

APPENDIX E

Archaeological and Tribal Cultural Resources
Technical Report

ANTELOPE VALLEY LINE CAPACITY
AND SERVICE IMPROVEMENTS
PROGRAM

ARCHAEOLOGICAL AND
TRIBAL CULTURAL RESOURCES
TECHNICAL REPORT

Prepared For:



Metro[™]

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AVL	Antelope Valley Line
BP	Before Present
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
EIR	Environmental Impact Report
I-5	Interstate 5
LAUS	Los Angeles Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendants
mph	miles per hour
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PRC	Public Resources Code
ROW	Right-of-Way
SCCIC	South Central Coastal Information Center
SCRRA	Southern California Regional Rail Authority
SLF	Sacred Lands File
SR 14	State Route 14
TCR	Tribal Cultural Resource
UPRR	Union Pacific Railroad
WEAP	Worker Environmental Awareness Protection

1. Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is initiating the Antelope Valley Line (AVL) Capacity and Service Improvement Program, which involves the construction of three capital improvements which would provide the capacity required to allow commuter rail service to increase along the AVL to 30-minute bi-directional headways between Los Angeles Union Station and Santa Clarita Valley and up to 60-minute bi-directional headways to Lancaster Terminal by the year 2028. A Draft Environmental Impact Report (EIR) is being prepared for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.).
- To inform public agency decision makers and the public of the significant environmental effects of the Proposed Program, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Program that would avoid or minimize those significant effects.
- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Program.

The AVL is an existing 76.6-mile rail corridor that runs from Los Angeles Union Station (LAUS) in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The Proposed Program would construct three capital improvements along the existing AVL rail corridor to provide operational flexibility and facilitate increased and more reliable Metrolink service along the corridor.

This Archaeological and Tribal Cultural Resources Technical Report is comprised of the following sections:

1. Introduction
2. Program Description
3. Regulatory Framework
4. Existing Setting
5. Significance Thresholds and Methodology
6. Impact Analysis
7. References
8. List of Preparers

2. Project Description

The Proposed Program would construct three capital improvements along the existing AVL rail corridor to provide operational flexibility and facilitate increased and more reliable Metrolink service along the corridor. The AVL right of way (ROW) is owned by Metro and used by the Southern California Regional Rail Authority (SCRRA), which operates Metrolink commuter rail service. The AVL is an existing 76.6-mile rail corridor that runs from LAUS in the City of Los Angeles to the Lancaster Terminal in the City of Lancaster within the County of Los Angeles. The corridor consists of the former Southern Pacific Valley Line and parallels the Interstate 5 (I-5) freeway from Los Angeles to Santa Clarita, turns east, then north, to parallel State Route 14 (SR-14) to the City of Lancaster.

The route is Federal Railroad Administration Track Class 4, with a maximum speed of 79 miles per hour (mph). The Union Pacific Railroad (UPRR) operates Class 1 freight service along the corridor as well. There are up to 30 Metrolink commuter trains and 12 UPRR freight trains per day on the AVL.

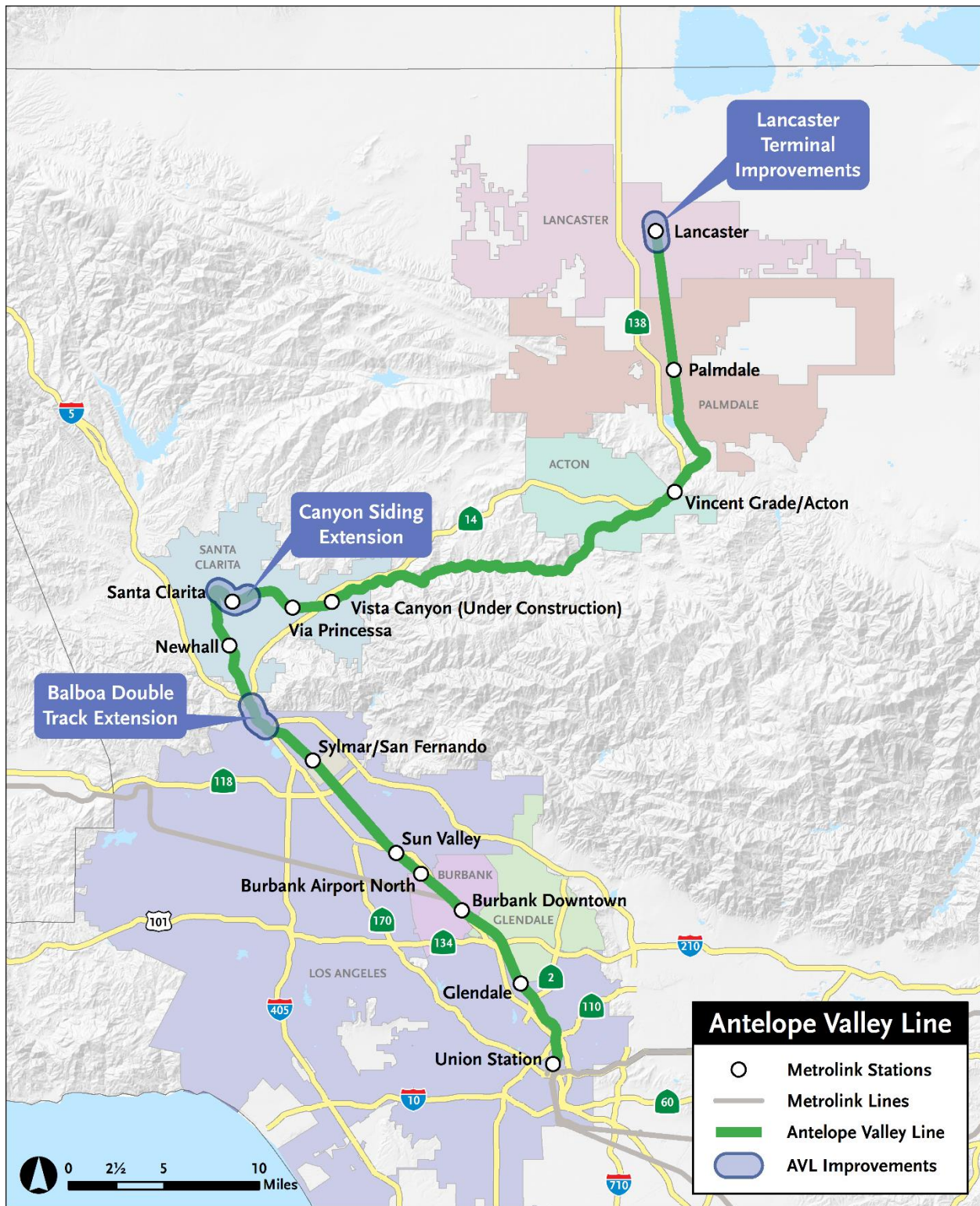
Figure 1 shows the regional context of the Program corridor and the location of the proposed capital improvements.

2.1 PROGRAM OBJECTIVES

The AVL plays a critical role in connecting communities in North Los Angeles County to LAUS and the cities in between. Consistent with the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, and in anticipation of substantial population and employment growth in the North Los Angeles County region over the next 20 years, Metro seeks to improve rail service on the AVL to realize its full potential as a regional mobility enhancement and not just a peak-hour commuter service. Accordingly, the AVL Capacity and Service Enhancement Improvement Program seeks to:

- Provide regular and more frequent Metrolink services to improve regional connectivity and accessibility through the enabling of 30-minute bi-directional passenger rail service to the Santa Clarita Valley, as well as 60-minute bi-directional service to Lancaster along the AVL corridor.
- Improve passenger service reliability and efficiency on the AVL rail corridor.
- Provide necessary infrastructure improvements to enhance operational flexibility and reliability along the AVL corridor.
- Support the vision and goals for rail service in the region consistent with the California State Rail 2040 Plan and Metrolink's SCORE program.

Figure 1: Regional Context of the Study Corridor



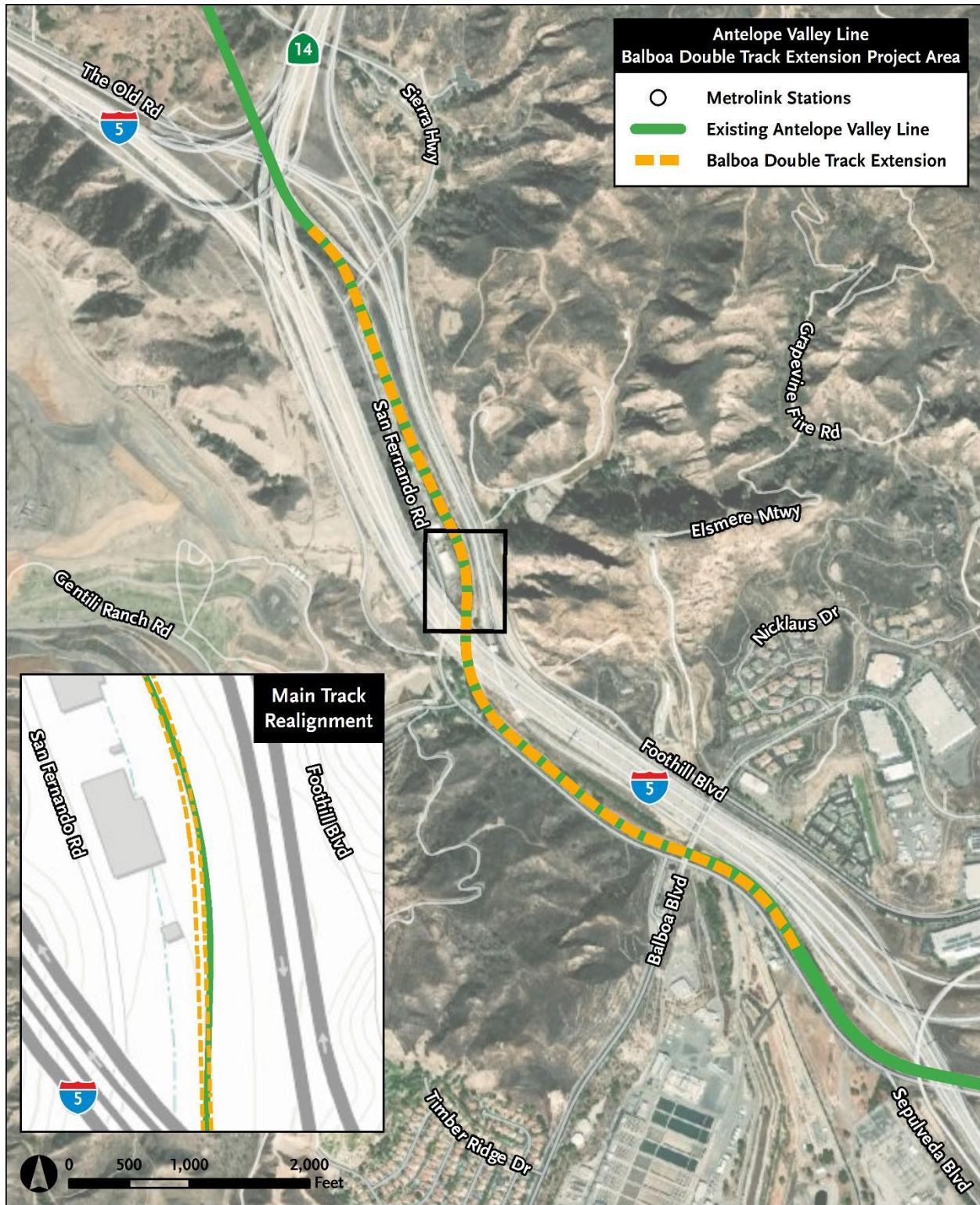
2.2 PROPOSED PROGRAM

The Proposed Program is intended to enable improved service along the AVL by constructing three capital improvements at three locations strategically selected along the AVL corridor to provide the most operational flexibility possible for the level of investment available. These three capital improvements are the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvement in the City of Lancaster.

2.2.1 Balboa Double Track Extension

The Balboa Double Track Extension would extend the existing Sylmar siding approximately 6,300 feet north from Balboa Boulevard to Sierra Highway. It is anticipated that the existing railroad ROW would accommodate most of the Balboa Double Track Extension. In addition to installation of the proposed double track extension, the improvement would require realignment of the existing Main Track through portions of the site to accommodate the second track and the required clearance to existing structures. The proposed double track would be positioned to the east of the existing AVL Main Track and would tie-in at the existing Sylmar siding terminus on the south end of the site and reconnect with the existing Main Track at the north end just south of the Sierra Highway road bridge. **Figure 2** presents the location of the proposed improvement and its surroundings.

Figure 2: Balboa Double Track Extension Vicinity



2.2.2 Canyon Siding Extension

The Canyon Siding Extension would improve the existing Saugus Siding by adding approximately 8,400 feet of new track between Bouquet Canyon Road and Golden Oak Road. The Canyon Siding Extension would not require realignment of the Main Track as there is adequate horizontal clearance for both tracks within the existing ROW. The proposed Canyon Siding Extension would include a second side-platform at the existing Santa Clarita Metrolink Station. A new crossover track south of the Santa Clarita Station would be provided to facilitate turnback of Metrolink trains at Santa Clarita Station and improve operational flexibility and reliability. **Figure 3** provides the location of the proposed Canyon Siding Extension and its surroundings.

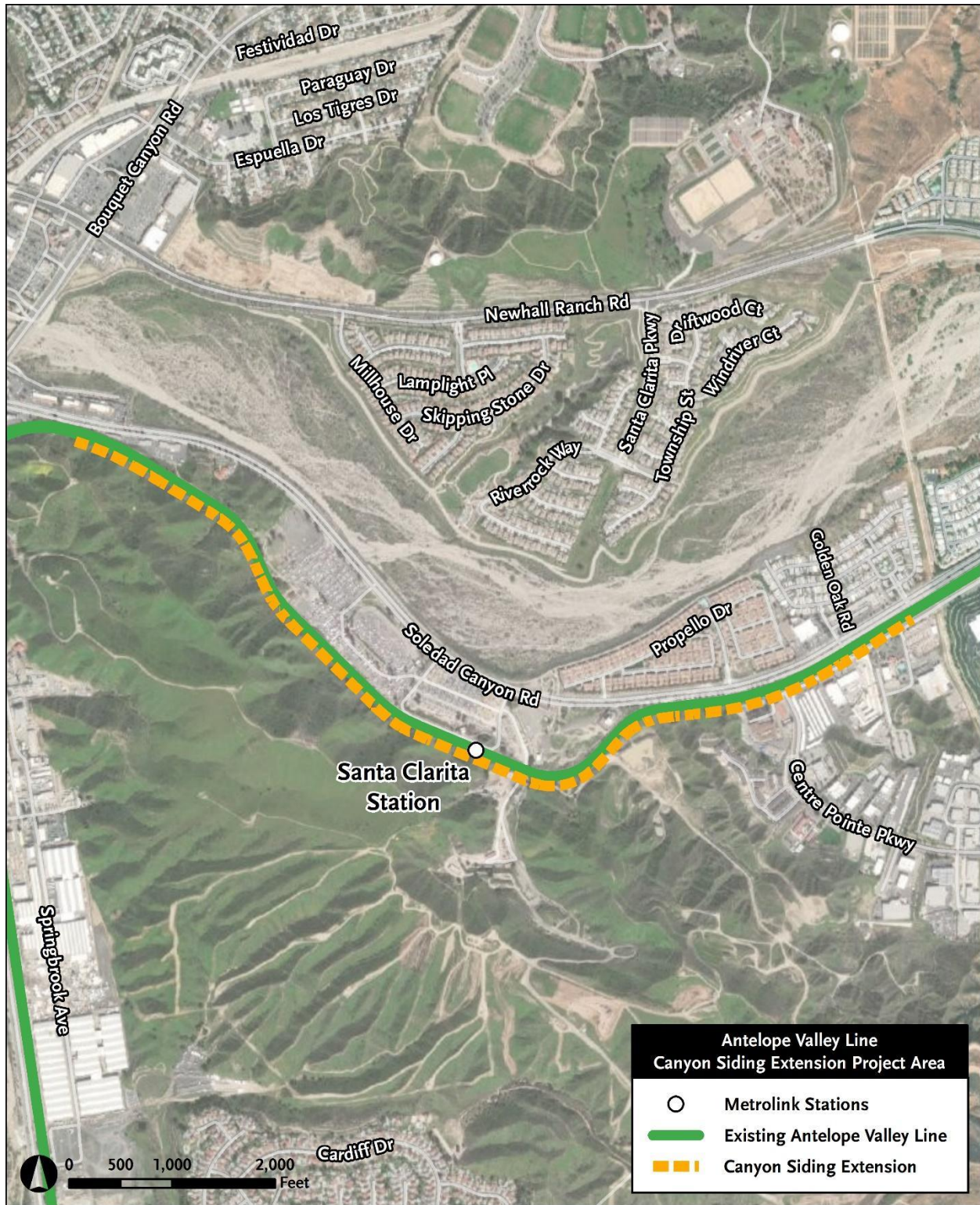
Platform to Platform Pedestrian Undercrossing Design Option

An option to use a grade separated pedestrian undercrossing at Santa Clarita Station has been considered to connect the existing platform to the new second platform.

Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option

An option to provide a new island platform (with two platform faces) has been considered and would include a grade separated pedestrian undercrossing connecting the Santa Clarita Metrolink Station parking area to the new island platform.

Figure 3: Canyon Siding Extension Vicinity



2.2.3 Lancaster Terminal Improvements

The Lancaster Terminal Improvements would include the expansion of the existing train layover facilities by adding one new 1,000-foot-long and two 500-foot-long train storage tracks of Lancaster Boulevard. The train storage track design may require an operating easement within the UPRR ROW subject to further design refinements. The proposed layover facility would accommodate up to four 5-car trains. **Figure 4** provides the location of the proposed improvement and its surroundings.

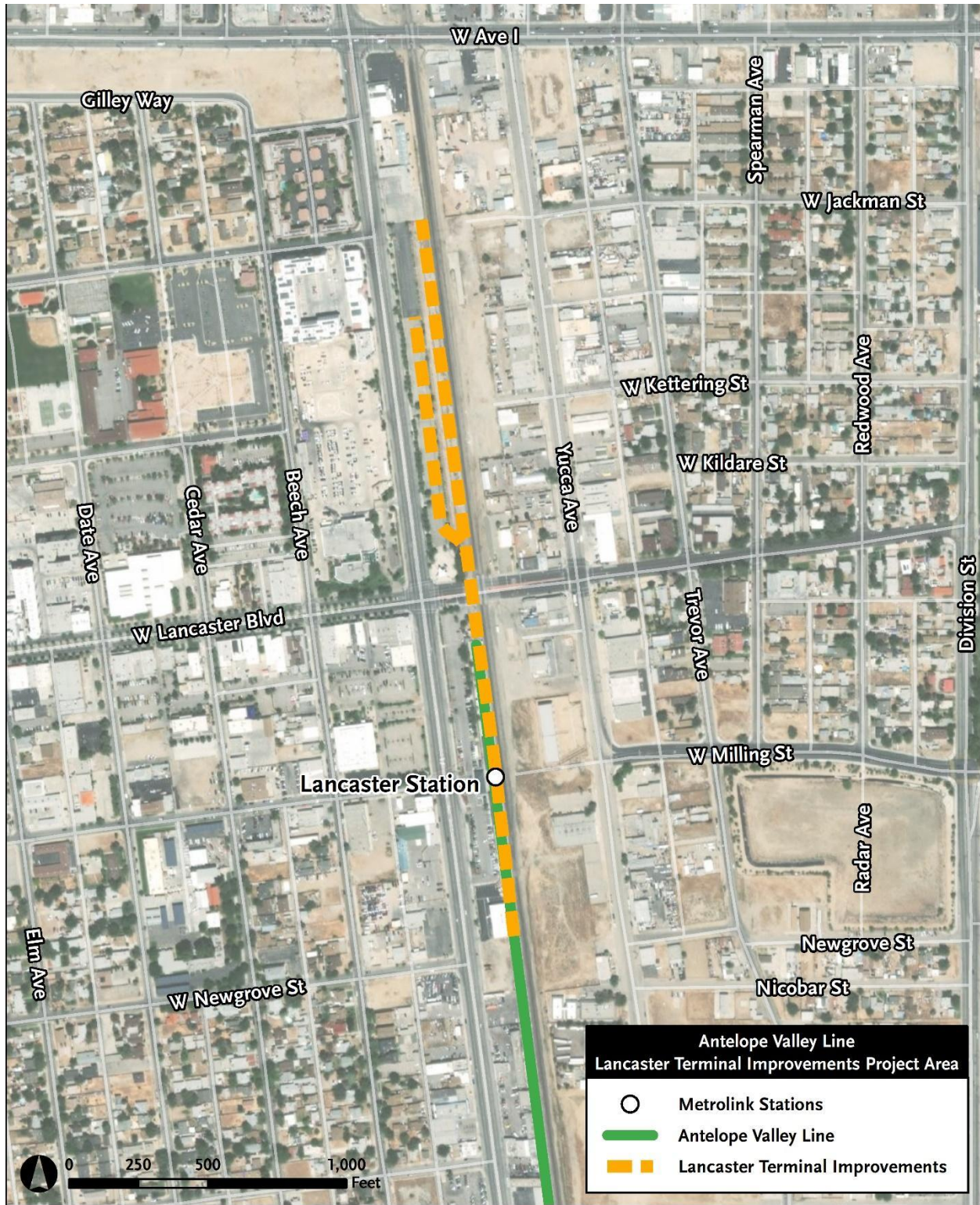
Island Platform with Pedestrian Undercrossing Design Option

An option has been developed to provide an island platform with two platform faces at Lancaster Station. The island platform would be constructed within the footprint of the existing station platform and parking lot at Lancaster Station. A grade separated pedestrian undercrossing to the island platform would be constructed in the middle of the new island platform with ramps for access to the proposed island platform.

Island Platform with Pedestrian Overcrossing Design Option

Similar to the previous option (Island Platform with Pedestrian Undercrossing Design Option), the Island Platform with Pedestrian Overcrossing Design Option would have generally the same track and station configuration and would use a grade separated pedestrian overcrossing to access the island platform. The pedestrian overcrossing would be constructed on the north end of the island platform with stairs and an elevator to go up and over the railroad track. Pedestrians would access the ground level in the station parking lot near the existing Lancaster Metrolink Station building.

Figure 4: Lancaster Terminal Improvements Vicinity Map



2.3 OPERATIONAL CHARACTERISTICS

The Proposed Program is intended to enable the increase in Metrolink service to 30-minute bi-directional service from LAUS to the Santa Clarita Valley and 60-minute bi-directional services to Lancaster. As of 2019, Metrolink operates 30 weekday trains, 12 Saturday trains, and 12 Sunday trains with an end-to-end trip time of approximately two hours and 15 minutes. Peak service operates roughly every 30 to 60 minutes, with most of the trains making all stops and one train providing express service. Non-peak direction service operates from every 45 minutes to over two hours and does not serve all the northern-most stations (Vincent Grade/Acton, Palmdale and Lancaster). Train speeds along the AVL range from approximately 30 to 70 mph depending on topography, track geometry, and whether there is a single track or double track configuration.

2.4 CONSTRUCTION

The Proposed Program would almost entirely be constructed within existing rail or street ROW. Minor acquisitions, easements, or temporary construction easements may be necessary at select locations mainly to accommodate construction staging and laydown areas and to accommodate the required grading activities associated with the proposed capital improvements. Generally, construction activities associated with each Capital Improvement would include site clearing, grading and retaining wall installation, utility relocation and installation, and track and systems installation and station platform construction.

Construction equipment anticipated to be used for the Proposed Program include track installation equipment, front-end loaders, dump and haul trucks, excavators, medium to large rams for braking rock, small/medium scrapers, drills for tiebacks/rock bolts, construction forklifts, crane, concrete pump trucks, concrete haul trucks, rail-mounted drill rig (for pier protection wall installation) and utility/service vehicles.

The construction duration of the Proposed Program is expected to last approximately 24 months per Capital Improvement. For safety reasons and to limit disruptions to rail service, program specific work windows would be required for much of the construction work. Similarly, certain activities that could disrupt rail service may require nighttime and weekend construction to minimize disruption. The overall program schedule anticipates construction commencing beginning 2024 and completion in 2028.

3. Regulatory Framework

3.1 STATE REGULATIONS

3.1.1 California Environmental Quality Act

Lead Agencies and project proponents are required to comply with the CEQA Statute and Guidelines (as amended through 2015) by determining if cultural resources that could be affected by project activities are “historically significant” and whether project activities will have a significant impact on these resources (Title 14 California Code of Regulations [CCR] Section 15064.5[b]).

A cultural resource is considered “historically significant” if the resource is 50 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, association, and meets the requirements for listing in the California Register of Historical Resources (CRHR) under any one of the following criteria (Title 14 CCR Section 15064.5):

- A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- B. Is associated with the lives of persons important in our past.
- C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or,
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, the CRHR consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- California properties listed in the National Register of Historic Places (NRHP) and those formally Determined Eligible for the NRHP.
- California Registered Historical Landmarks from No. 770 onward.
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation (OHP) and have been recommended to the State Historical Commission for inclusion on the CRHR.

Other resources that may be nominated to the CRHR include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the NRHP, the CRHR, and/or a local jurisdiction register).
- Individual historical resources.
- Historical resources contributing to historic districts.

- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, or is not included in a local register of historical resources, does not preclude a lead agency from determining that the resource may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

In addition, CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the County Coroner be called in to assess the remains. If the County Coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the most likely descendants (MLD), if any, as identified by the NAHC. CEQA Guidelines Section 15064.5 directs the lead agency (or project proponent), under certain circumstances, to develop an agreement with the MLD for the treatment and disposition of the remains, or to rebury the remains in an area not subject to further disturbance if the MLD fails to make a recommendation within 48 hours of being granted access to the remains.

3.1.2 California Public Resources Code

Archaeological and historical sites are protected pursuant to policies and regulations enumerated under the California PRC. The following PRC sections apply to activities related to this Project:

- California PRC Sections 5020–5029.5 continues the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the CRHR and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.
- California PRC Sections 5079–5079.65 defines the functions and duties of the OHP. The OHP is responsible for the administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund.
- California PRC Sections 5097.9–5097.991 provides protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. It also requires notification to descendants of discoveries of Native American

human remains and provides for treatment and disposition of human remains and associated personal effects.

- PRC Section 21083.2(g) protects “unique archaeological resources” which are defined as an archaeological artifact, object, or site with a high probability of:
 1. Containing information needed to answer important scientific research questions with a demonstrable public interest in that information.
 2. A special and particular quality, such as being the oldest of its type or the best available example of its type.
 3. Being directly associated with a scientifically recognized important prehistoric or historic event or person (PRC Section 21083.2(g)).
- PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

3.1.3 Assembly Bill (AB) 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that “tribal cultural resources” (TCR) must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe and that is either:

- On or determined to be eligible for the California Register of Historical Resources or a local historic register; or
- 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.

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the Project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of notice of intent to adopt a negative declaration or mitigated negative declaration or notice of preparation of an environmental impact report.

Section 1 (a)(9) of AB 52 establishes that “a substantial adverse change to a tribal cultural resource has a significant effect on the environment.” Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to

the PRC, which states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

3.1.4 California Health and Safety Code

The California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. Specifically, burials or human remains found either inside or outside a known cemetery are not to be disturbed or removed unless by authority of law, and the area of a discovery of human remains should remain undisturbed until the County Coroner is notified and has examined the remains prior to determining the appropriate course of action.

3.2 LOCAL REGULATIONS

3.2.1 County of Los Angeles

Los Angeles County Historic Preservation Ordinance

Title 22 Division 1 Chapter 22.52 Part 28 of the Los Angeles County Historic Preservation Ordinance outlines the purpose and goals of the historic preservation program. Specifically, the goals include:

- A. Enhance and preserve the County's distinctive historic, architectural, and landscape characteristics that are part of the County's cultural, social, economic, political, and architectural history.
- B. Foster community pride in the beauty and noble accomplishments of the past as represented by the County's historic resources.
- C. Stabilize and improve property values in and around the County's historic resources and enhance the aesthetic and visual character and environmental amenities of these historic resources.
- D. Recognize the County's historic resources as economic assets and encourage and promote the adaptive reuse of these historic resources.
- E. Further establish the County as a destination for tourists and as a desirable location for businesses.
- F. Specify significance criteria and procedures for the designation of landmarks and historic districts and provide for the ongoing preservation and maintenance of these landmarks and historic districts.

3.2.2 City of Lancaster

Goal 12 of the Lancaster General Plan outlines the way in which the City works to promote community appreciation for the unique history of the Antelope Valley and the City of Lancaster and to promote community involvement in the protection, preservation, and restoration of the area’s significant cultural, historical, or architectural features. The objectives and policies related to cultural and historical resources are shown in Table 1.

Table 1: City of Lancaster General Plan

Objective/Policy	Description
Objective 12.1: Identify and preserve and/or restore those features of cultural, historical, or architectural significance.	
Policy 12.1.1: Preserve features and sites of significant historical and cultural value consistent with their intrinsic and scientific values.	
Specific Action 12.1.1(a)	As part of the CEQA review process, require site-specific historical, archaeological, and/or paleontological studies when there exists a possibility that significant environmental impacts might result or when there is a lack of sufficient documentation on which to determine potential impacts.
Specific Action 12.1.1(b)	Include a condition of approval on all development projects that addresses State and Federal regulations with respect to the disposition of cultural resources.
Specific Action 12.1.1(c)	Process requests for inclusion in state and federal historic registers those historic and prehistoric sites and features which meet state or federal criteria.
Specific Action 12.1.1(d)	Prior to permitting demolition of any historic structure, require that an evaluation of the condition of the structure, potential adaptive reuse of the structure, and the cost of rehabilitation be undertaken.
Specific Action 12.1.1(e)	Work with area school districts and historical/ archaeological/paleontological preservation support groups to establish educational programs related to all phases of Lancaster’s cultural and historical heritage.

SOURCE: City of Lancaster, *Lancaster General Plan*, 2009.

3.2.3 City of Santa Clarita

The Conservation and Open (CO) Space Element of the City of Santa Clarita General Plan outlines the protection of historical and culturally significant resources that contribute to community identity and a sense of history through Goal CO 5. The objectives and policies related to cultural and historical resources are shown in the City of Santa Clarita General Plan (Table 2).

Table 2: City of Santa Clarita Conservation and Open Space Element of the General Plan

Objective/Policy	Description
Objective CO 5.1: Protect sites identified as having local, state, or national significance as a cultural or historical resource.	
Policy CO 5.1.1	For sites identified on the Cultural and Historical Resources Map, review appropriate documentation prior to issuance of any permits for grading, demolition, alteration, and/or new development, to avoid significant adverse impacts. Such documentation may include cultural resource reports, environmental impact reports, or other information as determined to be adequate by the reviewing authority.
Policy CO 5.1.2	Review any proposed alterations to cultural and historic sites or other sites which are so designated, based on the guidelines contained in the Secretary of the Interior's Standards for the Treatment of Properties (Title 36, Code of Federal Regulations, Chapter 1, Part 68, also known as 36 CFR 68), or other adopted City guidelines.
Policy CO 5.1.3	As new information about other potentially significant historic and cultural sites becomes available, update the Cultural and Historical Resources Inventory and apply appropriate measures to all identified sites to protect their historical and cultural integrity.
Objective CO 5.3: Encourage conservation and preservation of Native American cultural places, including prehistoric, archaeological, cultural, spiritual, and ceremonial sites on both public and private lands, throughout all stages of the planning and development process.	
Policy CO 5.3.1	For any proposed general plan amendment, specific plan, or specific plan amendment, notify and consult with any California Native American tribes on the contact list maintained by the California Native American Heritage Commission that have traditional lands located within the City's jurisdiction, regarding any potential impacts to Native American resources from the proposed action, pursuant to State guidelines.
Policy CO 5.3.2	For any proposed development project that may have a potential impact on Native American cultural resources, provide notification to California Native American tribes on the contact list maintained by the Native American Heritage Commission that have traditional lands within the City's jurisdiction, and consider the input received prior to a discretionary decision.
Policy CO 5.3.3	Review and consider a cultural resources study for any new grading or development in areas identified as having a high potential for Native American resources, and incorporate recommendations into the project approval as appropriate to mitigate impacts to cultural resources.

SOURCE: City of Santa Clarita, *Conservation and Open Space Element of the Santa Clarita General Plan*, 2011.

3.2.4 City of Los Angeles

The Conservation Element of the City of Los Angeles General Plan contains goals and policies regarding the identification, evaluation, and mitigation of impacts to archaeological resources. The relevant Conservation Element objective and policy related to archaeological resources are shown in Table 3.

Table 3: City of Los Angeles Conservation Element of the General Plan

Objective/Policy	Description
Objective	Protect the City's archaeological and paleontological resources for historical, cultural, research, and/or educational purposes.
Policy	Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.

SOURCE: City of Los Angeles, *Conservation Element of the Los Angeles General Plan*, 2001.

4. Existing Setting

4.1 CULTURAL SETTING

4.1.1 Prehistoric Background

It is generally believed that human occupation of southern California began at least 10,000 years before present (BP). The archaeological record indicates that between approximately 10,000 and 6,000 years BP, a predominantly hunting economy existed characterized by archaeological sites containing numerous projectile points and butchered large animal bones. Animals that were hunted probably consisted mostly of large species which are still alive today. Bones of extinct species have been found but cannot definitely be associated with human artifacts. Although small animal bones and plant grinding tools are rarely found within archaeological sites of this period, small game and vegetal foods were probably exploited on a limited basis. A lack of deep cultural deposits from this period suggests that groups included only small numbers of individuals who did not often stay in one place for extended periods (Wallace 1978).

Around 6,000 years BP, there was a shift in focus from hunting towards a greater reliance on vegetal resources. Archaeological evidence of this trend consists of a much greater number of milling tools (e.g., metates and manos) for processing seeds and other vegetable matter. This period, which extended until around 3,000 years BP, is sometimes referred to as the “Millingstone Horizon” (Wallace 1978). Projectile points are found in archaeological sites from this period, but they are far fewer in number than from sites dating to before 6,000 years BP. An increase in the size of groups and the stability of settlements is indicated by deep, extensive middens at some sites from this period (Wallace 1978).

In sites dating after about 3,000 years BP, archaeological evidence indicates that reliance on both plant gathering and hunting continued as in the previous period, with more specialized adaptation to particular environments. Mortars and pestles were added to metates and manos for grinding seeds and other vegetable material. Chipped-stone tools became more refined and specialized, and bone tools were more common. During this period, new people from Great Basin began entering southern California. These immigrants, who spoke a language of the Uto-Aztecan linguistic stock, seem to have displaced or absorbed the earlier population of Hokan-speaking peoples. The exact time of their entry into the region is not known; however, they were present in southern California during the final phase of prehistory. During this period, known as the “Late Horizon,” population densities were higher than before and settlement became concentrated in villages and communities along the coast and interior valleys (Erlandson 1994; McCawley 1996). Regional subcultures also started to develop, each with its own geographical territory and language or dialect (Kroeber 1925; McCawley 1996; Moratto 1984). The regional subcultures were most likely the basis for the groups encountered by the first Europeans during the eighteenth century (Wallace 1978). Despite the regional differences, many material culture traits were shared among groups, indicating a great deal of interaction (Erlandson 1994). The introduction of the

bow and arrow into the region sometime around 1,500 to 1,000 years BP is indicated by the presence of small projectile points (Moratto 1984).

4.1.2 Ethnohistory

The Program area is situated on lands that were once inhabited by the Serrano (Lancaster Terminal), the Tataviam (Canyon Siding Extension), and Gabrieleno (Balboa Double Track Extension). The traditional lands of the Chumash are also located in the immediate vicinity to the west.

Serrano

Ethnographic accounts indicate that the Serrano were the dominant group of Native Americans in the region that includes the Program area. The Serrano occupied an area in and around the San Bernardino Mountains between approximately 1,500 and 11,000 feet above mean sea level. Their territory extended west into the Cajon Pass, east as far as Twentynine Palms, north to Victorville, and south to the Yucaipa Valley. The Serrano were mainly hunters and gatherers who occasionally fished. Game that was hunted included mountain sheep, deer, antelope, rabbits, small rodents, and various birds, particularly quail. Vegetable staples consisted of acorns, piñon nuts, bulbs and tubers, shoots and roots, berries, mesquite, barrel cacti, and Joshua tree (Bean and Smith 1978a).

A variety of materials were used for hunting, gathering, and processing food, as well as for shelter, clothing, and luxury items. Shells, wood, bone, stone, plant materials, and animal skins and feathers were used for making baskets, pottery, blankets, mats, nets, bags and pouches, cordage, awls, bows, arrows, drills, stone pipes, musical instruments, and clothing (Bean and Smith 1978a).

Settlement locations were determined by water availability, and most Serranos lived in small villages near water sources. Houses and ramadas were round and constructed of poles covered with bark and tule mats (Kroeber 1925). Most Serrano villages also had a ceremonial house used as a religious center. Other structures within the village might include granaries and sweathouses (Bean and Smith 1978a).

The Serrano were loosely organized along patrilineal lines and associated themselves with either the Tukum (wildcat) or the Wahilyam (coyote) moiety. Organization of individual bands of Serrano was considered by Kroeber (1925) to be similar to political groups. Tribes, as opposed to bands, were larger in numbers, and were distinguished from each other by having distinct dialects. Unlike bands, tribes often had names that were more than merely a designation for the place where they lived (Kroeber 1925).

Partly due to their mountainous inland territory, contact between Serrano and European-Americans was minimal prior to the early 1800s. In 1819, a Capilla (chapel) was established near present-day Redlands and was used to help relocate many Serrano to Mission San Gabriel. However, small groups of Serrano remained in the area northeast of the San Gorgonio Pass and

were able to preserve some of their native culture. Today, most Serrano live either on the Morongo or San Manuel reservations (Bean and Smith 1978a).

Tataviam

The Program area is to the south of land occupied by the Tataviam before and at the time of European contact. The Tataviam lived primarily in the area along the upper Santa Clara River drainage and the Transverse Range in the Tejon Pass area. "Tataviam" is a Kitanemuk phrase meaning "people of the sun" (Johnson and Earle 1990; King and Blackburn 1978). The culture is largely enigmatic because of their small size and few Tataviam people surviving into the early twentieth century. The Tataviam language is a Takic-family language related to Gabrieleno and Serrano. Archaeological data suggests that the Tataviam began to differentiate from other Southern California Takic speakers about 2,900 years ago (King and Blackburn 1978). It appears that around that time, cremation as a mortuary practice began to predominate in those areas dominated by Takic speakers.

Ethnographic evidence indicates that the Tataviam resided in villages ranging in size from 10 to 15 to as many as 200 people. Villages of various sizes were located near one another, and there were summer and winter villages for seasonal resources and climate. The Tataviam exploited a range of desert and mountain resources such as large and small game, acorns, pinyon pine nuts, yucca buds, sage seeds, and berries (King and Blackburn 1978).

There are no data on Tataviam social organization that differentiates them from the neighboring Kitanemuk, Chumash, and Gabrieleno cultural groups. Intertribal marriages with the Kitanemuk and participation in Chumash ceremonies were observed during the post-mission period (Johnson and Earle 1990; King and Blackburn 1978).

The Tataviam population at the time of European contact was probably no more than 1,000 people. By 1834, nearly all the Tataviam had been baptized at the San Fernando Mission and had married members of other indigenous groups. By 1910, the last speaker of Tataviam had died (King and Blackburn 1978). Today, the Fernandeano Tataviam Band of Mission Indians, descendants of the Tataviam, are based in the San Fernando Valley.

Gabrieleno

Ethnographic accounts of Native Americans indicate that the Gabrieleno (also known as the Gabrielino or Gabrieleño) once occupied the southern Channel Islands, the Los Angeles Basin, much of Orange County, and extended as far east as western San Bernardino Valley. The Gabrieleno were one of several Takic-speaking groups in Southern California at the time of Spanish contact. The term "Gabrieleno" came from the period of missionization with Mission San Gabriel Arcangel, established in 1771.

The Gabrieleno occupied villages located along rivers and at the mouths of canyons. Populations ranged from 50 to 200 inhabitants. Residential structures within the villages were domed, circular, and made from thatched tule or other available wood. Gabrieleno society was organized by kinship groups, with each group composed of several related families who together owned hunting

and gathering territories. Settlement patterns varied according to the availability of floral and faunal resources (Bean and Smith 1978b; McCawley 1996; Miller 1991).

The Gabrieleno were fishermen/hunter-gatherers that exploited a wide array of marine and terrestrial game as well as acorns, islay, pinion nut, and a wide array of seeds, roots, and other plant materials (Bean and Smith 1978b; McCawley 1996; Miller 1991). The Gabrieleno utilized plank canoes (te'aat), dugout canoes, nets, shellfish hooks, harpoons, and traps to exploit a wide array of deepsea fish, marine mammals, and shellfish. They hunted large game with bow and arrow, and used traps, nets and throwing sticks for small game. Plant processing was done with groundstone milling equipment, baskets and seed beaters. The Gabrieleno had a wide array of decorative and ceremonial objects made from steatite, brownware ceramics, bone, shell, asphaltum, and wood (Blackburn 1963).

By the late 18th century, Gabrieleno had significantly dwindled due to introduced European diseases and dietary deficiencies. Gabrieleno communities disintegrated as families were separated during the practice of missionization (Bean and Smith 1978b; McCawley 1996; Miller 1991). However, current descendants of the Gabrieleno remain in the Los Angeles Basin today. Although there are no federally recognized Gabrieleno groups or tribes, State of California recognizes several groups of Gabrieleno descent, including the Tongva and Kizh Nation bands.

Chumash

The Balboa Double Track Extension area is located approximately 3 miles to the east of lands occupied by the Chumash before and at the time of European contact. King (1981) has divided the prehistory of the Chumash region into three periods: Early (8,000 to 3,350 years B.P.), Middle (3,350 to 800 years B.P.), and Late (800 to 150 years B.P. or approximately A.D. 1150 to 1800). The Early Period has been divided into three phases, X, Y, and Z. The X Phase is characterized by the use of large flake and core tools, millings, and handstones. Based on limited archaeological data, it appears that Phase X sites along the Santa Barbara Channel were located on crests of hills away from the ocean, but some Phase Y sites were located on knolls adjacent to sloughs. During Phase Z, sites were located on higher ground (King, 1981).

During the Middle Period (3,350 to 800 years B.P.) increasing sedentism and emphasis on marine subsistence along the Santa Barbara Channel is reflected by the appearance of coastal villages occupied during a large part of the year. The plank canoe, which made ocean fishing and travel to the Channel Islands safer and more efficient, came into use about 1,500 years B.P. Use of the plank canoe also promoted trade and exchange between the mainland and the Channel Islands (Arnold 1987).

The Chumash became one of the most socially and economically complex hunting and gathering groups in North America during the Late Period (800 to 150 years B.P. or approximately A.D. 1150 to 1800) (Arnold, 1987). There was a series of permanent and semipermanent villages with populations of 200 to 600 or more individuals along the Santa Barbara Channel and on the Channel Islands. The principal economic pursuits of the people of these villages were marine fishing and trading (Grant, 1978).

When the Spanish arrived in A.D. 1769, the Chumash occupied the coast from Malibu Canyon to San Luis Obispo and inland as far as the western edge of the San Joaquin Valley). By 1804, most villages were abandoned as the Chumash were forced to move to the missions. Exposure to diseases introduced by Europeans soon began to decimate their population (Grant, 1978). A typical example took place at La Purisima Mission, where the Chumash declined in number from approximately 1,520 in 1804 to 400 in 1832 (Greenwood, 1978).

When Spanish authority was removed in 1821, many Chumash left the coastal area and settled in the interior. Those who remained were usually mistreated by Mexican, and later Anglo settlers. European-borne diseases continued to reduce the Chumash population. That, as well as intermarriage with the Spanish, Mexicans, and Anglos, resulted in near extinction of the full-blooded Chumash by 1900 (Grant, 1978). In 1855, a reservation of 120 acres was given to the Chumash near Santa Ynez Mission. This small parcel was eventually reduced to 75 acres, the smallest Native American reservation in California. By the 1970s, only about 40 Chumash of mixed blood remained there (Grant, 1978). Many Chumash today live outside the reservation.

4.1.3 Historic Background

The first European to visit California was Spanish maritime explorer Juan Rodriguez Cabrillo in 1542. Cabrillo was sent north by the Viceroy of New Spain (Mexico) to look for the Northwest Passage. Cabrillo visited San Diego Bay, Catalina Island, San Pedro Bay, and the northern Channel Islands. The English adventurer Francis Drake visited the Miwok Native American group at Drake's Bay or Bodega Bay in 1579. Sebastian Vizcaíno explored the coast as far north as Monterey in 1602. He reported that Monterey was an excellent location for a port (Castillo, 1978). Vizcaíno also named San Diego Bay to commemorate Saint Didacus. The name began to appear on European maps of the New World by 1624 (Gudde, 1998:332).

Colonization of California began with the Spanish Portolá land expedition. The expedition, led by Captain Gaspar de Portolá of the Spanish army and Father Junipero Serra, a Franciscan missionary, explored the California coast from San Diego to the Monterrey Bay Area in 1769. As a result of this expedition, Spanish missions, presidios (forts), and towns were established. The Franciscan missionary friars established 21 missions in Alta California (the area north of Baja California) beginning with Mission San Diego in 1769 and ending with the mission in Sonoma established in 1823. The purpose of the missions and presidios was to establish Spanish economic, military, political, and religious control over the Alta California territory. Mission San Diego was established to convert the Kumeyaay or Diegueño Native Americans that lived in the area. Mission San Gabriel Archangel was founded in 1771 east of what is now Los Angeles to convert the Gabrieleno. Mission San Fernando, also in Gabrieleno territory, was established in 1797. Mission San Juan Capistrano was established in 1776 on San Juan Creek (in what is now southern Orange County) to convert the Agjachemem or Juaneño. Mission San Luis Rey was established in 1798 on the San Luis Rey River (in what is now northern San Diego County) to convert the Luiseño. Missions San Buenaventura and Santa Barbara were founded in Chumash territory in 1782 and 1786, respectively (Castillo 1978:100).

The San Gabriel and San Fernando missions were established in 1771 and 1797, respectively, influencing lands as far as the upper Mojave River. The Spanish, however, were not successful in their attempts to incorporate all inland Native American tribes. There are several Native American villages not represented in the mission registers, such as in the southern Antelope Valley, indicating that the mission system had little interaction or influence over the area. As the number of missions in southern California increased, native neophytes attempted to evade incorporation by seeking refuge with interior tribes, such as in the southern San Joaquin Valley or the Mojave Desert and adjacent mountains (Castillo, 1978).

After Mexico became independent from Spain in 1821, what is now California became the Mexican province of Alta California. The Mexican government closed the missions in the 1830s and former mission lands were granted to retired soldiers and other Mexican citizens for use as cattle ranches. Much of the land along the coast and in the interior valleys became part of Mexican land grants or “ranchos” (Robinson 1948). During the Mexican period there were small towns at San Diego (near the presidio), San Juan Capistrano (around the mission), and Los Angeles. The rancho owners lived in one of the towns or in an adobe house on the rancho. The Mexican Period includes the years 1821 to 1848.

The American period began when the Treaty of Guadalupe Hidalgo was signed between Mexico and the United States in 1848. As a result of the treaty, Alta California became part of the United States as the territory of California. Rapid population increase occasioned by the Gold Rush of 1849 allowed California to become a state in 1850. Most Mexican land grants were confirmed to the grantees by U.S. courts, but usually with more restricted boundaries that were surveyed by the U.S. Surveyor General’s office. Land that was not part of a land grant was owned by the U.S. government until it was acquired by individuals through purchase or homesteading. Floods and drought in the 1860s greatly reduced the cattle herds on the ranchos, making it difficult to pay the new American taxes on the thousands of acres they owned. Many Mexican-American cattle ranchers borrowed money at usurious rates from newly arrived Anglo-Americans. The resulting foreclosures and land sales transferred most of the land grants into the hands of Anglo-Americans (Cleland 1941:137-138).

4.1.4 Local History

Rancho Ex-Mission San Fernando

The Balboa Double Track Extension area is located in a part of what was once Rancho Ex-Mission San Fernando. Granted in 1846 by then-Governor Pío Pico to Eulogio de Celis, the rancho measured 116,858 acres and encompassed most of the present-day San Fernando Valley (Ogden 1862). The grant derives its name from the secularized Mission San Fernando Rey de España. Because the mission only retained the grounds immediately around the mission, the lands outside of this were called ex-Mission lands.

Eulogio de Celis had settled in California in 1836 and operated a hide-trading business. As required by the Land Act of 1851, a claim was filed with the United States Public Land Commission in 1852 and the land grant was patented to Eulogio de Celis in 1873. De Celis

returned to Spain with family in 1854, where he died in 1869. After Eulogio's death, his son, Eulogio F. de Celis, returned from Spain to Los Angeles (de Celis 1903).

Rancho San Francisco

The Canyon Siding Extension area is located in the Rancho San Francisco Land Grant. Rancho San Francisco was a 48,612-acre Mexican land grant given by Governor Juan Bautista Alvarado to Antonio del Valle in 1839. It included most of present-day Santa Clarita and extended through portions of the Sierra Pelona and Topatopa Mountain Ranges in present eastern Ventura County, and through the Santa Susana and San Gabriel Mountains in northwestern Los Angeles County. In 1842, gold was found in Placerita Canyon in the north section of the Rancho. In 1865, oil was found in the south section of the Rancho. In 1875, after years of challenges in court, the land grant was patented by the U.S. Land Survey (Willey 1886).

In 1875, Henry Mayo Newhall, originally from Saugus, Massachusetts, acquired 46,460 acres of the Rancho San Francisco. He quickly granted a right-of-way to the Southern Pacific Company to construct a railway between Los Angeles and San Francisco. In the early twentieth century, the area became popular as a filming location for motion picture "Westerns." Film industry actors and technicians became the first of many to establish residences in the Santa Clarita Valley (Santa Clarita.com 2020). In 1987, the census-designated communities of Newhall, Saugus, Valencia, and Canyon Country incorporated as the City of Santa Clarita. The four communities still retain their identities within the larger master-planned city of Santa Clarita, now as named neighborhoods, or districts.

Santa Clarita Valley

When the Spanish arrived in the valley in August 1769, they named the river they encountered Santa Clara after Saint Clare, founder of the Order of Poor Ladies. The river was later called the "little" Santa Clara, and the valley was called "Santa Clarita" thereafter (City of Santa Clarita n.d.). Jose Francisco de Gracia Lopez discovered gold in Santa Clarita on March 9, 1842 and spurred the growth of agricultural and livestock enterprises to provision the miners (Rawls 1999).

On March 12, 1928, the Santa Clarita Valley was the scene of the second worst disaster in California history. Known as the "worst civil engineering failure of the 20th century," the St. Francis Dam collapsed sending water through San Francisquito Canyon and the Santa Clara River. The Santa Clarita neighborhood of Saugus was flooded and between 400 and 450 people were killed (SCV History 2014).

Los Angeles studios began filming in Santa Clarita shortly after the turn of the 20th century. Actors of the day included William S. Hart, Tom Mix, Harry Carey, and John Wayne. Hart and Carey made their homes in the Santa Clarita Valley and both of their former estates are currently operated as county parks (City of Santa Clarita n.d.).

Antelope Valley

The initial wave of modern exploration into Antelope Valley took place in the early 1770s; however, later exploration in the 1840s led to the valley's first permanent settlements (Pitt 2000). Fueled by

California's Gold Rush, settlers crossed the valley via the Old Tejon Pass. In 1854, the establishment of the Stockton to Los Angeles Road route to Tejon Pass, along with the establishment of the Fort Tejon military post near Castaic Lake and Grapevine Canyon, spurred additional settlement in the area (Digital Desert n.d.). Ranching was the main source of income (Gerber 2019).

Stagecoach lines across the southern foothills came through the valley along the Stockton to Los Angeles Road and were the preferred method for travelers before the establishment of the Southern Pacific Railroad. In 1874 the Western Hotel was built, which remains the oldest building in the Valley (Digital Desert n.d.). In 1876, Southern Pacific established a route through the Antelope Valley with a stop-off in Lancaster, which connected Antelope Valley and Lancaster with larger regional, national, and global trade networks (Pitt 2000).

In the 1930s the Air Force started testing operations at Muroc Dry Lake (now Edwards Air Force Base). Military presence in the region intensified prior to and during World War II when the U.S. Army expanded the facility and used Muroc Dry Lake (presently Rogers Dry Lake) as bombing and gunnery ranges. After the war, the facility was renamed Edwards Air Force Base and designated as the Air Force Flight Test Center (Greenwood and McIntyre 1980). This contributed to the growth of Antelope Valley significantly as residences, restaurants, and businesses opened to support the military operations and personnel.

4.2 ARCHEOLOGICAL RESOURCES

4.2.1 Records Search and Literature Review

On November 11, 2020, a records search was completed of the three Capital Improvement areas and a 0.25-mile (402-meter [m]) buffer by the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System at the California State University, Fullerton. The records search was conducted to identify previously-recorded cultural resources within the Program area and records search radius. The records search reviewed technical reports and Department of Parks and Recreation (DPR) site records. Additional consulted sources included the Built Environment Resources Directory, which identifies resources listed on or determined eligible for listing on the NRHP, the CRHR, local registers, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility.

In addition, historic maps and aerial photographs of the three Capital Improvement areas were reviewed to identify potential historic-age (i.e., 50 years old or older) resources that may not have been identified from the records search.

The records search indicated that a total of 81 previous studies, conducted between 1966 and 2015, have taken place within the 0.25-mile records search radius (Appendix A: Table 1). Of these, 36 overlapped the Program area and the remaining 45 studies were outside of the Program area but within the 0.25-mile radius.

The results of the SCCIC records search indicate that 126 previously-recorded resources are located within the 0.25-mile records search radius of the Program area (Appendix A: Table 2). Of these, 19 overlap the Program area (Table 4).

Table 4: Resources Within Program Area

Primary No. (P-19-)	Trinomial (CA-LAN-)	Age	Attributes	Description	Eligibility Status	Vicinity to Program Area
002215	002215H	Historic Site	AH02 (Foundations/structure pads); AH04 (Privies/dumps/trash scatters); AH05 (Wells/cisterns)	Buried structural remains and features	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
004181	004181H	Historic Site	AH04 (Privies/dumps/trash scatters)	Concentration of concrete piers/footings, "beehive" cesspool, and refuse deposit	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
188007	N/A	Historic Built Environment	HP37 (Highway/trail) (Highway/trail)	Old San Fernando Rd	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Balboa Double Track Extension)
188293	N/A	Historic Built Environment	HP06 (1-3 story commercial building); HP14 (Government building)	Lancaster Blvd Downtown Neighborhood	6L (Appears eligible for Local District Designation; not eligible for NRHP or CRHR)	Within (Lancaster Terminal)
188295	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	Wigs & Accessories	part of District 188293	Within (Lancaster Terminal)
188296	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	All in One Barber & Salon	part of District 188293	Within (Lancaster Terminal)
188297	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	Cozy House Teriyaki Restaurant	part of District 188293	Within (Lancaster Terminal)
188298	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	Arrow Appliance	part of District 188293	Within (Lancaster Terminal)
188324	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	Wholesale Mattress Liquidators	part of District 188293	Within (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Age	Attributes	Description	Eligibility Status	Vicinity to Program Area
188331	N/A	Historic Built Environment	HP06 (1-3 story commercial building); HP46 (Walls/gates/fences)	Automotive Corner	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
188333	N/A	Historic Built Environment	HP03 (Multiple family property)	44730 Beech Avenue	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
188387	N/A	Historic Built Environment	HP06 (1-3 story commercial building); HP46 (Walls/gates/fences)	Antelope Valley Landmark Christian Center	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
188389	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	5-Star Cars, H W Hunter Inc	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
188390	N/A	Historic Built Environment	HP04 (Ancillary building); HP06 (1-3 story commercial building)	5-Star Auto Body	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
188391	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	Super Discount Furniture	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
188392	N/A	Historic Built Environment	HP06 (1-3 story commercial building)	The Thai Restaurant	6L (Appears eligible for Local District Designation; not eligible for NRHP or CRHR)	Within (Lancaster Terminal)
189432	N/A	Historic Built Environment	HP46 (Walls/gates/fences)	354 West Lancaster Boulevard	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Lancaster Terminal)
190043	N/A	Historic Built Environment	HP20 (Canal/aqueduct)	Bull Creek Extension Channel	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Balboa Double Track Extension)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Age	Attributes	Description	Eligibility Status	Vicinity to Program Area
192301	N/A	Historic Built Environment	HP19 (Bridge)	Metrolink Rail Bridge 26.42	6Z (Found ineligible for NR, CR or Local designation through survey evaluation)	Within (Balboa Double Track Extension)

Two of the 19 are historic-age archeological sites. One consists of buried structural remains and features (P-19-002215/CA-LAN-002215H) and the second is a refuse deposit (P-19-004181/CA-LAN-004181H). Site P-19-002215/CA-LAN-002215H was first recorded in R. Norwood and B. Love in 1994 and consisted of household trash and debris and construction materials such as concrete and brick rubble. The site was revisited by Soraya Mustain and Koji Tsunoda in 2007 and it was discovered that the area has since been developed into a Sheriff's station and is no longer extant.

Site P-19-004181/CA-LAN-004181H was recorded by E. Bolandi in 2010 and consists of a concentration of historic-era concrete piers/footings, a "beehive" cesspool, a wooden circle made from redwood planks, a concentration of unshaped rocks, and a concentration of historic-age refuse. It was determined that most of the remains date to the modern period, while the refuse dates to the early 20th century. Based on the 2010 field assessment, the resource was determined to appear not eligible for listing on neither the NRHP nor CRHR.

Although no prehistoric resources overlap the Program area, nine prehistoric resources have been previously recorded within 0.25-mile of the Canyon Siding Extension. The prehistoric resources include four deposits of lithic tools, lithic debitage, and ground stone artifacts (P-19-000351/CA-LAN-000351, P-19-001824/CA-LAN-001824, P-19-003043/CA-LAN-003043, and P-19-120063) and five isolated lithic flakes (P-19-100341, P-19-100343, P-19-100344, P-19-100345, and P-19-100346).

4.2.2 Pedestrian Survey

Paleo Solutions archaeologist Maria Espinoza conducted a survey for archaeological resources on December 11, 2020. A windshield survey was completed for the developed and inaccessible portions of the three Capital Improvement areas. Each survey area consisted of the public ROW along the alignment and a 100-foot buffer surrounding each of the proposed Capital Improvement area. A pedestrian survey was conducted for the accessible vacant parcels utilizing transect intervals of 3 to 5 meters. Notes and photographs were taken of each segment from north to south during surveys (Appendix B). Notes and photographs are on file at the Paleo Solutions' Monrovia office.

The Balboa Double Track Extension survey area extends from approximately 0.15 mile southeast of the intersection of I-5 and SR-14 at the northern extent to approximately 425 feet to the southeast of the intersection of I-5 and Balboa Boulevard. The area consists of the I-5 corridor and commercial buildings. All undeveloped land within the Balboa Double Track Extension is comprised of steep terrain inaccessible to pedestrian survey.

The Canyon Siding Extension survey area extends from approximately 450 feet to the northeast of Golden Oak Road at the eastern extent to approximately 0.3 mile east of the intersection of Bouquet Canyon Road at the western extent. The area is comprised of residential and commercial properties, as well as vacant land. The majority of the southern portion of the area consists of steep terrain.

The Lancaster Terminal Improvements survey area extends from approximately 150 feet south of West Avenue I at the northern extent to approximately 500 feet south of West Avenue J at the southern extent. The area is comprised of vacant lots and commercial buildings.

There was modern trash along the roadways and throughout unpaved portions of the survey areas along the alignment. Two historic-age resources had been previously identified within the Lancaster Terminal Improvements survey area (P-19-002215/CA-LAN-002215H and P-19-004181/CA-LAN-004181H). The location of site P-19-002215/CA-LAN-002215H has since been developed into the Sheriff's station and is no longer extant. P-19-004181/CA-LAN-004181H was recommended not eligible in 2010 and no evidence was observed during the field survey, so it also appears to no longer be extant. No newly identified prehistoric or historic-age archaeological resources were observed during the survey.

4.3 TRIBAL CULTURAL RESOURCES

To initiate the identification of TCRs that could be affected by the Proposed Program, a search of the Sacred Lands File (SLF) from the NAHC was requested on October 5, 2020. The NAHC responded on October 20, 2020 and reported negative results for the SLF search. The NAHC provided a list of 15 Native American individuals and groups to contact for AB-52 consultation.

The following Native American groups/individuals have been contacted to date:

- Barbareño/ Ventureño Band of Mission Indians - Julie Tumamait-Stenslie
- Chumash Council of Bakersfield - Julio Quair
- Coastal Band of the Chumash Nation - Mariza Sullivan
- Fernandeno Tataviam Band of Mission Indians - Jairo Avila
- Gabrieleno Band of Mission Indians-Kizh Nation- Andrew Salas
- Gabrielino Tongva Indians of California Tribal Council - Robert Dorame
- Gabrielino /Tongva Nation - Sandonne Goad
- Gabrieleno/Tongva San Gabriel Band of Mission Indians- Anthony Morales
- Gabrielino-Tongva Tribe - Charles Alvarez
- Northern Chumash Tribal Council - Fred Collins
- San Fernando Band of Mission Indians - Donna Yocum
- San Luis Obispo County Chumash Council - Mark Vigil
- Santa Rosa Band of Cahuilla Indians - Lovina Redner
- Santa Ynez Band of Chumash Indians - Kenneth Kahn
- Soboba Band of Luiseno Indians - Scott Cozart

Notification letters were sent by Metro to all 15 tribes or tribal representatives with an invitation to consult on the Program under AB 52 on October 13, 2020. Two responses were received in reply: one from Mr. Andrew Salas of the Gabrieleno Band of Mission Indians-Kizh Nation (Kizh Nation) and the second from Mr. Jairo Avila of the Fernandeno Tataviam Band of Mission Indians.

A follow-up email was sent to the remaining 13 tribes/tribal representatives on November 11, 2020. One response was received in reply from Mr. Kenneth Kahn of the Santa Ynez Band of Chumash Indians. On December 10, 2020, follow-up phone calls were made to the remaining 12 tribes/tribal representatives. Three individuals were reached via phone: Mr. Fred Collins of the

Northern Chumash Tribal Council, Mr. Charles Alvarez of the Gabrielino-Tongva Tribe, and Mr. Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians.

During AB 52 consultation for the three Capital Improvement areas, the entire Program corridor was identified by Mr. Andrew Salas as a TCR. A summary of AB 52 Consultation Communication to date is presented in Table 5. Copies of correspondence to date with the NAHC and tribal groups is provided in Appendix C.

Table 5: Summary of AB 52 Consultation Communication

Recipient	Response
Charles Alvarez Gabrielino-Tongva Tribe	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Left message. Mr. Alvarez called back requesting an email with the Program information. He also stated that tribal monitoring was necessary due to the sensitivity of the areas. An email, with the original letter attached, was sent.</p>
Jairo Avila Fernandeno Tataviam Band of Mission Indians	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 8, 2020: Mr. Avila sent an email stating that the Program is within the traditional ancestral territory of the Fernandeno Tataviam Band of Mission Indians and encompasses lineage-villages from which members of the Tribe descend. He requested to review grading/excavation plans, geotechnical report, and cultural resource assessment report prior to providing tribal comments or scheduling a consultation meeting.</p>
Fred Collins Northern Chumash Tribal Council	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Left message</p> <p>December 14, 2020: Mr. Collins returned the phone call and deferred to the local tribal government's recommendations for the Program.</p>
Scott Cozart Soboba Band of Luiseno Indians	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. The receptionist stated that Scott Cozart is no longer the chairperson for the tribe. The call was transferred to Joseph Ontiveros. Left message.</p> <p>No reply to date.</p>

Recipient	Response
<p>Robert Dorame</p> <p>Gabrielino Tongva Indians of California Tribal Council</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Left message. No reply to date.</p>
<p>Sandonne Goad</p> <p>Gabrielino/Tongva Nation</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Left message. No reply to date.</p>
<p>Kenneth Kahn</p> <p>Santa Ynez Band of Chumash Indians</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>November 30, 2020: Email received from Mr. Kahn requesting consultation.</p> <p>February 1, 2021: A consultation call was held between Metro and the Santa Ynez Band of Chumash Indians (Santa Ynez). In attendance were Brian Balderrama (Metro), Eric Banghart (Mott MacDonald), Maggie Cheung (Mott MacDonald), Kelsie Merrick (Santa Ynez), Sam Cohen (Santa Ynez), Nakia Zavalla (Santa Ynez), and Liz Denniston (Paleo Solutions).</p> <p>Mr. Banghart began by providing an overview of the Program. He stated that the resulting environmental document will be an EIR and explained that while the Project follows the CHSR alignment, the Program is being completed by Metro and the CHSRA)is acting only as a stakeholder in the Program.</p> <p>Mr. Cohen stated that he has done work in the Santa Clarita and Santa Clara River Valley and requested a copy of the SCCIC records search results. Ms. Denniston stated that sharing the DPR records is at the discretion of Metro, however, she will provide a copy of the results summary (sent February 3, 2021) to Mr. Cohen. Mr. Cohen stated that they would review all of the information and be in touch with any further requests.</p>
<p>Anthony Morales</p> <p>Gabrieleno/Tongva San Gabriel Band of Mission Indians</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Anthony Morales suggested his son (Adrian Morales) may already have consulted on this Program. He requested that a call and email be sent to Adrian Morales to follow-up. A voicemail was left for Adrian Morales and the initial consultation letter was emailed.</p> <p>No reply to date.</p>

Recipient	Response
<p>Julio Quair Chumash Council of Bakersfield</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro. November 11, 2020: Follow-up email sent. December 10, 2020: Follow-up phone call made. Left message. No reply to date.</p>
<p>Lovina Redner Santa Rosa Band of Cahuilla Indians</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro. November 11, 2020: Follow-up email sent. December 10, 2020: Follow-up phone call made. The receptionist stated that Ms. Redner was available via email. An email, with the original letter attached, was sent. No reply to date.</p>
<p>Andrew Salas Gabrieleno Band of Mission Indians – Kizh Nation</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro. October 22, 2020: Mr. Salas sent an email requesting consultation. December 16, 2020: A consultation call was held between Metro and the Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation). In attendance were Brian Balderrama (Metro), Eric Banghart (Mott MacDonald), Andrew Salas (Kizh Nation), Matt Teutimez (Kizh Nation), and Liz Denniston (Paleo Solutions). Mr. Balderrama began by providing an overview of the Program. He stated that while the Program follows the CHSR alignment, the Program is being completed by Metro and the CHSRA is acting only as a stakeholder in the Program. Mr. Balderrama explained that the Program consists of adding a parallel track within the existing railroad corridor, along with updating infrastructure at three locations along the alignment: Lancaster Terminal, Canyon Siding Extension, and Balboa Double Track Extension. Mr. Banghart stated that the alignment is entirely within the Metro right-of-way. Mr. Salas explained that the Program alignment followed a corridor of trade routes and villages heavily utilized by Native Americans. It is part of a tribal cultural resource for the Kizh Nation and is considered highly sensitive for cultural materials. He stated that most railroad alignments through California follow Native American travel routes because they were already established paths of travel. Mr. Teutimez stated that because the corridors were heavily used during trade activities, there is an abundance of materials that are not native to the area, such as shell and obsidian. He stated that during trading and travel, if someone died, they were buried on the spot or, preferably at the intersection of the trail and riparian corridor. As a result, it is assumed that unmarked burials exist along the entire corridor. He stated that this might be the last time for the resources in the area to be recorded.</p>

Recipient	Response
	<p>Mr. Salas stated that they are also interested in observing fill material because it is often from the same area and reused.</p> <p>Mr. Balderrama stated that the Program was still within the initial stages of the environmental studies and the design is still in the works, with construction activities planned for 2023. He stated that he appreciates the Kizh Nation’s time and discussion about the Program area and will keep the Kizh Nation involved in the entire process of the Program. Mr. Salas stated that he appreciates Metro’s time and involvement in the Program and will share information relevant to the area.</p>
<p>Julie Tumamait-Stenslie Barbareno/ Ventureño Band of Mission Indians</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Left message. No reply to date.</p>
<p>Mariza Sullivan Coastal Band of the Chumash Nation</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Left message. No reply to date.</p>
<p>Mark Vigil San Luis Obispo County Chumash Council</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. The provided number has been disconnected. No forwarding number provided. No reply to date.</p>
<p>Donna Yocum San Fernando Band of Mission Indians</p>	<p>October 13, 2020: Request to initiate consultation sent by Metro.</p> <p>November 11, 2020: Follow-up email sent.</p> <p>December 10, 2020: Follow-up phone call made. Left message. No reply to date.</p>

5. Significance Thresholds and Methodology

5.1 SIGNIFICANCE THRESHOLDS

Appendix G of the State CEQA Guidelines provides screening questions to address impacts regarding built environment, paleontological, cultural, and tribal cultural resources. This report addresses archaeological and tribal cultural resources only. Analyses pertaining to historical and paleontological resources are addressed in separate reports (Paleo Solutions 2021).

5.1.1 Cultural Resources

In accordance with Appendix G of the State CEQA Guidelines, the Program would have a significant impact related to cultural resources if it would:

- a) Cause a substantial adverse change in the significance of a historic resource pursuant to § 15064.5.
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; and/or
- d) Disturb any human remains, including those interred outside of dedicated cemeteries.

5.1.2 Tribal Cultural Resources

In accordance with Appendix G of the State CEQA Guidelines, the Program would have a significant impact related to TCRs if it would cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); and/or
- b) 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.2 METHODOLOGY

5.2.1 Archaeological Resources

Archaeological sites are usually adversely affected only by physical destruction or damage. The CEQA Guidelines contain specific standards for determining the significance of impacts to archaeological sites (PRC Section 21083.2; 14 CCR Section 15064.5(c)). If the lead agency determines that the Program may have a significant effect on unique archaeological resources, the EIR must address those archaeological resources (PRC Section 21083.2(a)).

As described in Section 4.5 above, the analysis of archaeological resources was based on a cultural resource records search and literature review at the SCCIC, a SLF file search, windshield and pedestrian survey, and AB 52 consultation results. No archaeological resources were identified within the Program alignment as a result of those efforts. It is possible that buried archaeological resources exist within native, undisturbed sediments, if any are present in the three Capital Improvement areas. The Proposed Program would include the addition of a parallel track and infrastructure within the existing railroad corridor at all three locations.

The Balboa Double Track Extension would involve the addition of a second track to form a double track section from Balboa to Sierra Highway (roughly 6,336 feet). Excavation activities at this location involve widening the track bed and adding a new track on the east side of the existing track. The new track will be at the same elevation as the existing track. The widening of the track bed and the addition of a drainage ditch requires excavation of the existing cut slopes on the east side. The extent of the excavation of the cut slopes will be limited to remain with the railroad right of way. Where needed, retaining walls will be installed to limit the overall width and volume of excavated material. The maximum height of the new slope will be approximately 36 feet. Localized excavation will extend to approximately 10 feet below ground surface (bgs).

The Canyon Siding Extension would include the addition of a second track for 8,448 feet along with a section platform at the Santa Clarita Station. The Canyon Siding Extension also involves widening the track bed and adding a new track on the east side of the existing track. The new track will be at the same elevation as the existing track. Excavation of the existing cut slopes will have a maximum height of approximately 30 feet. Localized excavation will extend to approximately 10 feet bgs.

Lancaster Terminal would include the installation of 1,000 feet of storage tracks and the addition of a center platform. The Lancaster Terminal excavation is localized to the existing Station, the railroad, and city property north of Lancaster Boulevard. The construction will require excavation for building and platform foundations, utility relocations and base for new tracks. Excavation depths of the general site grading are expected to be approximately 4 feet to 6 feet bgs. Localized excavation will extend to approximately 10 feet.

5.2.2 Tribal Cultural Resources

As described in Section 4.6 above, the analysis of tribal cultural resources was based on the results of the records search and literature review, a search of the SLF from the NAHC, and AB 52 consultation. No known TCRs were identified within the Program area during the SLF search; however, the Kizh Nation named the area as a TCR to the tribe. This analysis examines the possibility of encountering additional, unrecorded TCRs during Program construction.

6. Impact Analysis

The following section includes the impact analysis, mitigation measures, and significance after mitigation. The potential for the Proposed Program to result in an impact to archaeological and TCRs is independent of the specific Program components. The following impact conclusions are valid for the Proposed Program and all route variations, treatments, and configurations.

6.1 CULTURAL RESOURCES

Impact a) Would the Proposed Project cause a substantial adverse change in the significance of a historic resource pursuant to § 15064.5?

No Impact. A total of 126 previously-recorded resources are located within the 0.25-mile records search radius of the three Capital Improvement areas. Of these, 19 overlap the improvement areas while the remaining 107 are within the records search buffer. The 19 resources that overlap the improvement areas include 2 historic-age archaeological sites adjacent to the Lancaster Terminal (P-19-002215/CA-LAN-002215H and P-19-004181/CA-LAN-004181H), 13 historic-age built environment resources adjacent to the Lancaster Terminal (P-19-188295, P-19-188296, P-19-188297, P-19-188298, P-19-188324, P-19-188331, P-19-188333, P-19-188387, P-19-188389, P-19-188390, P-19-188391, P-19-188392, and P-19-189432), 1 historic-age district adjacent to the Lancaster Terminal (P-19-188293), and 3 built environment resources adjacent to the Balboa Double Track Extension (P-19-188007, P-19-190043, and P-19-192301) (See Table 5, Section 4.2.1). Built environment resources are discussed in a separate document and are not included here. Impacts to archaeological resources are discussed in Section 6.1.2.

Impact b) Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less-Than-Significant Impact with Mitigation. A total of 11 archaeological resources have been previously-recorded within 0.25 mile of the Capital Improvement areas. Of these, two are historic-age sites adjacent to the Lancaster Terminal (P-19-002215/CA-LAN-002215H and P-19-004181/CA-LAN-004181H). A total of nine prehistoric resources have been previously-recorded within 0.25 mile of the Canyon Siding Extension station. The prehistoric resources include four deposits of lithic tools, lithic debitage, and ground stone artifacts (P-19-000351/CA-LAN-000351, P-19-001824/CA-LAN-001824, P-19-003043/CA-LAN-003043, and P-19-120063) and five isolated lithic flakes (P-19-100341, P-19-100343, P-19-100344, P-19-100345, and P-19-100346). None of the prehistoric resources are within any of the Capital Improvement areas.

The two historic-age archaeological resources consist of buried structural remains and features (P-19-002215/CA-LAN-002215H) and a refuse deposit (P-19-004181/CA-LAN-004181H). The location of site P-19-002215/CA-LAN-002215H has since been developed into the Sherriff's station and is no longer extant. P-19-004181/CA-LAN-004181H was recommended not eligible in 2010 and no evidence was observed during the field survey, so it also appears to no longer be

extant. As a result, neither will be subject to impacts from the Program construction of the three Capital project areas and no mitigation is required for these resources.

The Proposed Program is located within the existing railroad alignment and has been subject to disruption by development activities. As a result of previous development activities, surficial archaeological resources that may have existed have likely been displaced or destroyed. There is, however, the possibility that ground-disturbing activities during the excavation of the cut slopes and addition of retaining walls could impact previously undiscovered prehistoric or archaeological resources. The impacts are the same among all Program design options.

Construction

Less-Than-Significant Impact with Mitigation. Construction activities associated with the additional railroad lines would be limited to minimal at-grade disturbance. Excavation activities would be limited to soils previously impacted during initial rail line construction. Widening of the track bed and the addition of drainage ditches at the Balboa Boulevard and Canyon Siding Extension locations require excavation of the existing cut slopes and retaining walls, where needed. The maximum height of the new cut slope will be approximately 36 feet. Localized excavation will extend to approximately 10 feet bgs.

The Lancaster Terminal Improvements excavation is localized to the existing Station, the railroad, and city property north of Lancaster Boulevard. The construction will require excavation for building and platform foundations, utility relocations and base for new tracks. Excavation depths of the general site grading are expected to be approximately 4 feet to 6 feet bgs. Localized excavation will extend to approximately 10 feet bgs.

There is the possibility that previously undiscovered and undocumented resources could be adversely affected or otherwise altered by ground disturbing activities during construction of the program. Disturbance of undocumented resources would be a potentially significant impact under CEQA without implementation of mitigation measures. Implementation of Mitigation Measures **CUL-1** and **CUL-2**, as presented below, would avoid or reduce potential impacts to unknown buried resources to a level that is less than significant.

Operations

Less-Than-Significant Impact with Mitigation. No operational impacts related to archaeological resources would occur.

Mitigation Measures

CUL-1 Prior to issuance of grading permits, a qualified archeologist, meeting the Secretary of the Interior's Standards shall be retained to serve as Program Archaeologist and to develop and supervise the archaeological monitoring program. In addition, Native American monitors from the Consulting Tribe(s) shall be retained to monitor earth-moving activities in native (i.e., non-fill) sediments. Native American monitoring shall be conducted on a rotational basis between

Consulting Tribes (should more than one be involved) during these construction activities, and attendance is ultimately at the discretion of the Tribe(s).

The archaeological and Native American monitors shall be present for all ground-disturbing activities in native soil within the Program area. All archaeological monitors, working under the supervision of the Program Archaeologist, shall have construction monitoring experience and be familiar with the types of historical and prehistoric resources that could be encountered. Ground disturbing activities include, but are not limited to, excavation, trenching, grading, and drilling. A sufficient number of archaeological and Native American monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. The Program Archaeologist shall have the ability to recommend, with written and photographic justification, the reduction or termination of monitoring efforts to the Lead Agency (i.e., Metro), and should the Lead Agency and the Native American participant(s) concur with this assessment, then monitoring shall be reduced or ceased.

If an inadvertent discovery of archaeological materials is made during program-related construction activities, the archaeological and Native American monitors shall have the authority to halt ground disturbing activities within 50 feet of the resource(s) and an Environmentally Sensitive Area physical demarcation shall be constructed. The Program Archaeologist and Lead Agency shall be notified regarding the discovery. If prehistoric or potential TCRs are identified, the Consulting Tribes shall be notified. In the event of an inadvertent discovery, the procedures outlined in a Cultural Resources Monitoring Plan (CRMP; MM-CUL-2) shall be followed.

CUL-2

Prior to commencement of any grading activities on site, the Program Archaeologist shall prepare a CRMP. The CRMP shall be reviewed by the Lead Agency. The Consulting Tribe(s) shall be provided an opportunity to review and comment on the CRMP. The CRMP should include at a minimum: (1) the roles and responsibilities of the Program Archaeologist, archaeological monitors, and Native American monitors; (2) a description of monitoring procedures; (3) a description of the frequency of monitoring (e.g., full-time, part-time, spot checking); (4) a description of what types of resources may be encountered; (5) a description of circumstances that would result in the halting of work at the program site (e.g., what is considered a "significant" archaeological site); (6) a description of procedures to follow when a resource is encountered; (7) communication/notification protocols; and (8) a description of monitoring reporting procedures. If any significant historical resources, archaeological resources, TCRs, or human remains are found during monitoring, work shall be stopped within 50 feet of the resource until such time as the resource can be evaluated by the Program Archaeologist in coordination with the Lead Agency and Consulting Tribe(s).

At the commencement of construction, an archaeologist and Native American representative shall provide a Worker Environmental Awareness Program (WEAP) training for all earth moving personnel and their supervisors. WEAP materials will be developed and distributed to construction personnel over the lifetime of the Program. The program will inform personnel of the types of artifacts and features that may be encountered, the procedures to be followed if archaeological materials are unearthed during program excavation, contact information for the archaeological personnel, and the regulatory requirements for the protection of archaeological resources including penalties for violations.

Significance of Impacts after Mitigation

Implementation of Mitigation Measures **CUL-1** and **CUL-2** would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. Therefore, with mitigation, the Proposed Program would result in a less-than-significant impact related to archaeological resources.

Impact c) Would the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature? No Impact.

Impacts to paleontological resources is addressed in the *Paleontological Resources Technical Report* (Paleo Solutions 2021). No impact analysis of paleontological resources is addressed in this document.

Mitigation Measures

Refer to the paleontological resources report for any mitigation measures.

Significance of Impacts after Mitigation

Refer to the paleontological resources report for impact analysis.

Impact d) Would the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries? Less-Than-Significant Impact with Mitigation.

Less-Than-Significant Impact with Mitigation. The results of the record searches from the SCCIC and the NAHC indicated that no human remains have been recorded within the Capital Improvement areas or within a 0.25-mile radius. However, the negative results and the developed nature of the improvement areas does not preclude the existence of buried human remains that may be encountered during construction.

Construction

Less-Than-Significant Impact with Mitigation. If human remains are encountered during construction, the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1); Health and Safety Code Section 7050.5, subdivision (c); and PRC Section 5097.98 (as amended

by AB 2641) shall be followed. According to these requirements, if human remains are discovered, all work within 100 feet of the find shall be halted immediately and the Los Angeles County Coroner and the lead agency shall be notified. If the Coroner determines that the remains are Native American, the Coroner shall contact the NAHC. The NAHC will identify the MLD to be consulted by the lead agency regarding treatment and/or reburial of the remains. The MLD shall be afforded an opportunity to inspect the find and make recommendations for treatment options. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after being granted access to the Program area to examine the remains, the landowner, working with the lead agency, shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Operations

Less-Than-Significant Impact with Mitigation. No operational impacts related to archaeological resources would occur.

Mitigation Measures

No mitigations measures are required.

Significance of Impacts after Mitigation

Less than significant impact.

6.2 TRIBAL CULTURAL RESOURCES

Impact a) Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. During AB 52 consultation, the Program corridor was identified by Mr. Andrew Salas of the Kizh Nation as a TCR; however, the TCR has not been listed or determined eligible for the CRHR or any local register. Potential impacts to the TCR are discussed in Section 6.2.2.

Impact b) Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? Less-Than-Significant Impact with Mitigation.

Less-Than-Significant Impact with Mitigation. A total of nine prehistoric resources have been previously recorded within 0.25-mile of the Canyon Siding Extension. The prehistoric resources

include four deposits of lithic tools, lithic debitage, and ground stone artifacts (P-19-000351/CA-LAN-000351, P-19-001824/CA-LAN-001824, P-19-003043/CA-LAN-003043, and P-19-120063) and five isolated lithic flakes (P-19-100341, P-19-100343, P-19-100344, P-19-100345, and P-19-100346). None of the prehistoric resources are within the Program area.

The NAHC reported the search of the SLF revealed negative results for the relevant United States Geological Survey quadrangles; however, the Program corridor was identified by Mr. Andrew Salas of the Kizh Nation as a TCR. Notification letters were sent to 15 tribes or tribal representatives with an invitation to consult on the Program under AB 52.

A total of five responses have been received including: Gabrielino-Tongva Tribe (Charles Alvarez), Fernandño Tataviam Band of Mission Indians (Jairo Avila), Northern Chumash Tribal Council (Fred Collins), Santa Ynez Band of Chumash Indians Kenneth Kahn), and the Gabrieleno Band of Mission Indians – Kizh Nation (Andrew Salas).

Mr. Avila stated that the Program is within the traditional ancestral territory of the Fernandño Tataviam Band of Mission Indians and encompasses lineage-villages from which members of the Tribe descend. He requested to review grading/excavation plans, geotechnical report, and cultural resource assessment report prior to providing tribal comments or scheduling a consultation meeting. Mr. Alvarez stated that tribal monitoring was necessary due to the sensitivity of the areas. Mr. Collins deferred to the local tribal government's recommendations for the Program. Mr. Kahn, during a consultation call, stated that he has done work in the Santa Clarita and Santa Clara River Valley and requested a copy of the SCCIC records search results. Mr. Cohen stated that they would review all of the information and be in touch with any further requests. During a consultation call, Mr. Salas stated that the route is part of a tribal cultural resource for the Kizh Nation and is considered highly sensitive for cultural materials. Consultation with the Kizh Nation is ongoing to identify any potential impacts and additional mitigation measures, if any. Follow-up emails were sent, and phone calls were made to the remaining 10 tribes/tribal representatives. No additional comments have been received to date.

The Proposed Program is located within the existing railroad corridor and an urbanized area and has been subject to disruption by development activities. The Program will not result in a significant change to the existing developed setting of the area. As a result of previous development activities, surficial archaeological resources that may have existed have likely been displaced or destroyed. There is, however, the possibility that ground-disturbing activities during Program implementation could impact previously undiscovered prehistoric archaeological or buried TCRs.

Construction

Less-Than-Significant Impact with Mitigation. Construction activities associated with the additional railroad lines would be limited to minimal at-grade disturbance. Excavation activities would be limited to soils previously impacted during initial rail line construction. Widening of the track bed and the addition of drainage ditches at the Balboa Double Track Extension and Canyon Siding Extension locations require excavation of the existing cut slopes and retaining walls, where

needed. The maximum height of the new cut slope will be approximately 36 feet. Localized excavation will extend to approximately 10 feet bgs.

The Lancaster Terminal Program excavation is localized to the existing Station, the railroad, and city property north of Lancaster Boulevard. The construction will require excavation for building and platform foundations, utility relocations and base for new tracks. Excavation depths of the general site grading are expected to be approximately 4 feet to 6 feet bgs. Localized excavation will extend to approximately 10 feet bgs.

There is the possibility that previously undiscovered and undocumented resources could be adversely affected or otherwise altered by ground disturbing activities during construction of the program. Disturbance of undocumented resources would be a potentially significant impact without implementation of mitigation measures. Implementation of MMs CUL-1 and CUL-2, as presented above, would avoid or reduce potential impacts to unknown buried resources to a level that is less than significant.

Operations

Less-Than-Significant Impact with Mitigation. Consultation with the Kizh Nation is ongoing to identify potential impacts and additional mitigation measures, if any.

Mitigation Measures

AB 52 consultation with Native American tribes may result in specific TCR Mitigation Measures, based on the results of consultation.

Significance of Impacts after Mitigation

Mitigation Measures **CUL-1** and **CUL-2** would mitigate inadvertent impacts to potential subsurface archaeological deposits or tribal cultural resources during construction activities. Therefore, with mitigation, the Proposed Program would result in a less-than-significant impact related to tribal cultural resources.

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8. List of Preparers

8.1 PALEO SOLUTIONS, INC.

Evelyn Chandler, M.A., Cultural Resources Director
Liz Denniston, M.A., RPA, Principal Investigator

APPENDIX A
RECORDS SEARCH RESULTS

Table 1. Previous Investigations within 0.25 Mile of the Project Area

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
00029	1974	Clelow, William C. Jr.	Archaeological Reconnaissance of the Tucker Land Company Property	Overlaps
00054	1974	Leonard, Nelson N. III	Archaeological Resources of the Proposed Castaic Conduit System	Outside
00326	1988	Love, Bruce	Archaeological Report on Approximately One Acre for Santa Clarita Lanes Known As C.U.P. 88265	Overlaps
00368	1988	Raab, Mark L.	Report of Archaeological Reconnaissance Survey Of: the Proposed Metropolitan Water District of Southern California Joseph Jensen Filtration Plant Expansion	Outside
00584	1980	Schroth, Adella	Archaeological Assessment of Tentative Tract 32262 Saugus Area of Los Angeles County	Overlaps
00643	1977	Jacobs, David and Glen Rice	An Archaeological Survey of 225 Acres in the Foothills Overlooking Santa Clara Valley, Los Angeles County, California	Overlaps
00651	1979	Simon, Joseph M. and Ellen L. McCann	An Archaeological Assessment of the District 26 and 32 Treatment Plants and the District 26 Interceptor, Routes 1 Through 3	Outside
01032	1981	Van Horn, David M.	Archaeological Survey Report: a 285+ Acre Parcel Located Near Saugus and Newhall in an Unincorporated Portion of Los Angeles County, California	Outside
01510	1986	White, Robert S.	Archaeological Survey Report: the Sunset Farms Property, City of Los Angeles	Outside
01730	1978	Clelow, William C. Jr.	Archaeological Report Status of LAN-816 in Sunshine Canyon	Overlaps

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
01775	1989	Love, Bruce	Cultural Resource Assessment for Three Postal Service Sites, Los Angeles County	Outside
01896	1989	Van Voast, Judy	Cultural Resource Survey Report on the Proposed Bouquet Canyon Treatment Plant Site Santa Clarita, Los Angeles County, California	Outside
02118	1986	Tartaglia, Louis J.	Cultural Resource Survey Report Soledad Canyon Project	Overlaps
02231	1966	Chartkoff, Joseph and Kerry Cahrtkoff	University of California Los Angeles - Archaeological Survey Field Project Number UCAS-081-B Highway Construction Survey VII-LA-5-P.M. 43.4-45.6	Overlaps
02503	1992	Romani, John F., Roberta S. Greenwood, Portia Lee, and Gwen Romani	Historic Property Survey Report & Archaeological Survey Report & Historic Architectural Survey Report for the Route 126 Location Study (easterly Extension) From I-5 to SR-14, Santa Clarita Valley, Los Angeles County, California 07-la-126-5.8/12.7. Final	Overlaps
02540	1991	Kaptain, Neal	Cultural Resource Investigation Survey of Service Connection La-35 Joseph Jenson Filtration Plant Granada Hills, California	Outside
02562	1992	Wlodarski, Robert J.	A Phase 1 Archaeological Study for the Proposed Commuter Rail Station: Bermite and Glazer Sites, City of Santa Clarita, Los Angeles County, California	Overlaps
02808	1993	Alexandrowicz, John S., Stephan, Susan R., and Anne Q. Duffield-Stoll	Urban Historic Archaeological and Architectural Investigations for the Proposed Sheriff's Station, City of Lancaster, County of Los Angeles, California	Overlaps

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
02935	1993	Anonymous	Draft Environmental Impact Report Lancaster Sheriff Station Complex Lancaster, California	Overlaps
02950	1992	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Overlaps
02979	1993	Whitley, David S.	Phase I Archaeological Survey and Cultural Resources Assessment for the Porta Bella Specific Plan Study Area, Santa Clarita, Los Angeles County, California	Overlaps
02989	1994	Love, Bruce and Richard Norwood	Cultural Resources Monitoring Block 11, Building Demolition Monitoring Lancaster, Los Angeles County	Outside
02996	1993	Valentine-Maki, Mary	Cultural Resources Survey for the Proposed Santa Clara River Horse and Bike Trail Santa Clarita, Los Angeles County, California	Outside
03088	1994	Love, Bruce and Jeanette A. McKenna	Cultural Resources Testing and Demolition Monitoring Sheriffs' Station Site Demolition (cc 270)	Overlaps
03109	1994	Love, Bruce, Amy Graham, and Bai Tang	Cultural Resources Testing and Demolition Monitoring McClaskey Motors Lancaster, California	Outside
03209	1995	Norwood, Richard H. and Ken S. Norwood	Cultural Resource Monitoring Investigation for Division Street Storm Drain Avenue I to Milling Street Lancaster, Los Angeles County California	Outside
03210	1995	Love, Bruce	Cultural Resources Report Honda Motors Demolition Project City of Lancaster, Los Angeles County, California	Outside

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
03221	1995	Norwood, Richard H.	Phase I Cultural Resource Investigation for Cedar Street Parking Lot Lancaster, Los Angeles County California	Outside
03289	1990	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation	Overlaps
03321	1995	Love, Bruce, Tang, Bai, and Norwood Richard	Mitigation of Impacts to Archaeological Remains McClaskey Motors	Outside
03333	1995	Love, Bruce, Tang, Bai, and Norwood Richard	History and Archaeology at Old Downtown Lancaster	Overlaps
03387	1994	Whitley, David S. and Joseph M. Simon	Phase 1 Archaeological Survey and Cultural Resource Assessment for the 750 Acre Soledad Canyon Study Area, Los Angeles County, California	Overlaps
03690	1997	Wlodarski, Robert J.	Cultural Resources Evaluation City of Santa Clarita Circulation Element EIR	Overlaps
03840	1996	Wlodarski, Robert J.	A Phase I Archaeological Study: Santa Clarita Water Company Application 29898 for 13 Existing Well Site Locations, Los Angeles County, Ca.	Outside
04008	1996	Unknown	Cultural Resources Investigation Pacific Pipeline Emidio Route	Overlaps
04059	1997	Iverson, Gary	Negative Archaeological Survey Report: 07- Lan -14 - 24.8/27/03 - 07 - 11984k - 07234	Outside

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
04107	1991	York, Andrew L. and Gene Davis	B1r Route Variation Supplement & Templin Hwy Supplement to Mobile M-70 Pipeline Replacement Project Cultural Resources Survey Report	Overlaps
04159	1998	Bonner, Wayne H.	Cultural Resources Investigation Lot 8, Tract 38936 City of Santa Clarita, Los Angeles County, California	Outside
04251	1996	Mason, Roger D.	Results of Cultural Resources Investigation in Response to U.S. Army Corps of Engineers Public Notice No. 96-00160-AOA	Outside
04484	1999	Minch, John and Gary E. Stickel	Report of the Monitoring Program, Paleontological and Archaeological Monitoring, Sunshine Canyon Landfill Extension, County of Los Angeles, California	Outside
04679	1985	Robinson, R. W.	Cultural Resources Investigation Re: Approximately Eleven Acres Near Division Street and Milling Street, Lancaster, California	Overlaps
05142	2000	Maki, Mary K.	Negative Phase I Archaeological Survey and Impact Assessment of 4.4 Acres for the Santa Clarita Child and Family Development Project Saugus, Los Angeles County, Ca	Outside
05144	2000	Iverson, Gary	Negative Archaeological Survey Report: 16800k	Overlaps
05146	1997	Minch, John	Report on the Monitoring Program, Paleontological and Archaeological Monitoring, Sunshine Canyon Landfill Extension, County of Los Angeles, Ca	Outside

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
05147	1997	Stickel, Gary E.	A Site Survey for Cultural Resources for the City of Los Angeles Extension Phase of the Sunshine Canyon Landfill Project	Outside
05325	2000	Cotterman, Cary D.	Phase I Archaeology Survey and Historic Structure Evaluation of the Well 4-62 Project Area, Lancaster Los Angeles County, California	Outside
05534	2000	Morrison, Andrea Sue	Historic Property Report and Finding of "no Effect": Interstate 5/ State Route 14 Interchange Near the City of Santa Clarita, Los Angeles County, Ca	Overlaps
05855	2001	Anonymous	Phase I Archaeological Survey of the 558 Acres Old Road Study Area, Los Angeles County, California	Outside
06640	2003	Lajoie, Glenn	Public Review Draft Environmental Impact Report North Downtown Neighborhood Revitalization/transit Village Plan	Overlaps
06641	2003	Tang, Bai "Tom" and Michael Hogan	Historical Resources Survey Report North Downtown Neighborhood Vision Plan City of Lancaster, Los Angeles County, Ca	Overlaps
07991	2006	Tang, Bai "Tom", Michael Hogan, and Josh Smallwood	Cultural Resources Technical Report City of Lancaster General Plan Update	Overlaps
08255	2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and li	Overlaps
08321	2003	Tang, Bai "Tom" and Michael Hogan	Historical Resources Survey Report North Downtown Neighborhood Vision Plan City of Lancaster, Los Angeles County, California	Overlaps

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
08324	2006	Girod, Catherine	Archaeological Extended Phase I Report: 45140 Yucca Avenue (APN 5138-004-035), City of Lancaster, Los Angeles County, California	Outside
08348	2005	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Cingular Wireless Im-0014-02 (Desert Inn), 44219 Sierra Highway, Lancaster, Los Angeles County, California	Outside
08354	2005	Tibbet, Casey	Historic-period Building Survey Lancaster Park and Ride Redevelopment Project CCR No. 558, City of Lancaster, Los Angeles County, California	Outside
08358	2004	Schmidt, June A.	Archaeological Survey Report Assessor's Parcel #5138-004-035, Yucca Shopping Center, 45140 Yucca Avenue, Lancaster, California	Outside
08361	2005	Fleagle, Dorothy	A Cultural Resources Assessment for 10 Acres East of Division Street, West of Carolside Street on Avenue J8 in Lancaster, Los Angeles County, California	Outside
08427	2007	Cooley, Theodore G.	Archaeological Survey Report for Southern California Edison Company 66kv Antelope Bus Split Project Los Angeles County, California	Outside
09451	2008	Tang, Bai T., Terri Jacquemain, Josh Smallwood, and Melissa R. Hernandez	Historic-period Building Survey: Lancaster Downtown Specific Plan, City of Lancaster, Los Angeles County, California	Overlaps

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
09679	2008	Loftus, Shannon L. and Robin D. Turner	Cultural Resource And Paleontological Assessment, North Los Angeles / Kern County, Regional Recycled Water Master Plan, Los Angeles / East Kern Counties, California.	Outside
09861	2009	June Schmidt	Saugus-North Oaks-Tengen 66 kV Deteriorated Pole Replacement Project, Los Angeles County, CA	Outside
10010	2004	Maki, Mary K.	Archaeological Record Search Results for the Cascades Business Park Project, Sylmar, Los Angeles County, California	Outside
10185	2004	Tang, Bai, Michael Hogan, and Casey Tibbet	Historic-period building survey Northeast Gateway Corridors Plan EIR	Outside
10359	2009	Tebo, Susan, Judy Charles, Joe Decruyendere, and Mark Austin	Draft Program EIR for the County of Los Angeles' Proposed Santa Clarita Valley Area Plan	Outside
10484	2010	Schmidt, James	WO 4605-2357: Saugus-Tengen-North Oaks 66 kV Deteriorated Pole Replacement Project. Los Angeles county.	Outside
10560	2005	Hunt, Kevin and Richard D. Schultz	Final Confidential: Cultural Resources Study for the Upper Santa Clara River Watershed Arundo and Tamarisk Removal Program Long-term implementation Plan, program Environmental Impact Report/Environmental Assessment, Los Angeles County, California	Overlaps

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
10578	2009	Fortier, Jana	TEA21 Rural Roadside Inventory: Native American Consultation and Ethnographic Study Caltrans District 7, County of Los Angeles	Overlaps
10642	2010	Tang, Bai "Tom"	Preliminary Historical/Archaeological Resources Study, Antelope Valley line Positive Train Control (PTC) Project Southern California Regional Rail Authority, Lancaster to Glendale, Los Angeles County, California	Overlaps
10792	2010	Unknown	Revised Draft Program EIR for the County of Los Angeles' Proposed Santa Clarita Valley Area Plan, Vol. 1	Outside
10977	2011	Tang, Bai "Tom" and Michael Hogan	Historic Building Evaluation 45018-45020 Spearman Avenue, City of Lancaster, Los Angeles County, California	Outside
10978	2011	Tang, Bai "Tom"	Historic Building Evaluation - 45026 Spearman Avenue, City of Lancaster, Los Angeles County, California	Outside
10979	2011	Tang, Bai "Tom" and Michael Hogan	Historic Building Evaluation, 354 West Lancaster Boulevard, City of Lancaster, Los Angeles County, California	Overlaps
11034	2009	Magness, Thomas	Final Environmental Assessment (FEA) North Valley Regional Water Infrastructure Section Recycled Water 1 (RW1) Pipeline Project, City of Lancaster, Los Angeles County, California	Outside
11035	2010	Unknown	Continued Consultation Regarding the North Valley Regional Water Infrastructure Recycled Water 1 Pipeline (RW1) Project, Lancaster, Los Angeles County, California	Outside

Report No. (LA-)	Year	Author(s)	Title	Proximity to APE
11113	2011	unknown	County of Los Angeles' Proposed Santa Clarita Valley Area Plan, Final Program Environmental Impact Report. Volumes I through III	Outside
11323	2009	Yamakido, Laureen	Lancaster - Cedar Station 567 W. Lancaster Blvd., Lancaster CA 93534-2514	Outside
11818	2012	Dietler, Sara, Kry, Linda, and Gibson, Heather	Phase I Cultural Resources Assessment for the Van Norman Complex Water Quality Improvement Project City of Los Angeles, California	Overlaps
12024	2011	Glentis, Dionisios	Cultural Resources Assessment for the Sunshine Canyon Landfill Access Road Restoration and Utility Pole Replacement Project	Outside
12526	2013	Ehringer, Candace, Ramirez, Katherine, and Vader, Michael	Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment	Overlaps
12861	2015	Gusick, Amy, Margaret Diss, and Marjorie Nowick	Cultural Resources Technical Report: Metrolink FY2013-14 Rehabilitation Project Contract No. E737C-08 CTO No. 062	Overlaps

Table 2. Previously-Documented Resources within 0.25 Mile of the Project Area

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
000351	000351	Site	Prehistoric	AP02 (Lithic scatter); AP15 (Habitation debris)	Lithic tools and debitage	Outside (Canyon Road)
001824	001824	Site	Prehistoric	AP02 (Lithic scatter)	Lithic tools and debitage	Outside (Canyon Road)
002105	002105H	Built Environment	Historic	AH06 (Water conveyance system)	Los Angeles Aqueduct (Los Angeles Historic-Cultural Monument No. 742)	Outside (Balboa Boulevard/Canyon Road)
002148	002148H	Site	Historic	AH07 (Roads/trails/railroad grades) (Roads/trails/railroad grades)	Cuesta Viejo Trail	Outside (Balboa Boulevard)
002171	002171H	Site	Historic	AH03 (Landscaping/orchard); AH04 (Privies/dumps/trash scatters); AH15 (Standing structures)	Multiple residential structural remains	Outside (Lancaster Terminal)
002215	002215H	Site	Historic	AH02 (Foundations/structure pads); AH04 (Privies/dumps/trash scatters); AH05 (Wells/cisterns)	Buried structural remains and features	Within (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
002461	002461	Site	Historic	AH04 (Privies/dumps/trash scatters); AH05 (Wells/cisterns); AH06 (Water conveyance system);	Cedar Street Parking Lot	Outside (Lancaster Terminal)
003043	003043	Site	Prehistoric	AP02 (Lithic scatter); AP15 (Habitation debris)	Lithic tools (including atlatl dart midsection) and debitage and groundstone concentrations	Outside (Canyon Road)
004181	004181H	Site	Historic	AH04 (Privies/dumps/trash scatters)	Concentration of concrete piers/footings, "beehive" cesspool, and refuse deposit	Within (Lancaster Terminal)
100341	N/A	Isolate	Prehistoric	AP16 (Other; Isolate)	Flake	Outside (Canyon Road)
100343	N/A	Isolate	Prehistoric	AP16 (Other; Isolate)	Flake	Outside (Canyon Road)
100344	N/A	Isolate	Prehistoric	AP16 (Other; Isolate)	Flake	Outside (Canyon Road)
100345	N/A	Isolate	Prehistoric	AP16 (Other; Isolate)	Flake	Outside (Canyon Road)
100346	N/A	Isolate	Prehistoric	AP16 (Other; Isolate)	Flake	Outside (Canyon Road)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
120063	N/A	Site	Prehistoric	AP02 (Lithic scatter)	Lithic tools and debitage, mano, and metate fragment	Outside (Canyon Road)
186539	N/A	Built Environment	Historic	HP05 (Hotel/motel)	Western Hotel (OHP Property Number - 035408) Resource Name - Western Hotel; CHL - CHL 658; OHP Property Number - 064676	Outside (Lancaster Terminal)
186548	N/A	Built Environment	Historic	HP02(Single family property); HP04 (Ancillary building)	44751 Trevor Ave	Outside (Lancaster Terminal)
186560	N/A	Built Environment	Historic	HP20 (Canal/aqueduct)	The Cascades (OHP Property Number - 033647) Resource Name - The Cascades	Outside (Balboa Boulevard)
186861	N/A	Built Environment	Historic	HP11 (Engineering structure)	SCE's Big Creek East & West Transmission Line	Outside (Balboa Boulevard)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
187053	N/A	Built Environment	Historic	HP39 (Other; Railroad tunnel)	San Fernando Railroad Tunnel (OHP Property Number - 127510) Resource Name - San Fernando Railroad Tunnel; Voided - 19-187101	Outside (Balboa Boulevard)
187626	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Little Designs Custom Painting	Outside (Lancaster Terminal)
188007	N/A	Built Environment	Historic	HP37 (Highway/trail) (Highway/trail)	Old San Fernando Rd	Within (Balboa Boulevard)
188011	N/A	District	Historic	HP14 (Government building)	Cedar Ave Complex (OHP Property Number - 035410) Resource Name - Cedar Ave Complex; Other - Sheriff's Substation; Other - Memorial Hall	Outside (Lancaster Terminal)
188284	N/A	Built Environment	Historic	HP13 (Community center/social hall)	Memorial Hall & Office Bldg (OHP Property Number - 085060) Resource Name - Memorial Hall & Office Bldg; OHP Property Number - 035410	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188285	N/A	Built Environment	Historic	HP14 (Government building)	Sherriff's Substation (OHP Property Number - 085061) Resource Name - Sherriff's Substation	Outside (Lancaster Terminal)
188286	N/A	Built Environment	Historic	HP14 (Government building)	Sherriff's Garage (OHP Property Number - 085063) Resource Name - Sherriff's Garage	Outside (Lancaster Terminal)
188287	N/A	Built Environment	Historic	HP14 (Government building)	Old Lancaster Jail (OHP Property Number - 085065) Resource Name - Old Lancaster Jail; Other - Sherriff's Jail Bldg	Outside (Lancaster Terminal)
188288	N/A	Built Environment	Historic	HP14 (Government building)	County Health Center (OHP Property Number - 085066) Resource Name - County Health Center	Outside (Lancaster Terminal)
188293	N/A	District	Historic	HP06 (1-3 story commercial building); HP14 (Government building)	Lancaster Blvd Downtown Neighborhood	Within (Lancaster Terminal)
188295	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Wigs & Accessories	Within (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188296	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	All in One Barber & Salon	Within (Lancaster Terminal)
188297	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Cozy House Teriyaki Restaurant	Within (Lancaster Terminal)
188298	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Arrow Appliance	Within (Lancaster Terminal)
188299	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Silvergate Bank	Outside (Lancaster Terminal)
188300	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Community-Based Outpatient Clinic	Outside (Lancaster Terminal)
188301	N/A	Built Environment	Historic	HP14 (Government building)	U S Post Office	Outside (Lancaster Terminal)
188302	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Graphic Experience	Outside (Lancaster Terminal)
188303	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Jemini Home Health Services	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188304	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Shelena's Kitchen & Beque/Mills Jewelers	Outside (Lancaster Terminal)
188305	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Darla's Closet Boutique	Outside (Lancaster Terminal)
188306	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Put It On & The Lemon Leaf	Outside (Lancaster Terminal)
188307	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Preferred Real Estate & The Heart of the City	Outside (Lancaster Terminal)
188308	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Daisy's Costumes	Outside (Lancaster Terminal)
188309	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Former Bank	Outside (Lancaster Terminal)
188310	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Casa Jimenez Mexican Food Mariscos	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188324	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Wholesale Mattress Liquidators	Within (Lancaster Terminal)
188330	N/A	Built Environment	Historic	HP02(Single family property)	44709 Beech Avenue	Outside (Lancaster Terminal)
188331	N/A	Built Environment	Historic	HP06 (1-3 story commercial building); HP46 (Walls/gates/fences)	Automotive Corner	Within (Lancaster Terminal)
188332	N/A	Built Environment	Historic	HP02(Single family property); HP04 (Ancillary building)	44715 Beech Avenue	Outside (Lancaster Terminal)
188333	N/A	Built Environment	Historic	HP03 (Multiple family property)	44730 Beech Avenue	Within (Lancaster Terminal)
188334	N/A	Built Environment	Historic	HP02(Single family property)	44745 Beech Avenue	Outside (Lancaster Terminal)
188335	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	George's Cleaners & Laundry	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188336	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Katz n Jammers Café	Outside (Lancaster Terminal)
188337	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	International Assn of Firefighters Local I-25, Bookkeeping, Income Tax	Outside (Lancaster Terminal)
188338	N/A	Built Environment	Historic	HP02(Single family property)	Ed's Custom Painting & Home Repair	Outside (Lancaster Terminal)
188339	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	D&D Wireless & Airstrem Refrigeration	Outside (Lancaster Terminal)
188340	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Daniel's Beauty Salon & Western Union	Outside (Lancaster Terminal)
188341	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Willson & Assoc Insurance Services	Outside (Lancaster Terminal)
188342	N/A	Built Environment	Historic	HP13 (Community center/social hall)	Lancaster Masonic Lodge	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188343	N/A	Built Environment	Historic	HP12 (Civic auditorium)	Lancaster School District Admin Office	Outside (Lancaster Terminal)
188344	N/A	Built Environment	Historic	HP02(Single family property)	44714 Cedar Avenue	Outside (Lancaster Terminal)
188345	N/A	Built Environment	Historic	HP02(Single family property)	44720 Cedar Avenue	Outside (Lancaster Terminal)
188346	N/A	Built Environment	Historic	HP02(Single family property)	44732 Cedar Avenue	Outside (Lancaster Terminal)
188347	N/A	Built Environment	Historic	HP02(Single family property); HP04 (Ancillary building); HP46 (Walls/gates/fences)	44744 Cedar Avenue	Outside (Lancaster Terminal)
188348	N/A	Built Environment	Historic	HP16 (Religious building); HP46 (Walls/gates/fences)	Solid Rock Bible Church	Outside (Lancaster Terminal)
188349	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	44812 Cedar Avenue	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188350	N/A	Built Environment	Historic	HP02(Single family property)	44808 Date Aveune	Outside (Lancaster Terminal)
188351	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	High Desert Medical College	Outside (Lancaster Terminal)
188352	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	4 Paw's Dog Grooming, Residence	Outside (Lancaster Terminal)
188387	N/A	Built Environment	Historic	HP06 (1-3 story commercial building); HP46 (Walls/gates/fences)	Antelope Valley Landmark Christian Center	Within (Lancaster Terminal)
188388	N/A	Built Environment	Historic	HP02(Single family property); HP04 (Ancillary building)	Residential homes	Outside (Lancaster Terminal)
188389	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	5-Star Cars, H W Hunter Inc	Within (Lancaster Terminal)
188390	N/A	Built Environment	Historic	HP04 (Ancillary building); HP06 (1-3 story commercial building)	5-Star Auto Body	Within (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
188391	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Super Discount Furniture	Within (Lancaster Terminal)
188392	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	The Thai Restaurant	Within (Lancaster Terminal)
189432	N/A	Built Environment	Historic	HP46 (Walls/gates/fences)	354 West Lancaster Boulevard	Within (Lancaster Terminal)
189433	N/A	Built Environment	Historic	HP46 (Walls/gates/fences)	Residential complex	Outside (Lancaster Terminal)
189434	N/A	Built Environment	Historic	HP46 (Walls/gates/fences)	45026 Spearman Avenue	Outside (Lancaster Terminal)
189962	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Desert Inn	Outside (Lancaster Terminal)
190043	N/A	Built Environment	Historic	HP20 (Canal/aqueduct)	Bull Creek Extension Channel	Within (Balboa Boulevard)
190047	N/A	Built Environment	Historic	HP37 (Highway/trail) (Highway/trail)	El Camino Sierra, Sierra Hwy, Route 6, Router 14	Outside (Balboa Boulevard)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
190318	N/A	Built Environment	Historic	AH07 (Roads/trails/railroad grades) (Roads/trails/railroad grades)	Rail spur	Outside (Balboa Boulevard)
190987	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	22117c San Fernando Rd	Outside (Balboa Boulevard)
190988	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	22117b San Fernando Rd	Outside (Balboa Boulevard)
191614	N/A	Built Environment	Historic	HP16 (Religious building)	Salvation Army Community Center	Outside (Lancaster Terminal)
191861	N/A	Built Environment	Historic	HP02 (Single family property)	45015 North Beech Avenue	Outside (Lancaster Terminal)
191862	N/A	Built Environment	Historic	HP02 (Single family property)	Multiple residences	Outside (Lancaster Terminal)
191863	N/A	Built Environment	Historic	HP03 (Multiple family property)	Multiple residences	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
191864	N/A	Built Environment	Historic	HP02 (Single family property)	Our Lady of Charity	Outside (Lancaster Terminal)
191865	N/A	Built Environment	Historic	HP02 (Single family property)	Our Lady of Charity	Outside (Lancaster Terminal)
191866	N/A	Built Environment	Historic	HP02 (Single family property)	45108 North Beech Avenue	Outside (Lancaster Terminal)
191867	N/A	Built Environment	Historic	HP02 (Single family property)	45114 North Beech Avenue	Outside (Lancaster Terminal)
191868	N/A	Built Environment	Historic	HP02 (Single family property)	Multiple residences	Outside (Lancaster Terminal)
191869	N/A	Built Environment	Historic	HP02 (Single family property)	45128 North Beech Avenue	Outside (Lancaster Terminal)
191870	N/A	Built Environment	Historic	HP02 (Single family property)	45135 North Beech Avenue	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
191871	N/A	Built Environment	Historic	HP02 (Single family property)	45141 North Beech Avenue	Outside (Lancaster Terminal)
191873	N/A	Built Environment	Historic	HP02 (Single family property)	45002 North Cedar Avenue	Outside (Lancaster Terminal)
191874	N/A	Built Environment	Historic	HP03 (Multiple family property)	Apartment complex	Outside (Lancaster Terminal)
191875	N/A	Built Environment	Historic	HP16 (Religious building)	Sacred Heart Catholic Church	Outside (Lancaster Terminal)
191876	N/A	Built Environment	Historic	HP02 (Single family property)	45101 North Cedar Avenue	Outside (Lancaster Terminal)
191877	N/A	Built Environment	Historic	HP02 (Single family property)	45109 North Cedar Avenue	Outside (Lancaster Terminal)
191878	N/A	Built Environment	Historic	HP02 (Single family property)	45115 North Cedar Avenue	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
191879	N/A	Built Environment	Historic	HP02 (Single family property)	45118 North Cedar Avenue	Outside (Lancaster Terminal)
191880	N/A	Built Environment	Historic	HP02 (Single family property)	45124 North Cedar Avenue	Outside (Lancaster Terminal)
191882	N/A	Built Environment	Historic	HP02 (Single family property)	45128 North Cedar Avenue	Outside (Lancaster Terminal)
191889	N/A	Built Environment	Historic	HP15 (Educational building)	Sacred Heart School	Outside (Lancaster Terminal)
191890	N/A	Built Environment	Historic	HP16 (Religious building)	Sacred Heart Church / School Facility	Outside (Lancaster Terminal)
191891	N/A	Built Environment	Historic	HP02 (Single family property); HP16 (Religious building)	Sacred Heart Youth Center	Outside (Lancaster Terminal)
191892	N/A	Built Environment	Historic	HP15 (Educational building)	Antelope Valley Adventist School	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
191893	N/A	Built Environment	Historic	HP03 (Multiple family property)	45104 North Date Street	Outside (Lancaster Terminal)
191894	N/A	Built Environment	Historic	HP16 (Religious building)	Antelope Valley Adventist Church	Outside (Lancaster Terminal)
191895	N/A	Built Environment	Historic	HP02 (Single family property)	45002 North Elm Avenue	Outside (Lancaster Terminal)
191904	N/A	Built Environment	Historic	HP02 (Single family property)	45020 North Elm Avenue	Outside (Lancaster Terminal)
191905	N/A	Built Environment	Historic	HP02 (Single family property)	45026 North Elm Avenue	Outside (Lancaster Terminal)
191906	N/A	Built Environment	Historic	HP02 (Single family property)	520 West Jackman Street	Outside (Lancaster Terminal)
191927	N/A	Built Environment	Historic	HP02 (Single family property)	530 West Jackman Street	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
191928	N/A	Built Environment	Historic	HP02 (Single family property)	544 West Jackman Street	Outside (Lancaster Terminal)
191929	N/A	Built Environment	Historic	HP02 (Single family property)	556 West Jackman Street	Outside (Lancaster Terminal)
191930	N/A	Built Environment	Historic	HP03 (Multiple family property)	577 West Jackman Street	Outside (Lancaster Terminal)
191931	N/A	Built Environment	Historic	HP02 (Single family property)	561 West Jackman Street	Outside (Lancaster Terminal)
191932	N/A	Built Environment	Historic	HP02 (Single family property)	613 West Jackman Street	Outside (Lancaster Terminal)
191933	N/A	Built Environment	Historic	HP02 (Single family property)		Outside (Lancaster Terminal)
191935	N/A	Built Environment	Historic	HP03 (Multiple family property)	Duplex	Outside (Lancaster Terminal)

Primary No. (P-19-)	Trinomial (CA-LAN-)	Type	Age	Attributes	Description	Vicinity to Project Area
191937	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Various Auto Service & Sales Shops	Outside (Lancaster Terminal)
191938	N/A	Built Environment	Historic	HP06 (1-3 story commercial building)	Desert Detail & Auto Glass	Outside (Lancaster Terminal)
192301	N/A	Built Environment	Historic	HP19 (Bridge)	Metrolink Rail Bridge 26.42	Within (Balboa Boulevard)

APPENDIX B
SURVEY PHOTOGRAPHS

Photograph 1 – Northern Extent of the Lancaster Terminal Project Area at Avenue I. View to the South.



Photograph 2 – Metrolink Station Within the Lancaster Terminal Project Area at West Milling Street and Sierra Highway. View to the East.



Photograph 3 – Southern Extent of the Lancaster Terminal Project Area at Avenue J. View to the North.



Photograph 4 – Eastern Extent of the Canyon Siding Extension Project Area. View to the West.



Photograph 5 – Central Portion of the Canyon Siding Extension Project Area. View to the South.



Photograph 6 – Western Extent of the Canyon Siding Expansion Project Area. View to the West.



Photograph 7 – Northern Extent of the Balboa Boulevard Project Area. View to the Southwest.



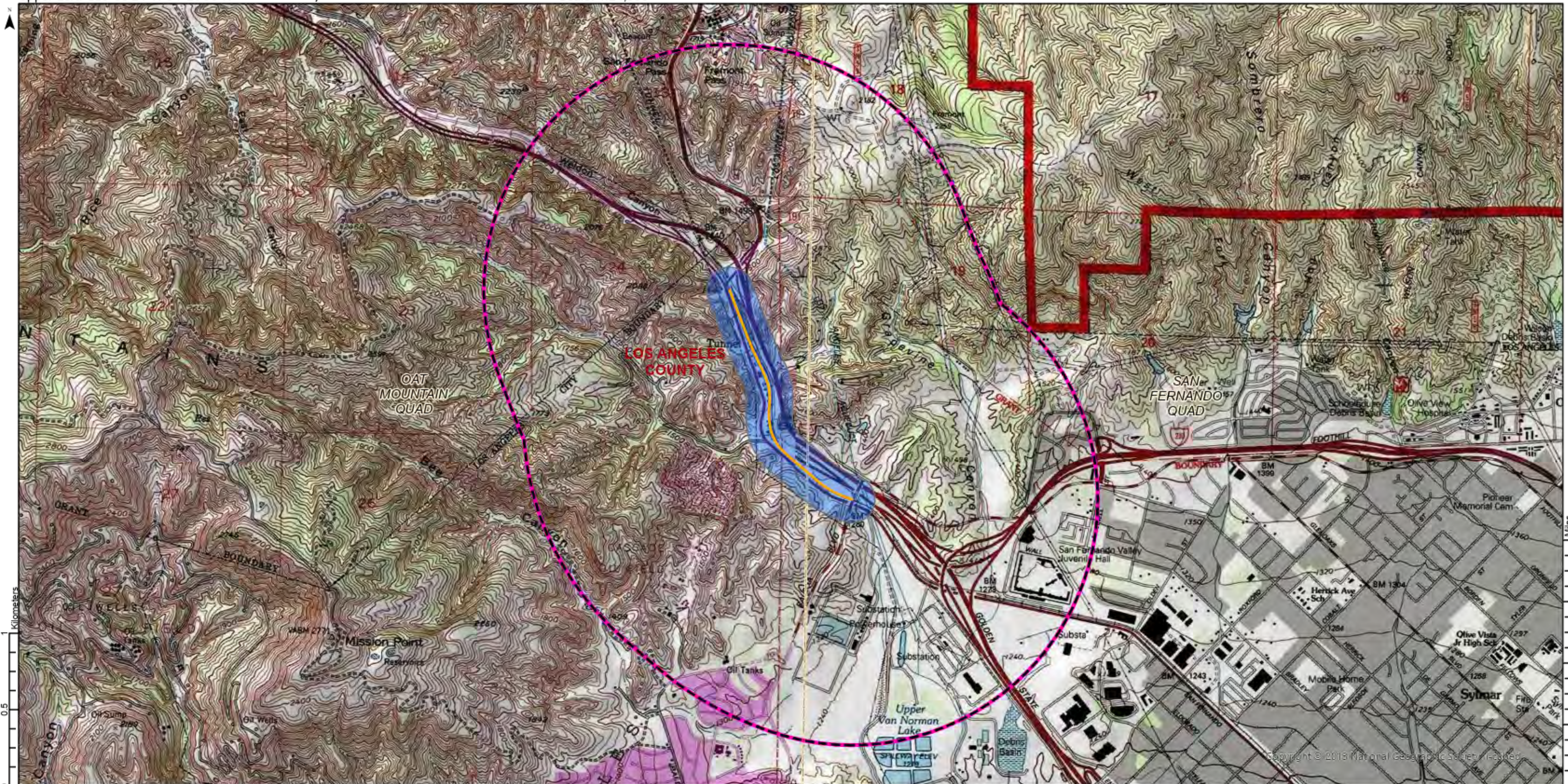
Photograph 8 – Central Portion of the Balboa Boulevard Project Area. View to the Northwest.







Photograph 9 – Southern Extent of the Balboa Boulevard Project Area. View to the Northwest.



APPENDIX C
NATIVE AMERICAN CONSULTATION

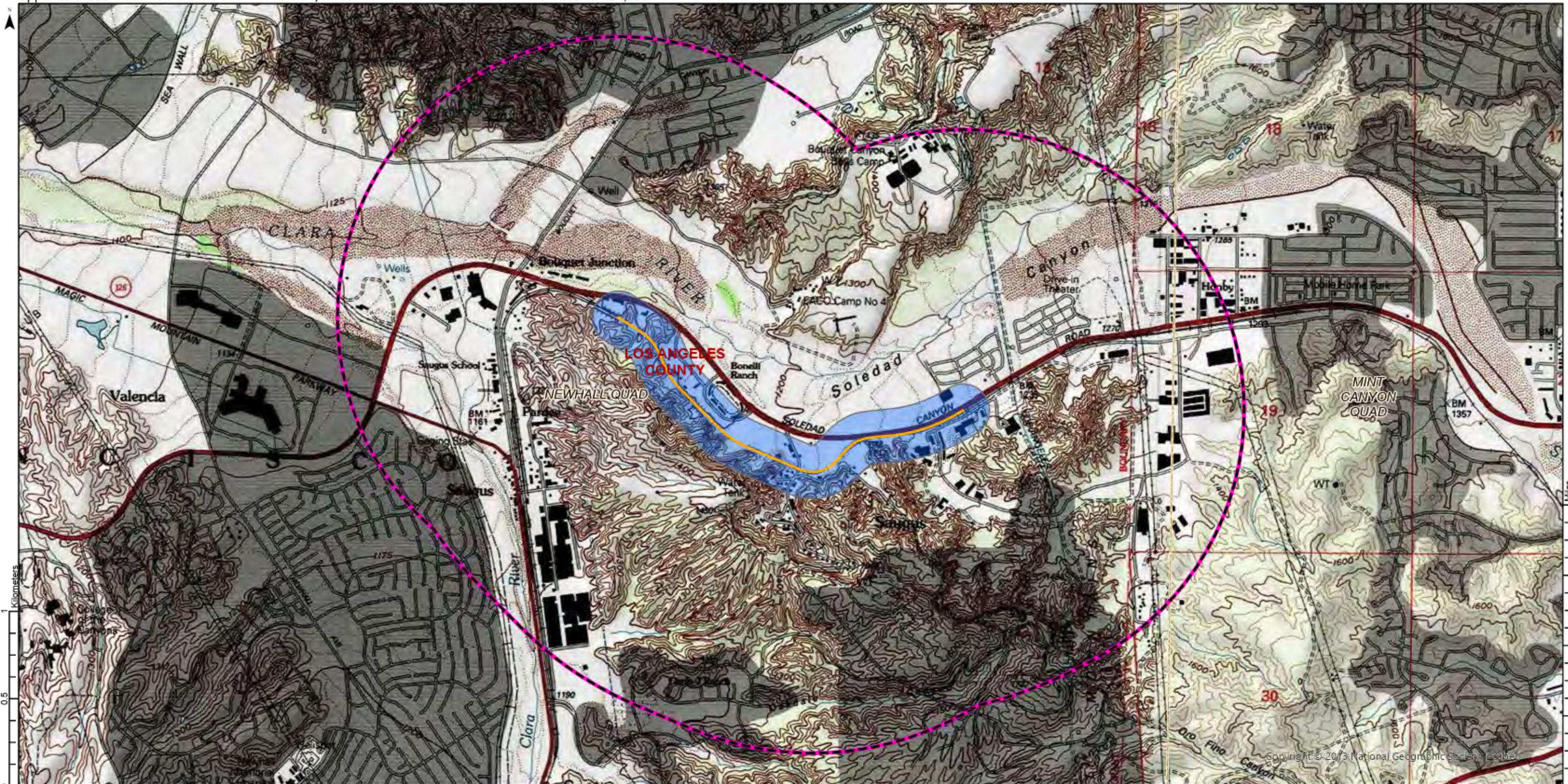


-  CIPs
-  Project Area
-  Record search area (1 mile)
-  USGS 7.5' Topographic Quadrangle



Base layer from Esri ArcGIS Online USA Topos

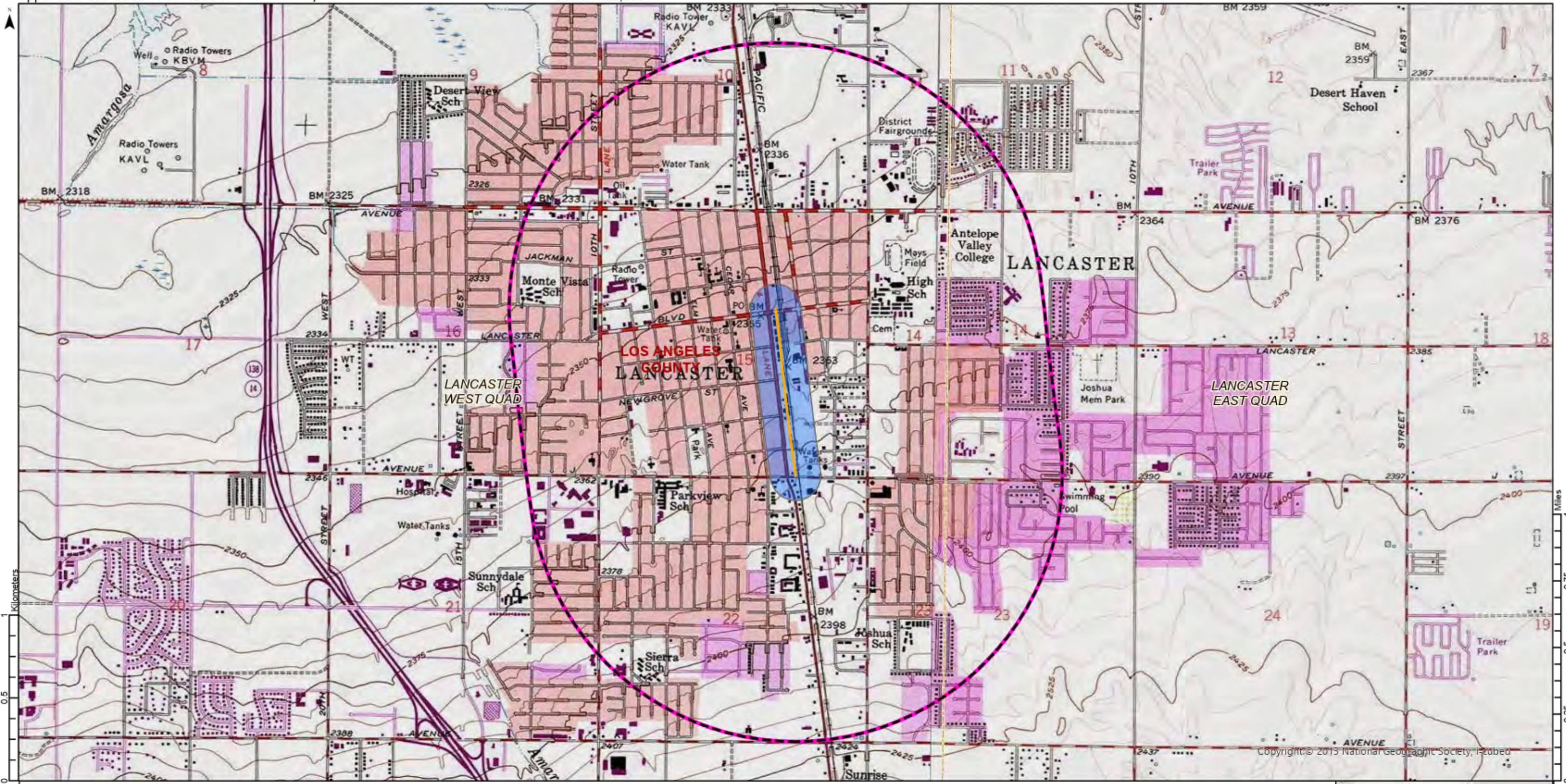
Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS



- CIPs
- Project Area
- Record search area (1 mile)
- USGS 7.5' Topographic Quadrangle



Base layer from Esri ArcGIS Online USA Topos



- CIPs
- Project Area
- Record search area (1 mile)
- USGS 7.5' Topographic Quadrangle

Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Base layer from Esri ArcGIS Online USA Topos

NATIVE AMERICAN HERITAGE COMMISSION

October 7, 2020

Liz Denniston
Antelope Valley Line Capacity and Service Improvements Program

Via Email to: liz@paleosolutions.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Metro North Hollywood to Pasadena BRT Project, Los Angeles County

Dear Ms. Denniston:

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

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

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

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

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
[Vacant]

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

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

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

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

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

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

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

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

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

Sincerely,



Steven Quinn
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Los Angeles County
10/7/2020**

Barbareno/Ventureno Band of Mission Indians

Julie Tumamait-Stenslie,
Chairperson
365 North Poli Ave
Ojai, CA, 93023
Phone: (805) 646 - 6214
jtumamait@hotmail.com
Chumash

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
Gabrieleno

Chumash Council of Bakersfield

Julio Quair, Chairperson
729 Texas Street
Bakersfield, CA, 93307
Phone: (661) 322 - 0121
chumashtribe@sbcglobal.net
Chumash

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

Coastal Band of the Chumash Nation

Mariza Sullivan, Chairperson
P. O. Box 4464
Santa Barbara, CA, 93140
Phone: (805) 665 - 0486
cbcntribalchair@gmail.com
Chumash

Gabrielino Tongva Indians of California Tribal Council

Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com
Gabrielino

Fernandeno Tataviam Band of Mission Indians

Jairo Avila, Tribal Historic and Cultural Preservation Officer
1019 Second Street, Suite 1
San Fernando, CA, 91340
Phone: (818) 837 - 0794
Fax: (818) 837-0796
jairo.avila@tataviam-nsn.us
Tataviam

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com
Gabrielino

Fernandeno Tataviam Band of Mission Indians

Rudy Ortega, Tribal President
1019 Second Street, Suite 1
San Fernando, CA, 91340
Phone: (818) 837 - 0794
Fax: (818) 837-0796
rortega@tataviam-nsn.us
Tataviam

Northern Chumash Tribal Council

Fred Collins, Spokesperson
P.O. Box 6533
Los Osos, CA, 93412
Phone: (805) 801 - 0347
fcollins@northernchumash.org
Chumash

Gabrieleno Band of Mission Indians - Kizh Nation

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org
Gabrieleno

San Fernando Band of Mission Indians

Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA, 91322
Phone: (503) 539 - 0933
Fax: (503) 574-3308
ddyocum@comcast.net
Kitanemuk
Vanyume
Tataviam

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

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Metro North Hollywood to Pasadena BRT Project, Los Angeles County.

**Native American Heritage Commission
Tribal Consultation List
Los Angeles County
10/7/2020**

**San Luis Obispo County
Chumash Council**

Mark Vigil, Chief
1030 Ritchie Road
Grover Beach, CA, 93433
Phone: (805) 481 - 2461
Fax: (805) 474-4729

Chumash

**Santa Rosa Band of Cahuilla
Indians**

Lovina Redner, Tribal Chair
P.O. Box 391820
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosacahuilla-nsn.gov

Cahuilla

**Santa Ynez Band of Chumash
Indians**

Kenneth Kahn, Chairperson
P.O. Box 517
Santa Ynez, CA, 93460
Phone: (805) 688 - 7997
Fax: (805) 686-9578
kkahn@santaynezchumash.org

Chumash

**Soboba Band of Luiseno
Indians**

Scott Cozart, Chairperson
P. O. Box 487
San Jacinto, CA, 92583
Phone: (951) 654 - 2765
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Cahuilla
Luiseno

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

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Metro North Hollywood to Pasadena BRT Project, Los Angeles County.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

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

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Alvarez:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

On October 1, 2020, the Los Angeles County Metropolitan Transportation Authority (Metro) prepared a Notice of Preparation (NOP) and initiated a Draft Environmental Impact Report (EIR) for the Project pursuant to CEQA. Metro is the lead agency for the EIR.

Project Location and Description

The AVL is a 76.6-mile-long commuter rail line that serves Los Angeles County as part of the Metrolink system. The AVL extends from Los Angeles Union Station in the City of Los Angeles and terminates in the City of Lancaster with stations in the cities and communities of Los Angeles, Glendale, Burbank, Sun Valley, Sylmar, San Fernando, Newhall, Santa Clarita, Acton, Palmdale, and Lancaster. The Project proposes expansion of commuter rail service along the entire AVL corridor as well as three capital improvements required to facilitate the proposed service increase. Up to a 30-minute bi-directional passenger rail service to Santa Clarita Valley, and 60-minute bi-directional service to Lancaster Station is envisaged along the AVL corridor. The three capital improvements would be located along the AVL railroad corridor, one of which is within the City of Santa Clarita, one in the City of Los Angeles, and the third would be located in the City of Lancaster at the Lancaster Terminal (Figure 1).

Of the three capital improvements, two capital improvements have an option, which would provide flexibility for future implementation. Each capital improvement and their associated options will be assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa double track extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon siding extension would add approximately 8,400 feet of new double track between Soledad Canyon Road to Golden Oak Road. This improvement would also provide a second station platform at the existing Santa Clarita Metrolink station, which will enable Metrolink to run 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita Valley. Subject to design, retaining structures will be considered to avoid encroachments outside of ROW.
 - **Option** – In addition to the new double track, a crossover would be constructed to the south of Santa Clarita station to facilitate turnback of Metrolink trains and improve operational reliability.

- **Lancaster Terminal Improvements.** The Lancaster terminal improvements would include expansion of the existing yard with two new 1,000-foot long train storage tracks, and a second station platform at the Lancaster station to provide Metrolink with more operational flexibility. The improvements also include double tracking the track section between W Avenue J to Jackman Street. The storage track design may require an operating easement within the Union Pacific Railroad (UPRR) ROW subject to further design refinements.
 - **Option** – Rather than constructing a second station platform, the existing side platform at Lancaster station would be retained to allow flexibility for future integration with regional rail plans.

Summary of Cultural Resource Identification Efforts to Date

To initiate the identification of cultural resources that could be affected by the Proposed Project, our consultant team (Mott MacDonald and Paleo Solutions, Inc.) requested a search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC), as well as a records search from the South Central Coastal Information Center (SCCIC) at California State University Fullerton on October 5, 2020. Results of the SLF search were received October 7, 2020 with negative results. The results of the record search have yet to be received.

If you would like to consult on the Proposed Project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or concerns, please contact Brian Balderrama at (213) 418-3177 or via email at balderramab@metro.net.

Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

Attachments:

Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES

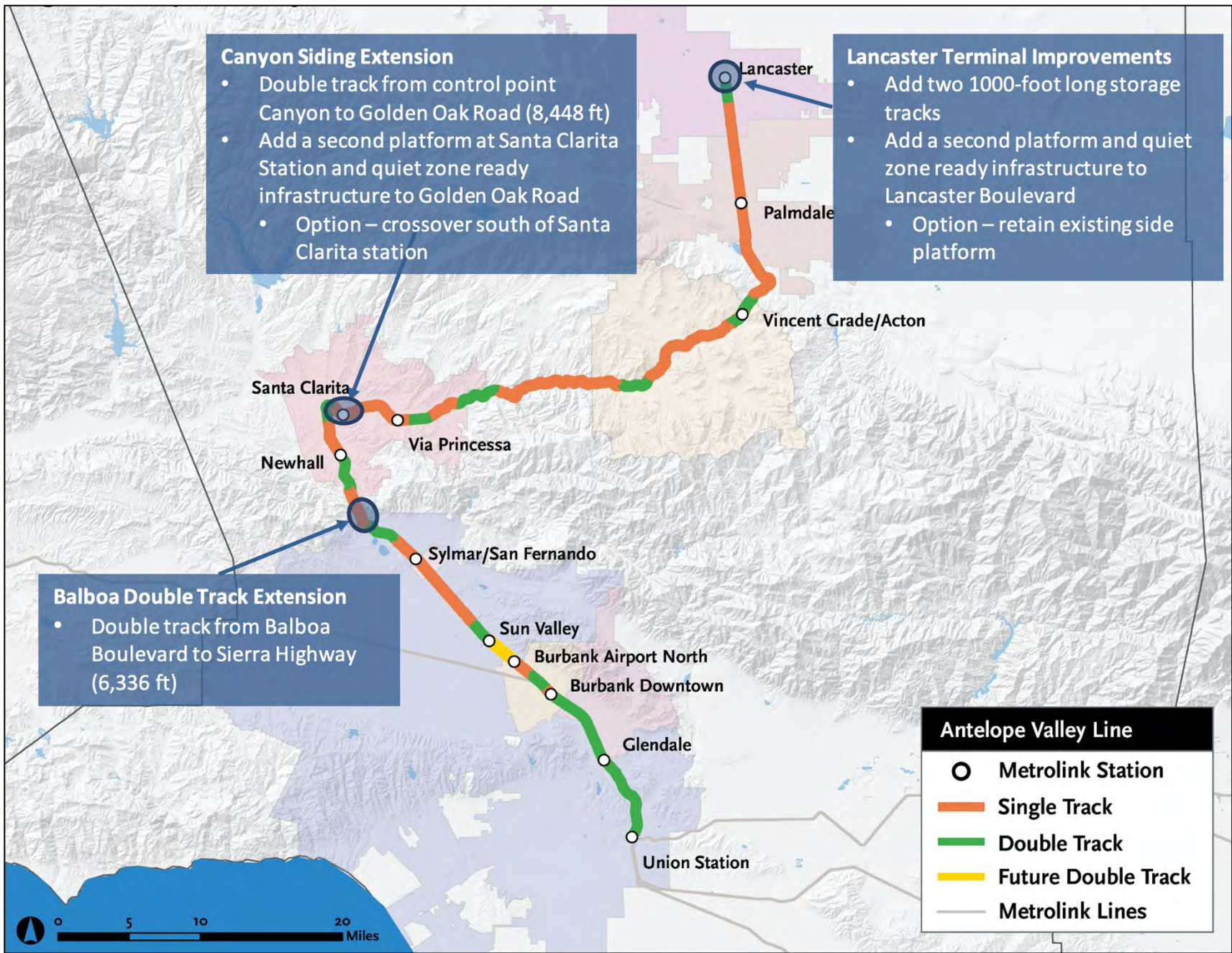
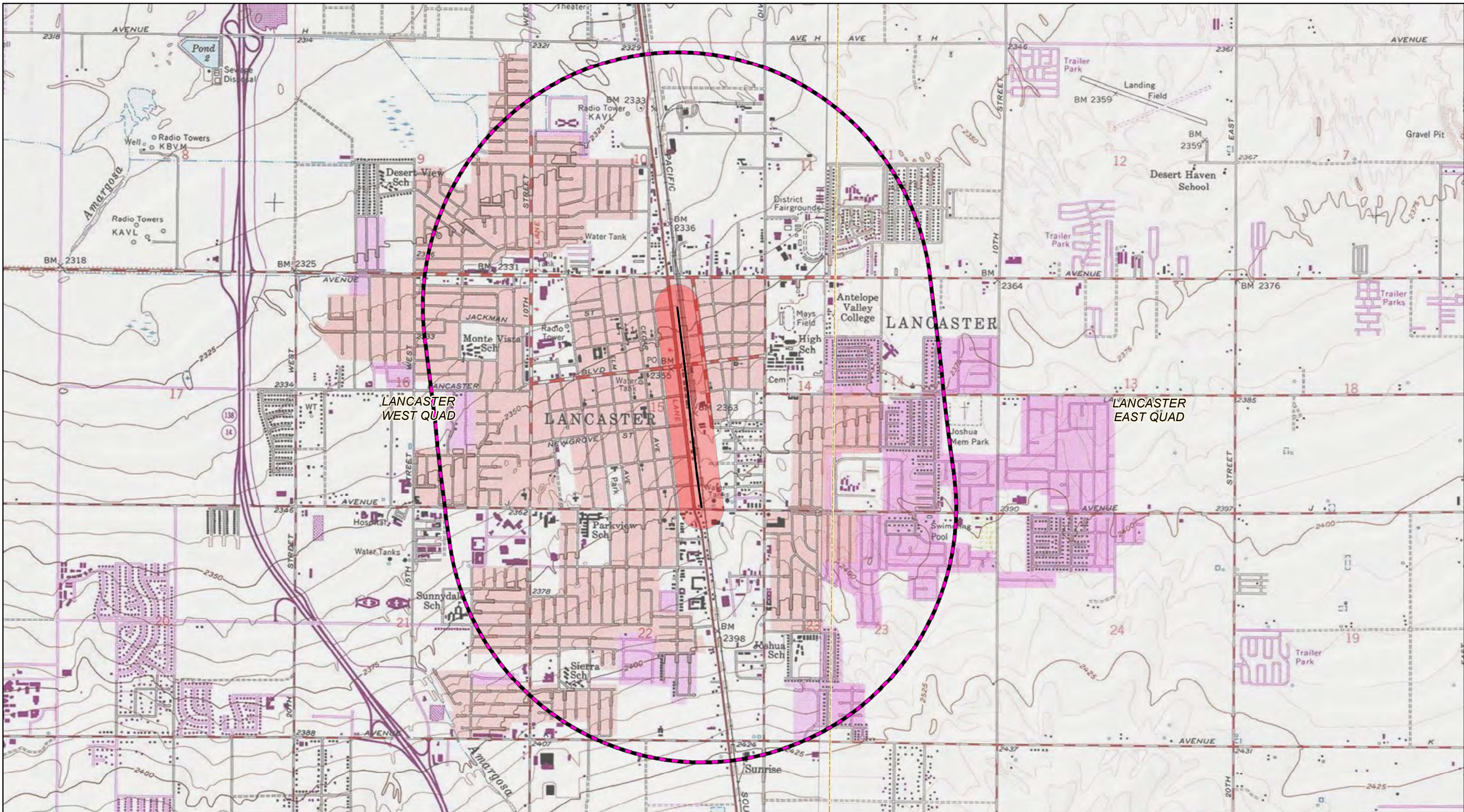


Figure 1. Proposed Project Overview.



Antelope Valley Line Capacity and Service

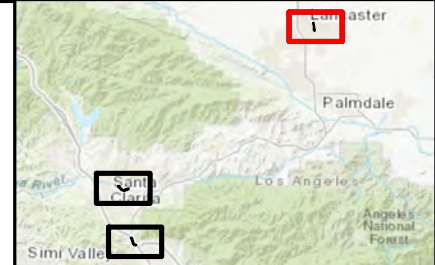
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- Project Area
- Records Search Boundary (1 mile)
- USGS 7.5' Topographic Quadrangle

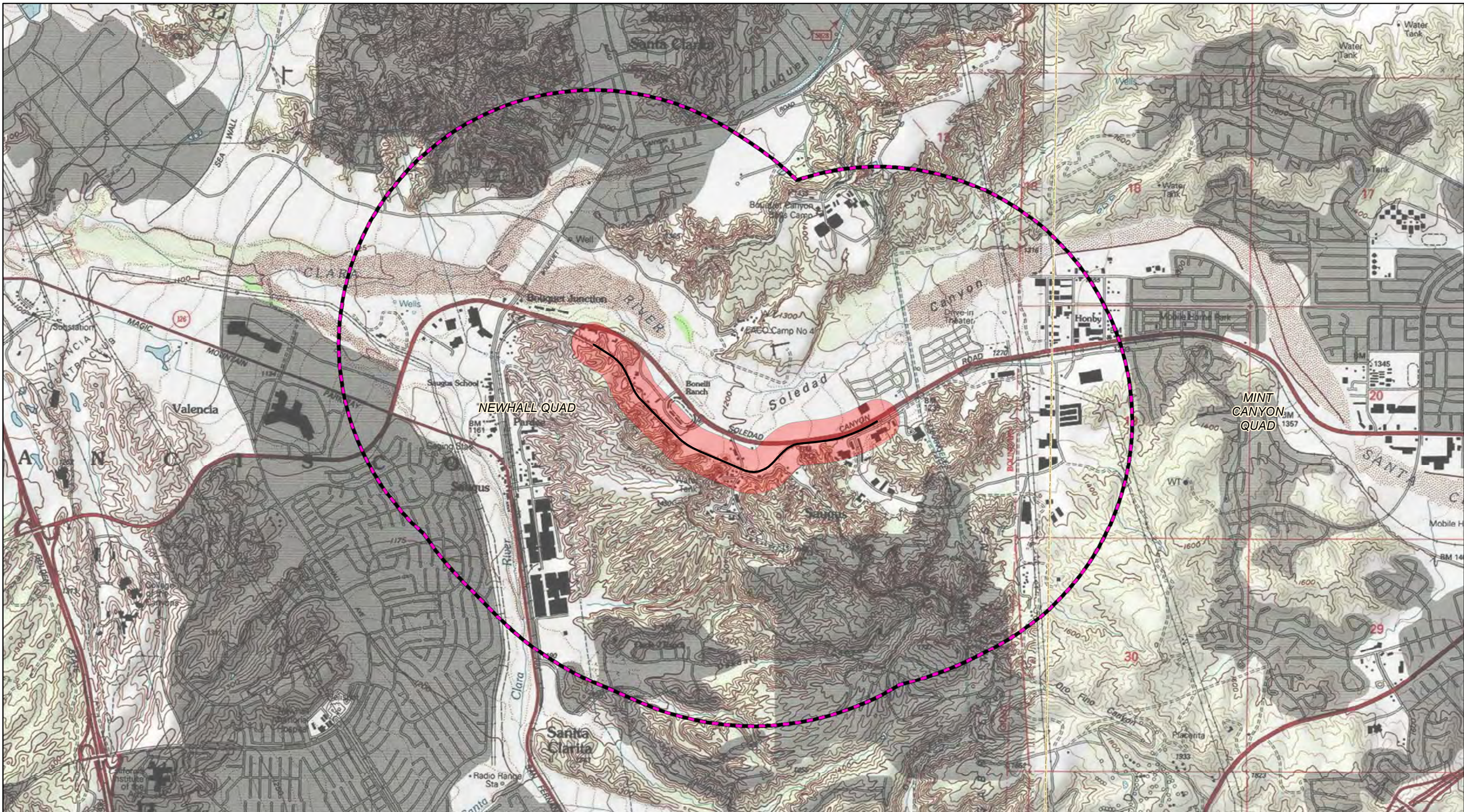
Page 1 of 3

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Miles
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2,000 ft
1 inch = 2,000 feet

Base layer from Esri ArcGIS Online USA Topos



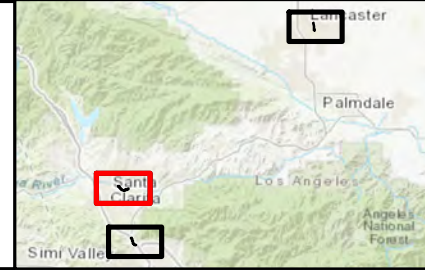


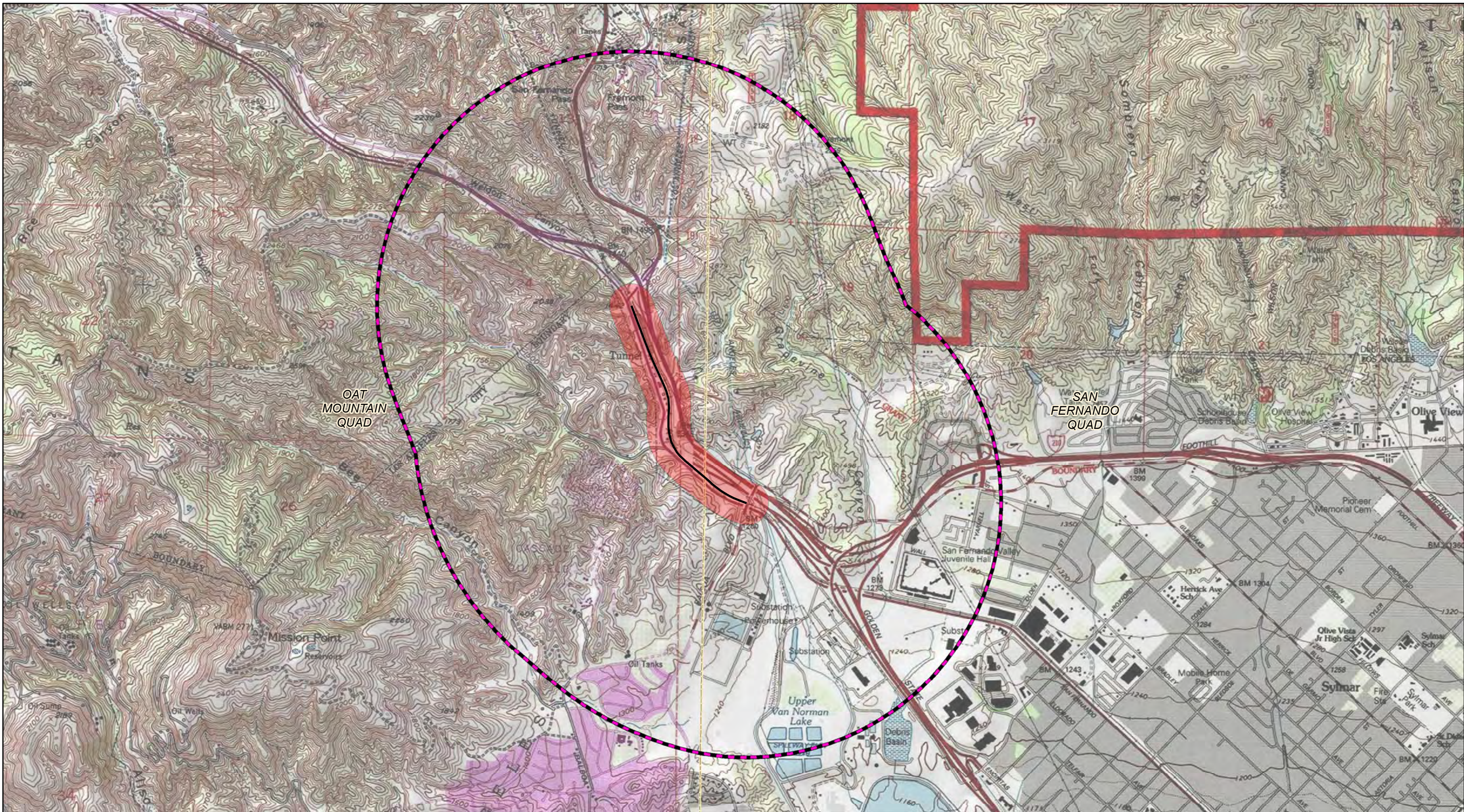
Antelope Valley Line Capacity and Service

- CIP
- Project Area
- Records Search Boundary (1 mile)
- USGS 7.5' Topographic Quadrangle





Page 2 of 3
 2,000 ft
 1 inch = 2,000 feet

0 0.25 0.5 0.75
 Miles
 1:24,000
 Base layer from Esri ArcGIS Online USA Topos





Antelope Valley Line Capacity and Service

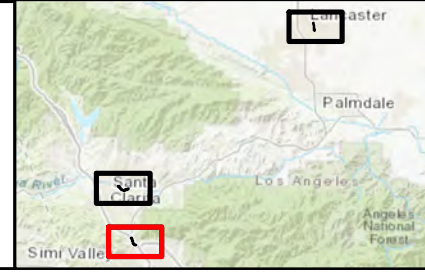
-  CIP
-  Records Search Boundary (1 mile)
-  Project Area
-  USGS 7.5' Topographic Quadrangle

Page 3 of 3

0 0.25 0.5 0.75
Miles

2,000 ft
1 inch = 2,000 feet

Base layer from Esri ArcGIS Online USA Topos





Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: roadkingcharles@aol.com

Wed, Nov 11, 2020 at 8:38 AM

Dear, Mr. Alvarez,

On October 13, 2020, you were mailed a consultation request letter from the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the Antelope Valley Line Capacity and Service Improvements Project (Project). On behalf of Metro, I am reaching out to ensure that you received the letter and ask if you had any questions, comments, or concerns regarding the Project. I have attached a copy of the letter sent for your convenience.

Should you have any questions, comments, or concerns, please reach out to either Brian Balderrama at (213) 418-3177 (email: balderramab@metro.net) or myself at the contact information listed below.

Thanks,

Liz Denniston, MA, RPA Archaeological Principal Investigator, Paleo Solutions, Inc.


Phone: (626) 205-5444

Website: www.paleosolutions.com

Address: 911 S. Primrose Ave., Unit N., Monrovia, CA 91016

Branches: Denver, CO; Redlands, CA; Oceanside, CA; Bend, OR

Certifications: DBE • SBE • WBE • SDB • WOSB • EDWOSB

 **NA Consultation_Alvarez.pdf**
2147K

Forwarded message -----

From: **Rosemarie Pavel** <rosemarie@paleosolutions.com>

Date: Thu, Dec 10, 2020 at 3:30 PM

Subject: Follow-Up on Antelope Valley Line Capacity and Service Improvements Program

To: <chavez1956@metromail.com>

Thank you for speaking with me earlier, Charles,

As requested, I have attached details regarding the proposed Antelope Valley Line Capacity and Service Improvements Program. I have documented that you want tribal monitoring for this project due to the sensitivity of the area(s).

Thank you again, and feel free to contact me with any further comments or questions.

Have a good rest of the day,

Rosemarie

--

Rosemarie Pavel, M.A., RPA, Senior Archaeologist, Paleo Solutions



Phone: (626) 841-4664

Email: rosemarie@paleosolutions.com

Website: www.paleosolutions.com

Address: [911 S. Primrose Ave., Unit N.,
Monrovia, CA 91016](#)

Branches: Denver, CO; Dana Point, CA;
Oceanside, CA; Bend, OR

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WOSB • EDWOSB





Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Jairo Avila
Fernandeno Tataviam Band of Mission Indians
1019 Second Street, Suite 1
San Fernando, CA, 91340

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Mr. Avila:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Of the three capital improvements, two capital improvements have an option, which would provide flexibility for future implementation. Each capital improvement and their associated options will be assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa double track extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon siding extension would add approximately 8,400 feet of new double track between Soledad Canyon Road to Golden Oak Road. This improvement would also provide a second station platform at the existing Santa Clarita Metrolink station, which will enable Metrolink to run 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita Valley. Subject to design, retaining structures will be considered to avoid encroachments outside of ROW.
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- **Lancaster Terminal Improvements.** The Lancaster terminal improvements would include expansion of the existing yard with two new 1,000-foot long train storage tracks, and a second station platform at the Lancaster station to provide Metrolink with more operational flexibility. The improvements also include double tracking the track section between W Avenue J to Jackman Street. The storage track design may require an operating easement within the Union Pacific Railroad (UPRR) ROW subject to further design refinements.
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If you would like to consult on the Proposed Project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or concerns, please contact Brian Balderrama at (213) 418-3177 or via email at balderramab@metro.net.

Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

Attachments:

Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES

From: "[Balderrama, Brian](mailto:BalderramaB@metro.net)" <BalderramaB@metro.net>

To: "[Eric Banghart](mailto:Eric.Banghart@mottmac.com)" <Eric.Banghart@mottmac.com>
"[Maggie Cheung](mailto:Maggie.Cheung@mottmac.com)" <Maggie.Cheung@mottmac.com>
"[Peter Feldman](mailto:pfeldman@webtaha.com)" <pfeldman@webtaha.com>

Date: 11/9/2020 1:33:16 PM

Subject: FW: FTBMI AB52 Antelope Valley Line Capacity and Service Improvements Program

We received another comment back from the initial letter sent out. See requests below and provide general timeline of when information will be available.

Brian Balderrama, PE, ENV SP

LA Metro

Senior Director

Program Management/ Regional Rail

213.418.3177 W

213.407.4215 C

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Metro provides excellence in service and support.

From: Jairo Avila <jairo.avila@tataviam-nsn.us>

Sent: Sunday, November 8, 2020 1:41 PM

To: Balderrama, Brian <BalderramaB@metro.net>

Subject: FTBMI AB52 Antelope Valley Line Capacity and Service Improvements Program

Project: *Antelope Valley Line Capacity and Service Improvements Program*

Hello Mr. Balderrama,

On behalf of the Tribal Historic and Cultural Preservation (THCP) Department of the Fernand o Tataviam Band of Mission Indians (FTBMI), thank you for the formal notification regarding the Project referenced above. The Project area is located within the traditional FTBMI ancestral territory and encompasses the lineage-villages from which members of the Tribe descend. This message constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (as amended, 2015) and CA Public Resources Code section 21080.3.1.

Before providing tribal comments or scheduling a consultation meeting, the THCP Department is interested in knowing more about the extent of proposed groundwork, impacts on native/undisturbed soil and recent investigations. The THCP Department would like to review the following documents:

- Grading/ Excavation Plans
- Geotechnical Report
- Cultural Resource Assessment Report

Should you have any questions or further updates, please feel free to contact me by phone or email. I appreciate your time and look forward to reviewing the requested documents.

Respectfully,

Jairo F. Avila, M.A., RPA.

Tribal Historic and Cultural Preservation Officer

Cultural Resources Management Division

Tribal Historic and Cultural Preservation Department

Fernand o Tataviam Band of Mission Indians

1019 Second Street, Suite 1

San Fernando, California 91340

Office: (818) 837-0794

Website: <http://www.tataviam-nsn.us>



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Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Fred Collins
Northern Chumash Tribal Council
P.O. Box 6533
Los Osos, CA, 93412

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Spokesperson Collins:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

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Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: fcollins@northernchumash.org

Wed, Nov 11, 2020 at 9:02 AM

Dear, Mr. Collins,

On October 13, 2020, you were mailed a consultation request letter from the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the Antelope Valley Line Capacity and Service Improvements Project (Project). On behalf of Metro, I am reaching out to ensure that you received the letter and ask if you had any questions, comments, or concerns regarding the Project. I have attached a copy of the letter sent for your convenience.

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 **NA Consultation_Collins.pdf**
2147K



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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

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

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Cozart:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>

Wed, Nov 11, 2020 at 9:12 AM

To: Joseph Ontiveros <jontiveros@soboba-nsn.gov>

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Los Angeles, CA 90012-2952

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October 13, 2020

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

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

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PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: gtongva@gmail.com

Wed, Nov 11, 2020 at 8:49 AM

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Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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October 13, 2020

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

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If you would like to consult on the Proposed Project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or concerns, please contact Brian Balderrama at (213) 418-3177 or via email at balderramab@metro.net.

Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

Attachments:

Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: sgoad@gabrielino-tongva.com

Wed, Nov 11, 2020 at 8:45 AM

Dear, Chairperson Goad,

On October 13, 2020, you were mailed a consultation request letter from the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the Antelope Valley Line Capacity and Service Improvements Project (Project). On behalf of Metro, I am reaching out to ensure that you received the letter and ask if you had any questions, comments, or concerns regarding the Project. I have attached a copy of the letter sent for your convenience.

Should you have any questions, comments, or concerns, please reach out to either Brian Balderrama at (213) 418-3177 (email: balderramab@metro.net) or myself at the contact information listed below.

Thanks,

Liz Denniston, MA, RPA Archaeological Principal Investigator, Paleo Solutions, Inc.


Phone: (626) 205-5444

Website: www.paleosolutions.com

Address: 911 S. Primrose Ave., Unit N., Monrovia, CA 91016

Branches: Denver, CO; Redlands, CA; Oceanside, CA; Bend, OR

Certifications: DBE • SBE • WBE • SDB • WOSB • EDWOSB

 **NA Consultation_Goad.pdf**
2147K



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Kenneth Kahn
Santa Ynez Band of Chumash Indians
P.O. Box 517
Santa Ynez, CA, 93460

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Kahn:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Of the three capital improvements, two capital improvements have an option, which would provide flexibility for future implementation. Each capital improvement and their associated options will be assessed in the EIR:

- **Balboa Double Track Extension.** The Balboa double track extension would extend the existing double track approximately 6,300 feet north from Balboa Boulevard to Sierra Highway. This would provide operational capacity for Metrolink to schedule more regular services especially in the off-peak period. Subject to design, retaining structures will be considered to avoid encroachments outside of right-of-way (ROW).

- **Canyon Siding Extension.** The Canyon siding extension would add approximately 8,400 feet of new double track between Soledad Canyon Road to Golden Oak Road. This improvement would also provide a second station platform at the existing Santa Clarita Metrolink station, which will enable Metrolink to run 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita Valley. Subject to design, retaining structures will be considered to avoid encroachments outside of ROW.
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Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

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Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: kkahn@santaynezchumash.org

Wed, Nov 11, 2020 at 9:11 AM

Dear, Chairperson Kahn,

On October 13, 2020, you were mailed a consultation request letter from the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the Antelope Valley Line Capacity and Service Improvements Project (Project). On behalf of Metro, I am reaching out to ensure that you received the letter and ask if you had any questions, comments, or concerns regarding the Project. I have attached a copy of the letter sent for your convenience.

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Thanks,

Liz Denniston, MA, RPA Archaeological Principal Investigator, Paleo Solutions, Inc.


Phone: (626) 205-5444

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Certifications: DBE • SBE • WBE • SDB • WOSB • EDWOSB

 **NA Consultation_Kahn.pdf**
2148K



Santa Ynez Band of Chumash Indians
Tribal Elders' Council

P.O. Box 517 ♦ Santa Ynez ♦ CA ♦ 93460

Phone: (805)688-7997 ♦ Fax: (805)688-9578 ♦ Email: elders@santaynezchumash.org

November 30, 2020

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Att.: Brian Balderrama, Senior Director, Program Management/Regional Rail

Re: Antelope Valley Line Capacity and Service Improvements Program

Dear Mr. Balderrama:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians. We would like to have a formal consultation with regards to the above-mentioned project.

Please contact Culture Director, Nakia Zavalla at your earliest availability for a time and date. You may contact her via email, phone or mail. See below for contact information.

NZavalla@santaynezchumash.org, (805) 688-7997

P.O. Box 517, Santa Ynez, CA 93460

Thank you for your time and attention to this matter.

Sincerely Yours,

Kelsie Merrick

Administrative Assistant | Elders' Council and Culture Department
Santa Ynez Bank of Chumash Indians | Tribal Hall
(805) 688-7997 ext. 7516
kmerrick@santaynezchumash.org



October 13, 2020

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

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Morales:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Project Location and Description

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If you would like to consult on the Proposed Project, please respond within 30 days, pursuant to PRC § 21080.3.1(d). Please provide a designated lead contact person for the purposes of consultation. If you have any questions or concerns, please contact Brian Balderrama at (213) 418-3177 or via email at balderramab@metro.net.

Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

Attachments:

Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: GTTribalcouncil@aol.com

Wed, Nov 11, 2020 at 8:42 AM

Dear, Chairperson Morales,

On October 13, 2020, you were mailed a consultation request letter from the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the Antelope Valley Line Capacity and Service Improvements Project (Project). On behalf of Metro, I am reaching out to ensure that you received the letter and ask if you had any questions, comments, or concerns regarding the Project. I have attached a copy of the letter sent for your convenience.

Should you have any questions, comments, or concerns, please reach out to either Brian Balderrama at (213) 418-3177 (email: balderramab@metro.net) or myself at the contact information listed below.

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 **NA Consultation_Morales.pdf**
2147K



Rosemarie Pavel <rosemarie@paleosolutions.com>

Follow-Up to Consultation for Antelope Valley Line Capacity and Service Improvements Project

1 message

Rosemarie Pavel <rosemarie@paleosolutions.com>
To: moralesadrian66@yahoo.com

Thu, Dec 10, 2020 at 2:19 PM

Good afternoon, Adrian,

I am following up on consultation for the Antelope Valley Line Capacity and Service Improvements Program. Your father Anthony suggested I reach out to you via email and phone to make sure we receive your input.

I have attached a copy of the letter provided on October 13th which has more details regarding the proposed project.

Thank you and have a good rest of the day,
Rosemarie

--

Rosemarie Pavel, M.A., RPA, Senior Archaeologist, Paleo Solutions



Phone: (626) 841-4664
Email: rosemarie@paleosolutions.com
Website: www.paleosolutions.com
Address: [911 S. Primrose Ave., Unit N., Monrovia, CA 91016](#)
Branches: Denver, CO; Dana Point, CA; Oceanside, CA; Bend, OR
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 **NA Consultation_Morales.pdf**
2147K



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Julio Quair
Chumash Council of Bakersfield
729 Texas Street
Bakersfield, CA, 93307

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Quair:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Senior Director, Program Management/ Regional Rail

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Figure 1, Proposed Project Overview
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APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: chumashtribe@sbcglobal.net

Wed, Nov 11, 2020 at 8:44 AM

Dear, Chairperson Quair,

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 **NA Consultation_Quair.pdf**
2153K



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Lovina Redner
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA, 92539

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Redner:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

Attachments:

Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: Isaul@santarosacahuilla-nsn.gov

Wed, Nov 11, 2020 at 9:11 AM

Dear, Chairperson Redner,

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 **NA Consultation_Redner.pdf**
2147K

Follow-up regarding proposed Antelope Valley Line Capacity & Service Improvements Program



Rosemarie Pavel <rosemarie@paleosolutions.com>
to LSAUL

Thu, Dec 10, 3:07 PM (8 days ag

Good afternoon, Lovina Redner,

I am writing to follow-up with you regarding consultation for the proposed Antelope Valley Line Capacity & Service Improvements Program. I called your listed number, and the front suggested I send you an email.

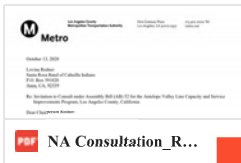
I have attached a copy of the letter sent to you on October 13th. If you have any questions or comments, please let me know by replying to this email, or giving me a call.

Thanks and have a good rest of the afternoon,
Rosemarie

--
Rosemarie Pavel, M.A., RPA, Senior Archaeologist, Paleo Solutions



Phone: (626) 841-4664
Email: rosemarie@paleosolutions.com
Website: www.paleosolutions.com
Address: [911 S. Primrose Ave., Unit N., Monrovia, CA 91016](#)
Branches: Denver, CO; Dana Point, CA; Oceanside, CA; Bend, OR
Certifications: DBE • SBE • WBE • SDB • WOSB • EDWOSB



Reply

Forward



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

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

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Salas:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

Attachments:

Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The Gabrielino Tribal Council - San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

October 22, 2020

Project Name: Antelope Valley Line Capacity and Service Improvements Program

Dear Brian Balderrama,

Thank you for your letter dated October 13, 2020 regarding AB52 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail.

Please contact us at your earliest convenience. ***Please Note: AB 52, "consultation" shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).***

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

Andrew Salas, Chairman

Albert Perez, treasurer I

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the council of Elders



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Mariza Sullivan
Coastal Band of the Chumash Nation
P.O. Box 4464
Santa Barbara, CA, 93140

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

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Sincerely,



Brian Balderrama
Senior Director, Program Management/ Regional Rail

Attachments:

Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>

Wed, Nov 11, 2020 at 8:46 AM

To: cbcntribalchair@gmail.com

Dear, Chairperson Sullivan,

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Should you have any questions, comments, or concerns, please reach out to either Brian Balderrama at (213) 418-3177 (email: balderramab@metro.net) or myself at the contact information listed below.

Thanks,

Liz Denniston, MA, RPA Archaeological Principal Investigator, Paleo Solutions, Inc.

Phone: (626) 205-5444

Website: www.paleosolutions.com

Address: 911 S. Primrose Ave., Unit N., Monrovia, CA 91016

Branches: Denver, CO; Redlands, CA; Oceanside, CA; Bend, OR

Certifications: DBE • SBE • WBE • SDB • WOSB • EDWOSB

 **NA Consultation_Sullivan.pdf**
2147K



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Julie Tumamait-Stenslie
Barbareno/Ventureno Band of Mission Indians
365 North Poli Ave
Ojai, CA, 93023

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

Dear Chairperson Tumamait-Stenslie:

Please consider this letter as formal notification of the proposed Antelope Valley Line (AVL) Capacity and Service Improvements Program (Proposed Project) as required under the California Environmental Quality Act (CEQA), specifically Public Resources Code (PRC) § 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). This letter provides a description of the Project, a summary of the cultural resources identification efforts to date, and an invitation to consult on the Project under AB 52.

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Figure 1, Proposed Project Overview
Figure 2a-c, Project Location

APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: jtumamait@hotmail.com

Wed, Nov 11, 2020 at 8:41 AM

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 **NA Consultation_Tumamait-Stenslie.pdf**
2153K



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Mark Vigil
San Luis Obispo County Chumash Council
1030 Ritchie Road
Grover Beach, CA, 93433

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APPENDIX A
PROJECT FIGURES



Liz Denniston <liz@paleosolutions.com>

Re: Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: cheifmvigil@fix.net

Wed, Nov 11, 2020 at 9:46 AM

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Phone: (626) 205-5444

Website: www.paleosolutions.com

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Branches: Denver, CO; Redlands, CA; Oceanside, CA; Bend, OR

Certifications: DBE • SBE • WBE • SDB • WOSB • EDWOSB

On Wed, Nov 11, 2020 at 8:49 AM Liz Denniston <liz@paleosolutions.com> wrote:

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 **NA Consultation_Vigil.pdf**
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Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 13, 2020

Donna Yocum
San Fernando Band of Mission Indians
P.O. Box 221838
Newhall, CA, 91322

Re: Invitation to Consult under Assembly Bill (AB) 52 for the Antelope Valley Line Capacity and Service Improvements Program, Los Angeles County, California

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Liz Denniston <liz@paleosolutions.com>

Antelope Valley Line Capacity and Service Improvements Project

1 message

Liz Denniston <liz@paleosolutions.com>
To: ddyocum@comcast.net

Wed, Nov 11, 2020 at 9:03 AM

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