W Ramsey Avenue	Banning	Riverside	Building	2009	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
			converted to commercial							
33-017731		HP2	Single family residence	n/a	375 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017732		HP2	Single family residence	n/a	335 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017733		HP2	Single family residence	n/a	295 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017734		HP2	Single family residence	n/a	227 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017735		HP2	Single family residence	n/a	3310 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017736		HP2	Single family residence	n/a	3298 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017737		HP2	Single family residence	n/a	3278 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017738		HP6	Commercial Building	n/a	2873 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017739		HP6	Commercial Building	n/a	2772 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017740		HP2	Single family residence	n/a	2736c W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017741		HP2	Single family residence	n/a	2736b W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017742		HP6	Commercial Building	n/a	2736A W Ramsey Avenue	Banning	Riverside	Building	2009	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-017743		HP6	Commercial Building	n/a	2711 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017744		HP8	Commercial building complex	n/a	2691 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017745		HP8	Commercial building complex	n/a	2642 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017746		HP6	Commercial Building	Pepe's Mexican Seafood	2579 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017747		HP5	Commercial Building	Sunset Motel	2475 W Ramsey Avenue	Banning	Riverside	Building	2009	6Z
33-017749		HP2	Single family residence	n/a	361 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017750		HP2	Single family residence	n/a	259 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-017781		HP2	Single family residence	n/a	379 S 22nd Avenue	Banning	Riverside	Building	2009	6Z
33-024165		HP6	Garage converted to rescue mission / men's dormitory	Coachella Valley Rescue Mission	47518 Van Buren Street	Indio	Riverside	Building	2010	6Z
33-024166		HP6	Military barracks moved to site and converted into women's dormitory	Coachella Valley Rescue Mission	47522 Van Buren Street	Indio	Riverside	Building	2010	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-024167		HP6	Auto repair building	n/a	84169 Highway 111	Indio	Riverside	Building	2010	6Z
36-012313		HP2	Single family residence	Miko Property	1657 Smiley Heights Drive	Redlands	San Bernardino	Building	2003	6Z
36-012871		HP2; HP4	Single family residence	n/a	10753 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012872		HP2; HP4	Single family residence	n/a	10763 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012873		HP2; HP4	Single family residence	n/a	10845 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-012874		HP3; HP4	Duplex family residence	n/a	10861 Poplar Street	Loma Linda	San Bernardino	Building	2005	6Z
36-027713		HP3	Duplex family residence	n/a	25401-25403 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027714		HP2	Single family residence	n/a	25405 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027715		HP4	Shed	n/a	25405 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027716		HP2	Single family residence	n/a	25407 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
36-027717		HP2	Single family residence	n/a	25417 Cole Street	Loma Linda	San Bernardino	Building	2014	6Z
33-007880		HP5		Coplin House / Spokane Hotel	SE corner of San Gorgonio Avenue and Ramsey Street	Banning	Riverside	Building	a. 1983 b. 1991	7L

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-009491		HP39	Single family residence	Smiley Place	82161 Miles Avenue	Indio	Riverside	Building	1991	7L
36-017533	CA-SBR-017533	HP15	Site of Mound City (Loma Linda)	Shyrock Hall, Loma Linda University	24745 Stewart Street	Loma Linda	San Bernardino	Building	2008	7L
33-009154		HP14	Government building	Banning City Hall	161 W Ramsey Street	Banning	Riverside	Building	1985	7M
33-006191*		HP39	Orange Juice Sales Room	n/a	501 Maple Avenue (backyard)	Beaumont	Riverside	Building	1983	7N
33-007296		HP33; HP2; HP4; HP21; HP35; HP20; AH2; HP37	James Singleton/Woodhouse Ranch	n/a	Woodhouse/Singleton Road	Calimesa	Riverside	Building	a. 1983 b. 2004	7N
33-008303		HP2	Single family residence	n/a	44860 King Street	Indio	Riverside	Building	1984	7N
33-008304		HP2	Single family residence	n/a	44893 King Street	Indio	Riverside	Building	1984	7N
33-008306		HP2; HP4	Single family residence and garage	n/a	45158 King Street	Indio	Riverside	Building	1984	7N
33-008317		HP2	Single family residence	n/a	45161 King Street	Indio	Riverside	Building	1984	7N
33-008320		HP2; HP4	Single family residence and shed	n/a	44885 Oasis Street	Indio	Riverside	Building	1984	7N

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-008321		HP2	Single family residence	Michaelson Family Home	44885 Oasis Street	Indio	Riverside	Building	1984	7N
33-008322		HP2; HP4	Single family residence and garage	n/a	44899 Oasis Street	Indio	Riverside	Building	1984	7N
33-008329		HP6; HP13	Commercial building	Elk's Club; The Oasis	45297 Fargo Street	Indio	Riverside	Building	1984	7N
33-008330*		HP2	Single family residence	n/a	45555 Fargo Street	Indio	Riverside	Building	a. 1984 b. 2015	7N
33-008362		HP6	Commercial building	Holcomb Building	40 S San Gorgonio Avenue	Banning	Riverside	Building	1983	7N
33-009096		HP2	Single family residence	Mary Ellis Home	170 W Williams Street	Banning	Riverside	Building	1983	7N
33-009129		HP6	Commercial building	O'Briens Pharmacy	160 W Ramsey Street	Banning	Riverside	Building	1983	7N
33-009131		HP6	Commercial building	Mason Moore Building	185 W Ramsey Street	Banning	Riverside	Building	1983	7N
33-009163		HP6	Commercial Building	1920s Berlin Building	65 N San Gorgonio Avenue	Banning	Riverside	Building	1983	7N
36-013890		HP2; HP4	Single family residence	n/a	23658 First Street	Loma Linda	San Bernardino	Building	1987	7N
36-017269		HP2	Single family residence	John T. Tolle House	231 Sonora Street	Redlands	San Bernardino	Building	1986	7N
36-020253		HP15; HP13; HP16	Educational building	Loma Linda Academy	10650 Anderson Street	Loma Linda	San Bernardino	Building	1987	7N

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-005669		HP14	Coachella City Hall	Coachella City Hall	1515 6th Street	Coachella	Riverside	Building	1983	7R
33-009155		HP6	Commercial Building	n/a	260 W Ramsey Street	Banning	Riverside	Building	1985	7R
33-009156		HP2	Single family residence converted to commercial	Banning Medical Clinic	330 W Ramsey Street	Banning	Riverside	Building	1983	7R
33-009159		HP2	Single family residence converted to commercial	Bird Insurance Agency	1025 W Ramsey Street	Banning	Riverside	Building	1983	7R
33-023524		HP2	Single family residence	n/a	451 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023529		HP6	Commercial Building	n/a	601 W Luis Estrada Road	Beaumont	Riverside	Building	2013	7R
33-023532		HP2	Single family residence	n/a	489 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023533		HP6	Commercial Building	n/a	512 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023534		HP6	Commercial Building	n/a	533 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023535		HP6	Commercial Building	n/a	635 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023536		HP6	Commercial Building	n/a	685 E Ramsey Street	Banning	Riverside	Building	2013	7R
33-023537		HP3	Multiple family residence Complex	n/a	719 E Ramsey Street	Banning	Riverside	Building	2013	7R

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-023550		HP2	Single family residence	n/a	425 E Livingston Street	Banning	Riverside	Building	2013	7R
33-023909		HP2	Single family residence	n/a	48878 Mojave Drive	Cabazon	Riverside	Building	2014	7R
36-023572		HP2; HP33	Single family residence	Parker House	1160S San Timoteo Canyon Road	Redlands	San Bernardino	Building	2009	7R
36-025603		HP2	Single family residence	n/a	25919 Juanita Street	Loma Linda	San Bernardino	Building	2013	7R
33-010792		HP21	Flood control structure	Oak Valley flood control structure 33-10792	Along San Timoteo Canyon Road, 3.4 mi west of I-10	Beaumont	Riverside	Structure	2000	3D
33-005705	CA-IMP-7658	HP20	Coachella Canal	Coachella Branch of the All-American Canal	Crosses rail line E of I-10/Jefferson Street interchange	Indio	Riverside	Structure	a. 1983 b. 2007 c. 2011	3S
33-011265	CA-RIV-06726H	HP20	Canal/aqueduct	Colorado River Aqueduct	n/a	n/a	Riverside	Structure	a. 2000 b. 2001 c. 2003 d. 2005 e. 2005 f. 2009	3S
33-009498	CA-RIV-06381H	HP39	Railroad	Union Pacific Railroad, Southern Pacific Railroad	n/a	n/a	Riverside, San Bernardino	Structure	2015	6Y
33-008410		HP37	Road	Dillon Highway/ MWD Garnet	Dillon Road	North Palm Springs to Coachella	Riverside	Structure	a. 1998 b. 2015	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
				to Indio truck road						
33-015035		HP11	Electrical transmission line	Southern California Edison Company Hayfield-Chino 220kV Transmission Line	n/a	n/a	Riverside, San Bernardino	Structure	a. 1998 b. 2006 c. 2010 d. 2012 e. 2013 f. 2014	6Z
33-015720	CA-RIV-08189	HP37	Road	San Timoteo Canyon Road; Oak Valley Parkway	San Timoteo Canyon Road	Calimesa, Beaumont	Riverside	Structure	2006	6Z
33-020721	CA-RIV-10642	HP37	Road	First Street	E and W of Highway 79 at post mile 40.1	Beaumont	Riverside	Structure	2011	6Z
33-023389		HP11	Electrical transmission line	The Devers-San Bernardino #1 220kV transmission line	n/a	n/a	Riverside, San Bernardino	Structure	2012	6Z
33-023484		HP11	Electrical distribution line	SoCal Edison - Memphis 12kV distribution Line	n/a	n/a	Riverside, San Bernardino	Structure	a. 2013 b. 2014	6Z
33-024895		HP39	Airport	Banning Municipal Airport	200 S Hathaway Street	Banning	Riverside	Structure	2016	6Z
33-026822		HP37	Road	Segment of John Street	n/a	Banning	Riverside	Structure	2017	6Z

Historic Built Environment Resources

Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-028164		HP37	Road	Paved segment of Avenue 48 following historic highway alignment	between Van Buren Street and Dillon Road	Coachella	Riverside	Structure	2017	6Z
36-007169*	CA-SBR-07169-H	HP20	Canal/aqueduct	Riverside - Warm Creek Canal, flume, and wells	n/a	Colton, Riverside	Riverside, San Bernardino	Structure	a. 1992 b. 2007 c. 2009	6Z
36-007764	CA-SBR-07764H	HP19	Bridge and drainage structure	n/a	N of railroad tracks in San Timoteo Wash	Redlands	San Bernardino	Structure	1993	6Z
36-026051		HP11	Electrical transmission line	Southern California Edison Company Hayfield-Chino 220kV Transmission Line (see 33-015035)	n/a	n/a	Riverside, San Bernardino	Structure	a. 2012 b. 2012 c. 2014	6Z
36-026224		HP11	Electrical transmission line	Southern California Edison San Bernardino-Redlands-San Timoteo and San Bernardino-Redlands-Tennessee 66kV Subtransmission Lines	n/a	n/a	Riverside, San Bernardino	Structure	a. 2013 b. 2014	6Z

Historic Built Environment Resources										
Primary Number	Trinomial Number	Resource Attributes	Description	Name of Resource	Address	Town	County	Property Type	Date Recorded	Status Code
33-007582*		HP11	Water Tower	Palm Springs Station	N of Highway 111, west of Tipton Road	Palm Springs	Riverside	Structure	1983	7R
33-020723	CA-RIV-10645	AH7	Railroad	Atchison, Topeka and Santa Fe Railroad segment	E and W of Highway 79 at post mile 40.3	Beaumont	Riverside	Structure	2011	7R
33-026891	CA-RIV-12627	HP39	Mid-twentieth c. transmission line	n/a	NE of intersection of Tipton Road and Highway 111	Palm Springs	Riverside	Structure	2017	7R
33-026894	CA-RIV-12630	HP39	Mid-twentieth c. transmission line	n/a	north of Windy Point	Whitewater	Riverside	Structure	2017	7R
36-006174*	CA-SBR-06174-H	HP19	Bridge	Historic "Bailey" type bridge	W of intersection of Beaumont Avenue and Nevada Street	Redlands	San Bernardino	Structure	1987	7R
36-010330	CA-SBR-10330H	AH7	Railroad	Southern Pacific Railroad	n/a	n/a	Riverside, San Bernardino	Structure	a. 1999 b. 2002 c. 2008 d. 2010 e. 2012	7R
36-015222		HP39	Monument / plaque	Fort Benson Monument	2192-2198 E Oliver Holmes Road	Colton	San Bernardino	Object	a. 1957 b. 1979	7L
33-007876		HP39	Large-scale steel and concrete dinosaur sculptures	Cabazon Dinosaurs, built between 1964 and 1985 by famous artist Claude Bell	50900 Seminole Drive	Cabazon	Riverside	Object	1993	7N1

From: [Sheldon Peterson](#)
To: admin@gabrielenoindians.org
Cc: [Delu, Nina](#)
Subject: RCTC Follow Up
Date: Monday, September 30, 2019 12:29:59 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Dear Chair Salas –

On August 27, 2019, the Riverside County Transportation Commission (Commission) sent your Tribe a letter containing a refined project description for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (Project) to reconfirm your interest in consulting about tribal cultural resources. The Commission is preparing a CEQA Program Environmental Impact Report (Program EIR) for the Project, a Tier 1 Planning Level document; this analysis will address broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed and identification of major infrastructure components based on conceptual engineering. The subsequent Tier 2 project-level analysis would closely align with the future preliminary engineering process and would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction.

As proposed, the Project is broken down into a Western and Eastern Section. The Western Section, which consists of a 68 mile segment along the existing Burlington Northern Santa Fe San Bernardino Subdivision corridor between Los Angeles Union Station and the City of Colton would not require any ground disturbance and would instead utilize existing infrastructure (tracks and stations) for the Project's proposed commuter train trips. In contrast, the Eastern Section, which includes a 76-mile segment along the existing Union Pacific Railroad Yuma Subdivision corridor between the cities of Colton and Coachella proposes physical improvements (e.g., rail spurs and stations) and therefore ground disturbance will take place within the Eastern Section. As such, record searches and archival research has been conducted only for the Eastern Section, since construction of the Eastern Section would require ground disturbance. No archaeological survey or resource evaluation work will be conducted until Tier 2 project-level analysis is undertaken.

Our understanding is that the Gabrieleño Band of Mission Indians - Kizh Nation Tribal Ancestral Territory is largely within the Western Section of the Project where there is no proposed ground disturbance. RCTC would like to reconfirm that the Kizh Nation would like to consult under AB 52 on this Project. Please reply to RCTC prior to **October 4, 2019** to confirm your intentions to consult on this Project. In the future, AB 52 Consultation for Tier 2 Projects will be undertaken as a completely separate process, with notifications given for each of those specific projects in the future.

Sincerely,



Sheldon Peterson
Rail Manager
Riverside County Transportation Commission

951.787.7928 [W](#) | 951.453.8262 [C](#)
4080 Lemon St. 3rd Fl. | P.O. Box 12008 Riverside, CA 92502

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August 26, 2019

Mr. Lee Clauss, Director
Cultural Resources Management Department
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, California 92346

Re: Assembly Bill 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Coachella Valley – San Gorgonio Pass Rail Corridor Service, Riverside, San Bernardino, Orange, and Los Angeles Counties, California.

Dear Mr. Clauss:

The Riverside County Transportation Commission (Commission) and Federal Railroad Administration have decided to undertake the following project: Coachella Valley – San Gorgonio Pass Rail Corridor Service (Project). The programmatic Project intends to study the potential implementation of daily intercity passenger rail service between Coachella in the Coachella Valley through San Gorgonio Pass to Los Angeles Union Station in Los Angeles, California. Below please find a description of the proposed project, a map showing the location (see attachment), and the contact information for Mr. Sheldon Peterson, RCTC Rail Manager, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Coachella Valley – San Gorgonio Pass Corridor (the Corridor) extends from an eastern terminus in Coachella, California to Los Angeles Union Station in the west, which is approximately 144 miles in length. The Western Section, which consists of a 68-mile segment along the existing Burlington Northern Santa Fe San Bernardino Subdivision corridor, between Los Angeles Union Station and the City of Colton, would not require any ground disturbance and would instead utilize existing infrastructure (tracks and stations) for the Project's proposed commuter train trips. In contrast, the Eastern Section, which includes a 76-mile segment along the existing Union Pacific Railroad Yuma Subdivision corridor, between the cities of Colton and Coachella, proposes physical improvements (e.g., track infrastructure and stations); therefore, ground disturbance will take place within the Eastern Section. As such, record searches and archival research have been conducted only for the Eastern Section (Colton to Coachella), since construction of the Eastern Section would require ground disturbance. The Project location, which encompasses the anticipated extent of the Tier 1 environmental document, shows the location of the Eastern and Western Sections (Figure 1, Figure 2, and Figure 3).

Mr. Lee Clauss, Director

August 27, 2019

Page 2

The Corridor region from Coachella to Los Angeles currently faces significant mobility challenges, including constrained travel options, congestion, and constrained rail system capacity that are likely to continue as growth in population, employment, and tourism activity is expected to generate increased travel demand. An effective rail system will help meet the future mobility needs of residents, businesses, and visitors.

The Commission and the Federal Railroad Administration have identified passenger rail service improvements to the Corridor as an opportunity to improve mobility and reliability in this congested travel corridor. These improvements would provide additional passenger capacity to an already congested highway system. Rail service improvements would augment the highway system, creating an interconnected, multi-modal solution, allowing for better mobility throughout the Corridor. Improved rail service would contribute to the economic viability of the Corridor and provide connectivity to local transit systems.

The Project is using a tiered NEPA/CEQA process (e.g., Tier 1/Program environmental impact statement (EIS)/environmental impact report (EIR)) to complete the environmental review, under 40 CFR 1508.28 (titled Tiering), CEQA Guidelines Section 15168 (titled Program EIR), and Section 15170 (titled Joint EIS/EIR). Tiering is a staged environmental review process often applied to environmental review for complex transportation projects.

The Tier 1/Program EIS/EIR, along with the concurrent preparation of the Service Development Plan, are the first steps in the tiered environmental review process. Based on the decisions made in the Tier 1/Program EIS/EIR and SDP, future site specific proposals of infrastructure improvements would be evaluated through one or more Tier 2 environmental clearance processes. A description of the Tier 1/Program EIS/EIR, SDP, and Tier 2 project level analysis processes are further discussed below:

- *Tier 1/Program EIS/EIR*: The Tier 1/Program EIS/EIR evaluation addresses broad questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed and identification of major infrastructure components based on conceptual engineering and rail operations simulation conducted as part of the SDP process. The Tier 1/Program EIS/EIR evaluation closely aligns with the service planning process and identifies areas of effect and resources that could be affected within the context of a resource specific study area.
- *SDP*: The SDP defines the project's service mode, estimated ridership (to include demand and revenue forecasts), operational strategy, station and access analysis, operating and maintenance costs, required infrastructure improvements and capital programming, and public benefits analysis necessary to implement the proposed intercity passenger rail service. As part of the SDP process, the site-specific infrastructure improvement requirements are being identified, including the number of stations and the general areas/communities in which stations might be located. The SDP infrastructure analysis is being informed by rail operations simulation modeling and would occur parallel to the Tier 1/Program EIS/EIR analysis process.

- *Tier 2 Project Level Analysis:* Based on the environmental evaluation conducted in this Tier 1/Program EIS/EIR and the site-specific infrastructure improvements identified in the SDP, a Tier 2 project level analysis would be required. The Tier 2 project level analysis would be a separate environmental review, potentially led and funded by an agency other than the Federal Railroad Administration. In addition, the Tier 2 process would not automatically follow the Tier 1 process, rather a Tier 2 project would need to be defined based on the Tier 1/Program EIS/EIR broad project scope and funding. The Tier 2 project level analysis would closely align with the future preliminary engineering process and would analyze site specific direct and indirect project level effects, in addition to any required permits, consultations, or approvals needed for construction.

The full project description is attached (0). With respect to the development of the Tier 1/Program EIS/EIR, only preliminary identification for the presence of cultural and tribal cultural resources is being undertaken at this time. No cultural resource identification surveys are planned, as those will be conducted under subsequent Tier 2 project-level analysis.

RECORDS SEARCH RESULTS

Record searches have been conducted at the South Central Coastal Information Center of the California Historical Resources Information System and at the Eastern Information Center of the California Historical Resources Information System for the Eastern Segment only.

Per the Tribe's request regarding additional information to better assess your involvement in consultation, the following prehistoric archaeological resource that is California Register of Historical Resources and National Register of Historic Places eligible has been identified in the Eastern Section through the preliminary investigation for historical resources using records search only:

Site P-33-28059/CA-RIV-12669 is within the records search radius but does not intersect the rail line, which is approximately 980 feet (300 meters) away from the known boundary. This site is a large prehistoric habitation site in an area of eolian sand dunes near a former high-stand shoreline of ancient Lake Cahuilla at approximately 42 feet (12.8 meters) above mean sea level. A large portion of the site has been completely destroyed by road realignment through the middle of the site and construction of a housing development and golf course.

Records search data is used to inform the Tier 1 planning effort and facilitate potential future reviews under Tier 2 project level environmental evaluation(s). A full list of resources identified through records search is attached (0). It is anticipated that the Archaeological Site identified above will qualify as a Tribal Cultural Resource under CEQA.

Mr. Lee Clauss, Director
August 27, 2019
Page 4

LEAD AGENCY POINT OF CONTACT
Riverside County Transportation Commission
Mr. Sheldon Peterson
Rail Manager
4080 Lemon Street, 3rd Floor
Riverside, California 92501
speterson@rctc.org

REQUESTING CONSULTATION

Pursuant to PRC §21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing with the Commission, regarding the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. Future Tier 2 project level environmental evaluation(s) are also subject to Assembly Bill 52, and notifications for those projects are not related to this current notification for Tier 1 programmatic consultation.

Sincerely,



Anne Mayer
Executive Director

Figures

1. Build Alternative Project Area
2. Build Alternative Western Section Tier 1 Project Area
3. Build Alternative Eastern Section Tier 1 Project Area

Attachment A: Detailed Project Description
Attachment B: Records Search Results

- c: Nina Delu, HDR
Patrick O’Neill, HDR
Sheldon Peterson, RCTC
Vanessa Williford, HDR

From: Jessica Mauck

Sent: Wednesday, September 11, 2019 5:26 PM

To: Sheldon Peterson <speterson@RCTC.org>

Subject: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)

Hello Sheldon,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 3 September 2019, pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1. The majority of the proposed project area exists outside of Serrano ancestral territory, as the southernmost portion of their territory extends only partially into Riverside and Beaumont/Banning, though includes all of Colton, Loma Linda, and Redlands. As the entirety of the western segment of the project area, which terminates at its east end in Colton, will utilize existing infrastructure and result in no new ground disturbance, SMBMI does not have concerns with that portion of the project within ancestral territory. However, the portion from Colton to Beaumont/Banning within the eastern segment of the project area is both within the Tribe's ancestral territory and will be subjected, at least partially, to new ground disturbance. As such, this is the Tribe's area of concern, and the Tribe elects to consult on this project, as it pertains to this area, under CEQA.

For your knowledge, there are at least two Sacred Lands Files (SLFs) within the Loma Linda/Redlands/Colton area that may or may not be impacted by the proposed project. Given the higher level locational information provided within the project notice, it is difficult to ascertain the exact location(s) of proposed disturbance, and whether those resources are likely to be impacted. The cultural resource information provided to the Tribe is equally high level, and consists of solely a record search. As such, SMBMI is requesting the following information (at least for the Colton-Banning/Beaumont area), at this time:

- **Cultural report**
- **Project plans showing the proposed depth of disturbance within the project footprint**

The provision of this information will assist San Manuel Band of Mission Indians in ascertaining how the Tribe moves forward in consultation. Please note that some e-mails do not come through due to size restrictions for attachments, and neither the recipient nor sender are aware that the e-mail was rejected. As a result, should you not receive a response within 1 week of your e-mail that SMBMI received the documentation, please reach out with a separate e-mail so that I can create a SecureShare folder for receipt of consultation documents. Conversely, if you elect to send the documents by mail, we can accept paper copies or digital copies on a disc.

If you should have any questions with regard to this matter, please do not hesitate to contact me at

your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project. However, please be aware that I will be out of the office on leave from 9/12 and 9/29 – I will review and respond to all CEQA backlog the week of 9/30.

Once again, the San Manuel Band of Mission Indians appreciates the opportunity to comment on the proposed project.

Respectfully,

Jessica Mauck

CULTURAL RESOURCES ANALYST

O: (909) 864-8933 x3249

M: (909) 725-9054

26569 Community Center Drive Highland California 92346



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From: [Delu, Nina](#)
To: ["Sheldon Peterson"; Jessica Mauck](#)
Cc: [Williford, Vanessa](#)
Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)
Date: Monday, September 30, 2019 11:46:00 AM
Attachments: [image010.png](#)
[image012.png](#)
[image014.png](#)
[image016.png](#)
[image018.png](#)
[image020.png](#)
[image022.png](#)
[image024.png](#)
[image026.png](#)

Hi Jessica –

As a follow up to Sheldon’s email below, and per your request, please use this link to take you to a PDF copy of the Draft Cultural Resources Technical Memorandum for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project: <https://hdrinc-my.sharepoint.com/:b:/p/adelu/Eb2ThmpEEo5Elot1qiv3wsABS8j55HroxY5hsVtVp-QGvQ?email=JMauck%40sanmanuel-nsn.gov&e=NnxnnG>

I will give you a call later today to make sure that you are able to access the document, and to check in to see if you have any questions.

Thanks,
Nina

Antonina “Nina” Delu, RPA
D 714.368.5658 M 949.892.9413

hdrinc.com/follow-us

From: Sheldon Peterson [mailto:speterson@RCTC.org]
Sent: Thursday, September 26, 2019 2:21 PM
To: Jessica Mauck <JMauck@sanmanuel-nsn.gov>
Cc: Delu, Nina <Nina.Delu@hdrinc.com>; Williford, Vanessa <Vanessa.Williford@hdrinc.com>
Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)

Dear Ms. Mauck,

Thank you for your email response from September 19, 2019 regarding the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (Project). We understand that the San Manuel Band of Mission Indians (SMBMI) may have concerns regarding the Eastern Segment of the project from Colton to Beaumont/Banning and it’s overlap within the SMBMI’s ancestral territory. To be responsive to your request for further information regarding the Project, Riverside County Transportation Commission (Commission) has asked our consultant, HDR, to send you an electronic copy of the Draft Cultural Resources Technical Memorandum for your review. This document was

written in support of the Draft Tier 1 Program Environmental Impact Report/Environmental Impact Statement (Draft Program EIR/EIS) that we are currently preparing. Public review of the Draft Program EIR/EIS has not started.

The Draft Cultural Resources Technical Memorandum includes background research/data obtained from records search; it does not include data collected through archaeological survey, nor does it include resource evaluations. As we move towards finalizing the draft report, the document will incorporate any information on cultural resources received through consultation, if the information is deemed appropriate for public circulation. The Draft Program EIR/EIS is a Tier 1 Planning Level document and the included analysis broadly addresses questions and likely environmental effects within the Tier 1 project area including, but not limited to, evaluation of the type of service(s) being proposed and identification of major infrastructure components based on conceptual engineering. The future Tier 2 project-level analysis (not started) based on preliminary engineering (not available now) would analyze site-specific direct and indirect project-level impacts, in addition to any required permits, consultations, or approvals needed for construction.

In regards to your request for project plans showing the proposed depth of ground disturbance within the project footprint, at this point only conceptual engineering is available in support of the Tier 1 Draft Program EIR/EIS. The level of engineering that you have requested would then be prepared to support future Tier 2 CEQA and/or NEPA documentation. Future AB 52 Consultation as part of the Tier 2 CEQA and/or NEPA documentation will be undertaken as a completely separate process from this current AB 52 consultation, with notifications given to Tribes for each of those specific Tier 2 CEQA and/or NEPA Projects.

Please review the Draft Cultural Resources Technical Memorandum and let us know how the SMBMI would like to move forward in consultation. If you have any questions regarding the Project, the documentation on cultural resources, or the Tier 1 Draft Program EIR/EIS, please reply to the Commission prior to **October 4, 2019** to confirm your intentions to consult on this Project. If needed, we are happy to set up a meeting to discuss further.

Sincerely,



Sheldon Peterson
Rail Manager
Riverside County Transportation Commission

951.787.7928 [W](tel:9517877928) | 951.453.8262 [C](tel:9514538262)
4080 Lemon St. 3rd Fl. | P.O. Box 12008 Riverside, CA 92502

rctc.org



From: [Jessica Mauck](#)
To: [Sheldon Peterson](#)
Cc: [Delu, Nina](#); [Williford, Vanessa](#)
Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)
Date: Friday, October 4, 2019 1:29:38 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image011.png](#)
[image0302db.PNG](#)

Wonderful, thank you for those clarifications.

Jessica Mauck

CULTURAL RESOURCES ANALYST

O: (909) 864-8933 x3249

M: (909) 725-9054

26569 Community Center Drive Highland California 92346

SAN MANUEL
BAND OF  MISSION INDIANS

From: Sheldon Peterson [mailto:speterson@RCTC.org]

Sent: Friday, October 4, 2019 1:27 PM

To: Jessica Mauck

Cc: Delu, Nina; Williford, Vanessa

Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)

Hi Jessica,

Thank you for your response. The cultural resources memo that was sent to you is a preliminary draft that will be updated to reflect the SMBMI comments noted in your email. These updates will also be reflected in the upcoming Draft EIS/EIR available during the public review period. In regards to the Section 106 process for the project, the Federal Railroad Administration is currently preparing to launch their Section 106 consultation, and you can anticipate that invitations to consult under Section 106 will be sent to your Tribe in upcoming weeks.

Thank you,

Sheldon Peterson, RCTC Rail Manager

From: Jessica Mauck
Sent: Thursday, October 03, 2019 5:36 PM
To: Sheldon Peterson <speterson@RCTC.org>
Cc: Delu, Nina <Nina.Delu@hdrinc.com>; Williford, Vanessa <Vanessa.Williford@hdrinc.com>
Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)

Hi Sheldon,

Thank you again for the additional information regarding the broad scope of the project for Tier 1, as well as for the documentation sent over by HDR. At this time, SMBMI does not have concerns with the Tier 1 portion of the project, and will simply await the Tier 2 project notice so that we can ascertain more specific levels of disturbance, and whether these activities will impact specific resources of concern to SMBMI.

That being said, I did want to point out that the cultural memo only talks about the Commission's CEQA consultation efforts with Kizh Nation (I think there is an error here, as it says 2016 and 2018), and SMBMI is requesting this section be updated to include the additional outreach conducted in 2019, as well as SMBMI's response (including the identification of two Sacred Lands Files either within or adjacent to the project area).

Additionally, I wanted to know if the statement in the Section 106 consultation section noting that consultation is ongoing is meant to indicate that FRA has initiated consultation under Section 106. The reason I ask is that, since my boss' hire in mid-2016, SMBMI has not missed a response to a federal notice that the Tribe's cultural department received, and we have no record of this project internally.

Thank you,

Jessica Mauck
CULTURAL RESOURCES ANALYST
O: (909) 864-8933 x3249
M: (909) 725-9054
26569 Community Center Drive Highland California 92346



From: Jessica Mauck
Sent: Monday, September 30, 2019 1:50 PM
To: 'Delu, Nina'; Sheldon Peterson
Cc: Williford, Vanessa
Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)

Hi Nina,

I have successfully retrieved the attached document – I will take a look and provide a response before COB on 10/4.

Regards,

From: Delu, Nina [<mailto:Nina.Delu@hdrinc.com>]
Sent: Monday, September 30, 2019 11:47 AM
To: Sheldon Peterson; Jessica Mauck
Cc: Williford, Vanessa
Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)

Hi Jessica –

As a follow up to Sheldon's email below, and per your request, please use this link to take you to a PDF copy of the Draft Cultural Resources Technical Memorandum for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project: <https://hdrinc-my.sharepoint.com/:b:/p/adelu/Eb2ThmpEEo5Elot1qiv3wsABS8j55HroxY5hsVtVp-QGvQ?email=JMauck%40sanmanuel-nsn.gov&e=NnxnnG>

I will give you a call later today to make sure that you are able to access the document, and to check in to see if you have any questions.

Thanks,
Nina

Antonina "Nina" Delu, RPA
D 714.368.5658 **M** 949.892.9413

hdrinc.com/follow-us

From: Sheldon Peterson [<mailto:speterson@RCTC.org>]
Sent: Thursday, September 26, 2019 2:21 PM
To: Jessica Mauck <JMauck@sanmanuel-nsn.gov>
Cc: Delu, Nina <Nina.Delu@hdrinc.com>; Williford, Vanessa <Vanessa.Williford@hdrinc.com>
Subject: RE: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino,

Los Angeles, and Orange Counties)

Dear Ms. Mauck,

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Please review the Draft Cultural Resources Technical Memorandum and let us know how the SMBMI would like to move forward in consultation. If you have any questions regarding the Project, the documentation on cultural resources, or the Tier 1 Draft Program EIR/EIS, please reply to the Commission prior to **October 4, 2019** to confirm your intentions to consult on this Project. If needed, we are happy to set up a meeting to discuss further.

Sincerely,



Sheldon Peterson

Rail Manager
Riverside County Transportation Commission

951.787.7928 [W](tel:9517877928) | 951.453.8262 [C](tel:9514538262)
4080 Lemon St. 3rd Fl. | P.O. Box 12008 Riverside, CA 92502

rctc.org



From: Jessica Mauck

Sent: Wednesday, September 11, 2019 5:26 PM

To: Sheldon Peterson <speterson@RCTC.org>

Subject: Coachella Valley - San Gorgonio Pass Rail Corridor Service (Riverside, San Bernardino, Los Angeles, and Orange Counties)

Hello Sheldon,

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For your knowledge, there are at least two Sacred Lands Files (SLFs) within the Loma Linda/Redlands/Colton area that may or may not be impacted by the proposed project. Given the higher level locational information provided within the project notice, it is difficult to ascertain the exact location(s) of proposed disturbance, and whether those resources are likely to be impacted. The cultural resource information provided to the Tribe is equally high level, and consists of solely a record search. As such, SMBMI is requesting the following information (at least for the Colton-Banning/Beaumont area), at this time:

- Cultural report
- Project plans showing the proposed depth of disturbance within the project footprint

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Once again, the San Manuel Band of Mission Indians appreciates the opportunity to comment on the proposed project.

Respectfully,

Jessica Mauck

CULTURAL RESOURCES ANALYST

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M: (909) 725-9054

26569 Community Center Drive Highland California 92346



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If you are on a mobile device, forward the suspicious email to spam@sanmanuel.com.

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