

SECTION 4(F) AND 6(F) EVALUATIONS

Brightline West Cajon Pass High-Speed Rail Project

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Prepared for
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Attachment A: Area of Potential Effects Map and Built Resources Maps

Attachment B: Additional Resources Considered

Abbreviations and Acronyms

ADT	average daily traffic
APE	Area of Potential Effects
APE-ADI	Area of Potential Effects' Area of Direct Impact
APE-AII	Area of Potential Effects' Area of Indirect Impact
AT&SF	Atchison, Topeka & Santa Fe Railway
BNSF	Burlington Northern and Santa Fe Railway
ca.	circa
CalSTA	California State Transportation Agency
C.F.R.	Code of Federal Regulations
EA	Environmental Assessment
ESL	Environmental Study Limits
FHWA	Federal Highway Administration
FR	Federal Register
FRA	Federal Railroad Administration
HOV	high-occupancy vehicle
I-	Interstate
kV	kilovolt
LADWP	Los Angeles Department of Water and Power
LOD	Limits of Disturbance
LOS	level of service
LWCF	Land and Water Conservation Fund
MOU	memorandum of understanding
mph	miles per hour
N/A	not applicable
NPS	National Park Service
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHV	off-highway vehicle
OWJ	officials with jurisdiction
PCT	Pacific Crest Trail
SCE	Southern California Edison
Section 106	Section 106 of the National Historic Preservation Act
SHPO	State Historic Preservation Officer

U.S.C.	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation

1. Introduction

This report provides the analysis to support the Federal Railroad Administration's (FRA) compliance with the provisions of 23 United States Code (U.S.C.) 138 and 49 U.S.C. 303.4(f) (Section 4[f]), and applicable sections of the Land and Water Conservation Fund (LWCF) Act of 1965 (Section 6[f]) for the Brightline West Cajon Pass High Speed Rail Project (Project). The Project alignment and vicinity are shown on Figure 1-1.

Under Section 4(f), an operating administration of the U.S. DOT may not approve a project that uses protected resources, unless one of the following conditions is met:

- There is a finding of *de minimis* impact for use of a resource
- If there are no prudent or feasible alternatives to such use, and the project includes all possible planning to minimize harm to such resources

Section 4(f) resources are publicly owned lands of a park, recreation area, wildlife, or waterfowl refuge; or a historical site of national, state, or local significance that is listed on or eligible for listing on the National Register of Historic Places (NRHP) as determined by the federal, state, regional, or local officials with jurisdiction (OWJ) over the resource. The State Historic Preservation Officer (SHPO) is the OWJ over historic properties. Historic properties, including archaeological resources, may be publicly or privately owned.

A use of a Section 4(f) resource occurs when land from the resource is permanently incorporated into a transportation facility; the temporary occupancy of land is adverse in terms of Section 4(f)'s preservationist purpose; or there is a constructive use of the resource.

The information contained in this chapter demonstrates the FRA's compliance with Section 4(f), as follows:

- Describes the statutory requirements associated with Section 4(f)
- Identifies the resources protected by Section 4(f) in the Environmental Study Limits (ESL)
- Preliminarily determines whether the Project would result in the use of those resources

Section 6(f) resources are recreation resources created or improved with funds from the LWCF. Whereas Section 4(f) applies only to programs and policies undertaken by the U.S. DOT, Section 6(f) compliance applies to programs and policies of any federal agency. Land purchased with these funds cannot be converted to non-recreational use without coordination with the California Department of Parks and Recreation and the U.S. Department of the Interior National Park Service (NPS), and mitigation that includes replacement of the quality and quantity of land used. Based on a thorough investigation of properties using the NPS LWCF Project List by County and Summary Reports website, no LWCF monies were used to acquire or develop any of the recreational resources in the Project's study area.



Figure 1-1. Project Area and Vicinity

1.1. Laws, Regulations, and Orders

1.1.1. United States Department of Transportation Act (23 U.S.C. 138 and 49 U.S.C. 303(c) (Section 4(f))

Projects undertaken by an operating administration of the U.S. DOT or projects that may receive federal funding or discretionary approvals from such an operating administration of the U.S. DOT must demonstrate compliance with Section 4(f). Section 4(f) protects publicly owned parks, recreational areas, and wildlife and waterfowl refuges. Section 4(f) also protects historic sites of national, state, or local significance located on public or private land that are listed on or eligible for listing on the NRHP.

FRA's Section 4(f) implementing regulations are in 23 Code of Federal Regulations (C.F.R.) Part 774. FRA considers the interpretations provided in the Federal Highway Administration's (FHWA) Section 4(f) Policy Paper (FHWA 2012) when implementing these regulations.

FRA may not approve the use of a Section 4(f) property, as described in 49 U.S.C. 303(c), unless it determines that there is no feasible and prudent alternative to avoid the use of the property and the action includes all possible planning to minimize harm resulting from such use, or the project has a *de minimis* impact consistent with the requirements of 49 U.S.C. 303(d) (see Section 1.4.4 for a definition of *de minimis* impacts). An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. In determining whether an alternative is prudent, the FRA may consider if the alternative would result in any of the following:

- The alternative does not meet the Project's stated Purpose and Need
- The alternative would entail unacceptable safety or operational problems
- After reasonable mitigation, the alternative would result in severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts on minority or low-income populations; or severe impacts on environmental resources protected under other federal statutes
- The alternative would require additional construction, maintenance, or operational costs of an extraordinary magnitude
- The alternative would pose other unique problems or unusual factors
- The project would entail multiple factors that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude

If the FRA determines there is both the use of a Section 4(f) property and that there is no prudent and feasible alternative to the use of a Section 4(f) resource, the FRA must ensure the Project includes all possible planning (including consultation with the OWJ over the property) to minimize harm to the property, which includes all reasonable measures to minimize harm or mitigate impacts (49 U.S.C. 303(c)(2)). OWJ are defined in 23 C.F.R. 774.17.

After making a Section 4(f) determination and identifying the reasonable measures to minimize harm, if there is more than one alternative that results in the use of a Section 4(f) resource, the FRA must also compare the alternatives to determine which alternative has the potential to

cause the least overall harm in light of the preservationist purpose of the statute. The least overall harm may be determined by balancing the following factors:

- The ability to mitigate adverse impacts on each Section 4(f) resource (including any measures that result in benefits to the resource)
- The relative severity of the remaining harm—after mitigation—to the protected activities, attributes, or features that qualify each Section 4(f) resource for protection
- The relative significance of each Section 4(f) resource
- The views of the OWJ over each Section 4(f) resource
- The degree to which each alternative meets the purpose and need for the project
- After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f)
- Substantial differences in costs among the alternatives

FRA's Section 4(f) implementing regulations at 23 C.F.R. 771.13 identify a number of exceptions to the requirement for Section 4(f) approval. Of particular relevance for this Project, if a publicly-owned trail, path, bikeway, or sidewalk is primarily used for transportation and is an integral part of the local transportation system, the requirements of Section 4(f) would not apply since it is not a recreational area. Section 4(f) would apply to a publicly owned, shared use path or similar facility (or portion thereof) designated or functioning primarily for recreation, unless the OWJ determines that it is not significant for such purpose.

1.1.2. Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. 4601-8(f) and 36 C.F.R. Part 59.1) of 1965

State and local governments often obtain grants through the LWCF Act to acquire or make improvements to parks and recreation areas. Section 6(f) of the act prohibits the conversion of property acquired or developed with these grants to a nonrecreational purpose without the approval of the NPS. Section 6(f) directs the NPS to ensure that replacement lands of comparable value and function, or monetary compensation (used to enhance the remaining land), location, and usefulness are provided as conditions to such conversions.

1.1.3. National Historic Preservation Act (54 U.S.C. 300101 et seq.) including Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108

The National Historic Preservation Act (NHPA), as amended, establishes the federal government's policy on historic preservation and the programs, including the NRHP, through which this policy is implemented. Under the NHPA, significant cultural resources, referred to as historic properties, include any prehistoric or historic district, site, building, structure, object, or landscape included in, or determined eligible for inclusion in, the NRHP. Historic properties also include resources determined to be National Historic Landmarks. National Historic Landmarks are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting U.S. heritage. A property

is considered historically significant if it meets one or more of the NRHP criteria and retains sufficient historic integrity to convey its significance.

Section 106 of the NHPA requires that federal agencies identify and assess the effects that their actions may have on historic buildings. While Section 106 of the NHPA and Section 4(f) are separate laws with different requirements for compliance, the Section 106 process is generally the method by which historic buildings are identified that would be subject for consideration under Section 4(f).

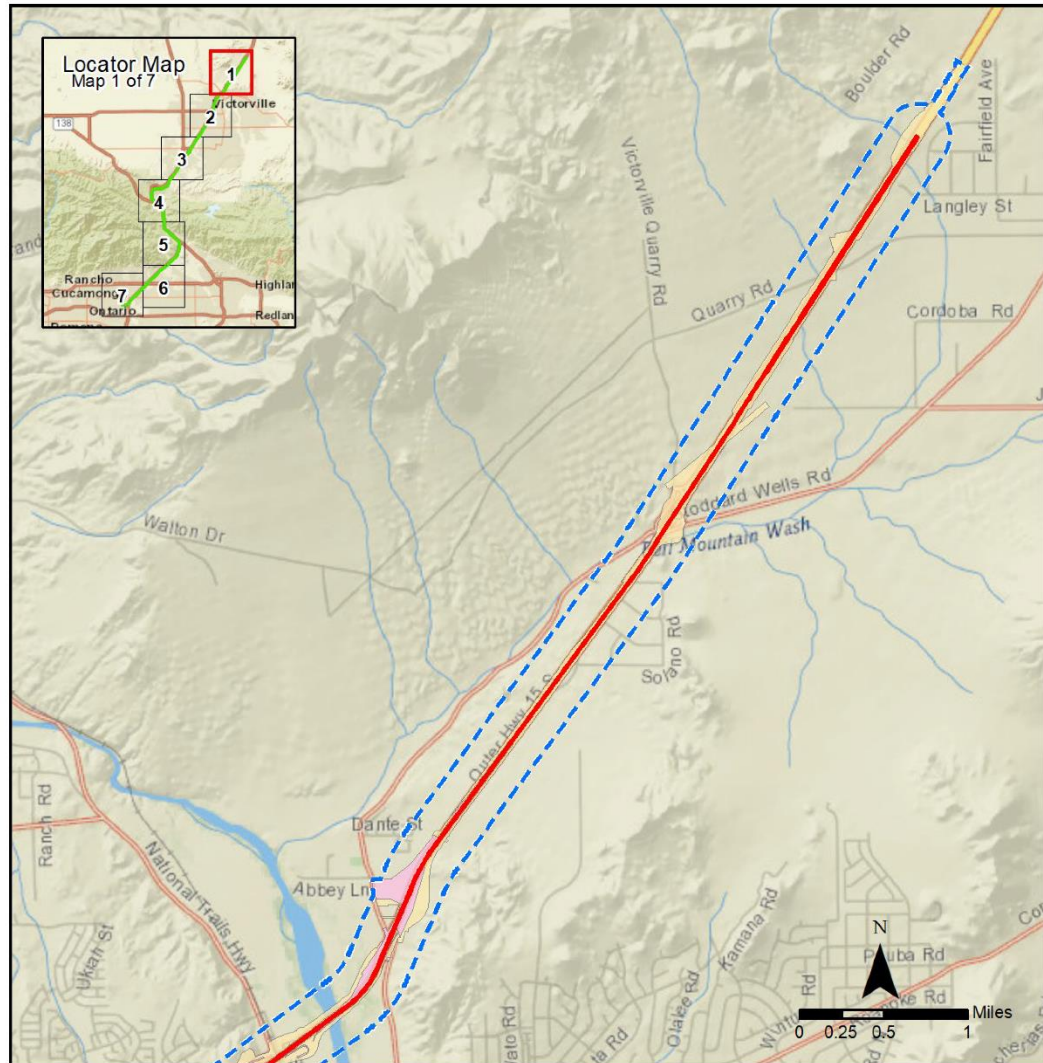
1.2. Definition of Study Area

For the purposes of this evaluation, two terms describing the study area will be used to be consistent with standard conventions. When evaluating potential historic and archaeological resources, the term Area of Potential Effects (APE) will be used. The APE is defined as the geographical area(s) within which an undertaking may cause changes in the character or use of historic and archaeological properties. The term ESL is used to discuss potential park, recreation, and wildlife and waterfowl refuge resources.

1.2.1. Public Park and Recreation Lands, and Wildlife and Waterfowl Refuges

The Section 4(f) ESL for publicly owned parks, recreational facilities, and wildlife and waterfowl refuges includes the footprint for the Project, including rail stations, power stations, road construction, temporary laydown areas, or other land used temporarily or permanently required to implement the Project.

As a means to address nonphysical impacts (i.e., noise, visual, and air quality), the Section 4(f) ESL also includes resources within 1,000 feet from the center of the proposed track alignment, plus any areas adjacent to the Project footprint that extend beyond the 1,000-foot buffer. Figure 1-2 through Figure 1-8 illustrate the Section 4(f) ESL for parks and recreation resources, which includes parks, recreation facilities, school play areas, trails, and wildlife and waterfowl refuges.




<p>Legend</p>	<p>Section 4(f) Parks and Recreation Resource Study Area – Map 1 of 7 Brightline West Cajon Pass High-Speed Rail Victor Valley to Rancho Cucamonga, San Bernardino County, California</p>
<ul style="list-style-type: none"> — Track Alignment - - - Environmental Study Limits Permanent Impact Area Temporary Impact Area 	

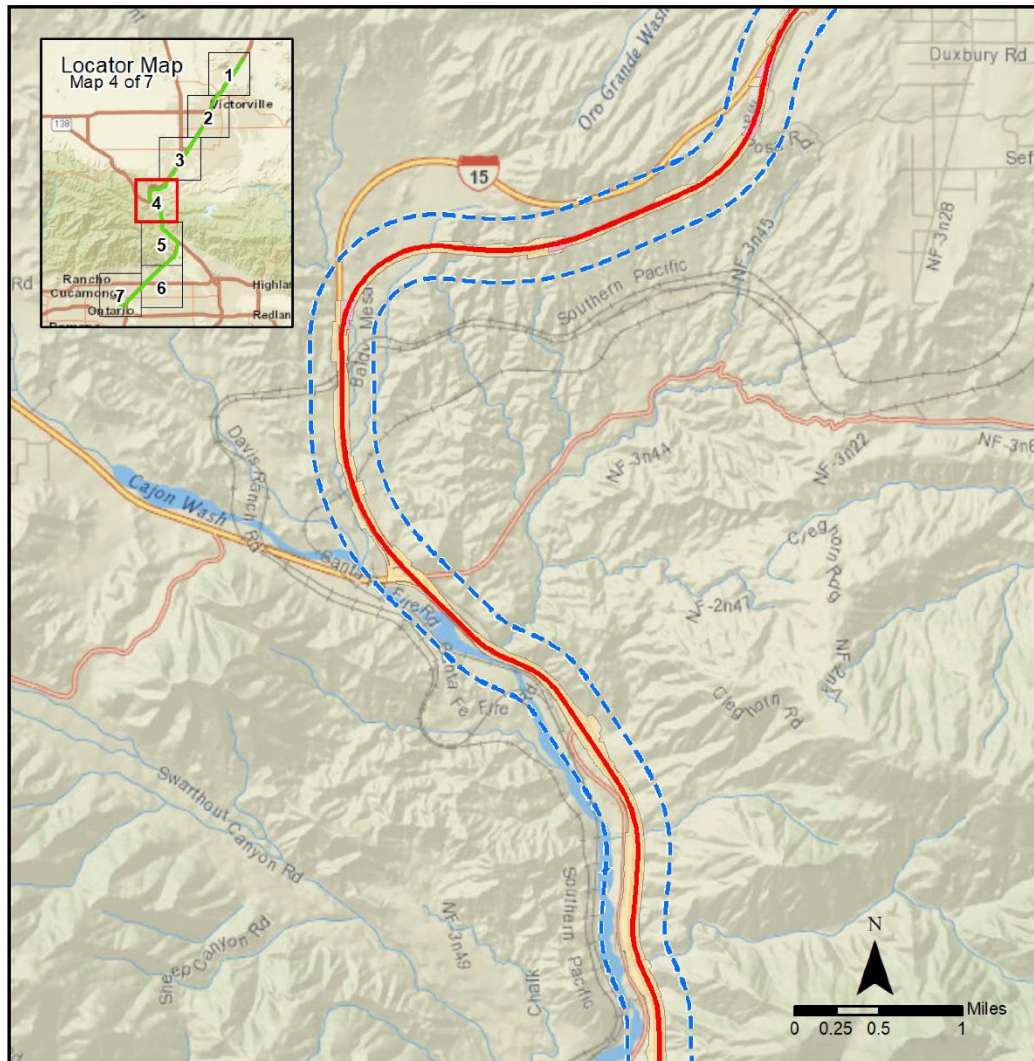
Figure 1-2. Section 4(f) Parks and Recreation Resource Study Area – Map 1 of 7



Figure 1-3. Section 4(f) Parks and Recreation Resource Study Area – Map 2 of 7



Figure 1-4. Section 4(f) Parks and Recreation Resource Study Area – Map 3 of 7




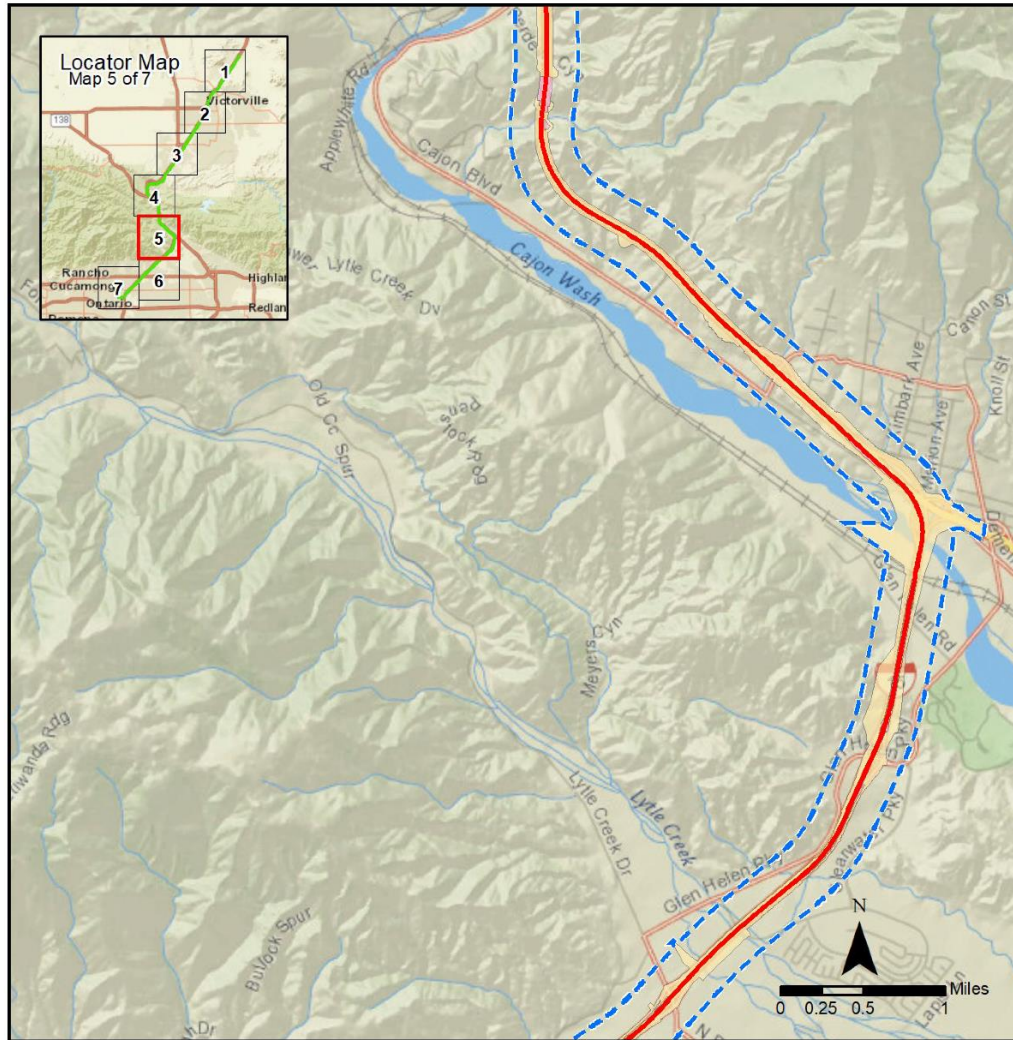
<p>Legend</p> <ul style="list-style-type: none"> — Track Alignment - - - Environmental Study Limits Permanent Impact Area Temporary Impact Area 	<p>Section 4(f) Parks and Recreation Resource Study Area – Map 4 of 7 Brightline West Cajon Pass High-Speed Rail Victor Valley to Rancho Cucamonga, San Bernardino County, California</p>
	

Figure 1-5. Section 4(f) Parks and Recreation Resource Study Area – Map 4 of 7




<p>Legend</p> <ul style="list-style-type: none"> — Track Alignment — Environmental Study Limits Permanent Impact Area Temporary Impact Area 	<p>Section 4(f) Parks and Recreation Resource Study Area – Map 5 of 7 Brightline West Cajon Pass High-Speed Rail Victor Valley to Rancho Cucamonga, San Bernardino County, California</p> 
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Figure 1-6. Section 4(f) Parks and Recreation Resource Study Area – Map 5 of 7

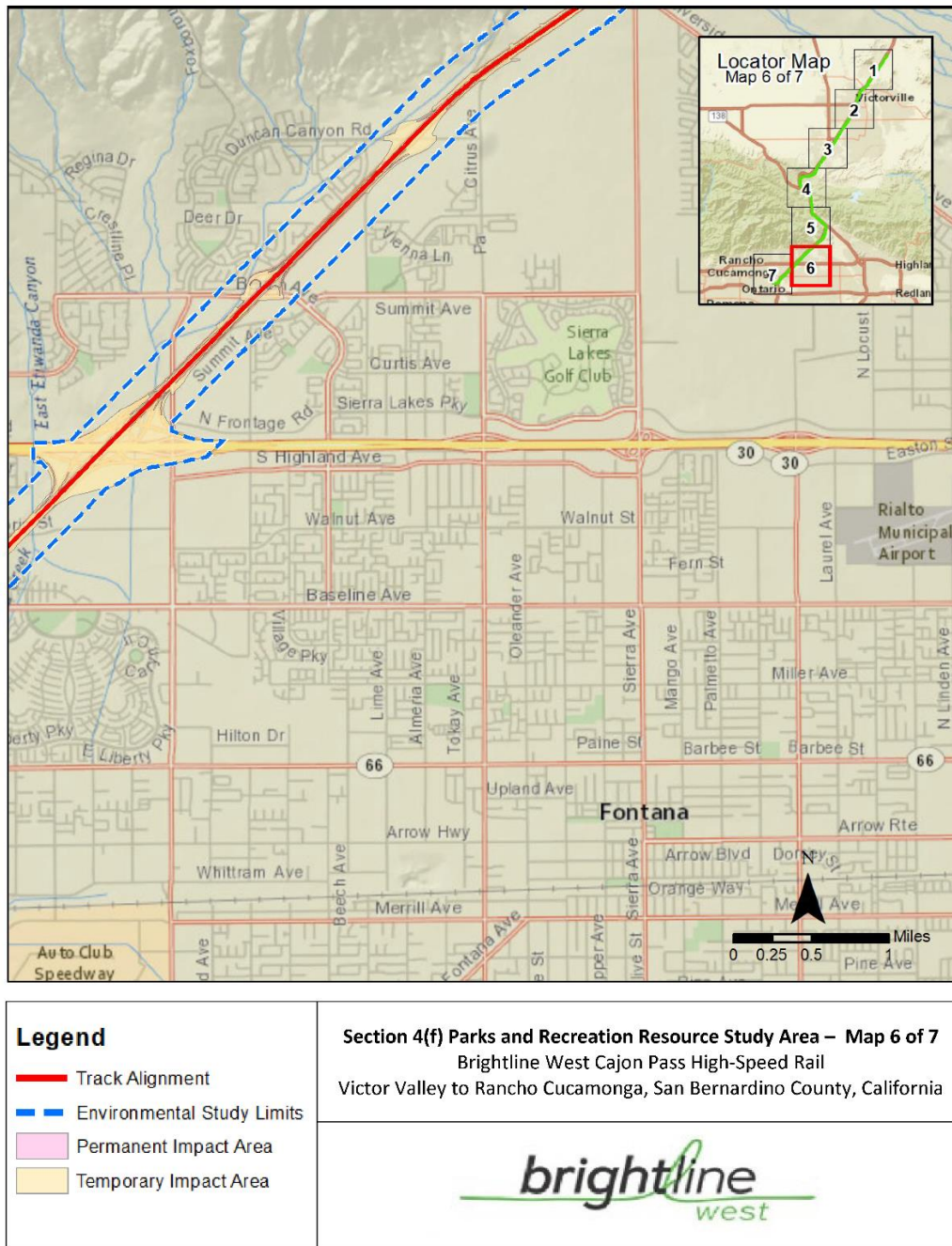


Figure 1-7. Section 4(f) Parks and Recreation Resource Study Area – Map 6 of 7




<p>Legend</p> <ul style="list-style-type: none"> — Track Alignment - - - Environmental Study Limits Permanent Impact Area Temporary Impact Area 	<p>Section 4(f) Parks and Recreation Resource Study Area – Map 7 of 7 Brightline West Cajon Pass High-Speed Rail Victor Valley to Rancho Cucamonga, San Bernardino County, California</p>
	

Figure 1-8. Section 4(f) Parks and Recreation Resource Study Area – Map 7 of 7

1.2.2. Historic Properties

The NHPA implementing regulations in 36 C.F.R. Section 800.4(a)(1) require the establishment of an APE. The APE is the geographic area or areas within which an undertaking may alter the character or use of historic properties, if such properties exist. Therefore, the APE serves as the study area for Section 4(f) historic properties that are potentially eligible for listing or are listed on the NRHP.

The APE takes into consideration the potential effects of the Project on both archaeological and historic built resources. The APE is defined in consultation with SHPO and the consulting parties through the Section 106 process. The APE includes the footprint of the proposed Project alignment, facilities, and ancillary features (the Area of Direct Impact, or ADI) and it extends beyond the Project's footprint to account for noise, vibratory and visual effects (the Area of Indirect Impact, or AII). The APE includes the Project footprint and any area outside the footprint where visual, atmospheric, or audible intrusions may directly alter the character or use of a cultural property, as well as any area where a property/resource may be indirectly affected by Project-related effects that are farther removed in distance or would occur later in time but are still reasonably foreseeable. Historic properties are buildings, structures, objects, sites, landscapes, and districts that are 50 years of age or older at the time the cultural resources survey was conducted and have been determined eligible for listing in the National Register of Historic Places.

The APE is defined as follows in Table 1 and is shown in **Attachment A**:

Table 1. APE Delineation Values

Project Component	APE Delineation
APE-ADI (alignment, highway improvements only, interchange modifications)	Project Limits of Disturbance (LOD): <ul style="list-style-type: none"> For the 49 miles of alignment within Caltrans I-15 right-of-way, FRA expanded the LOD based on the known construction and operations footprint from the 30% design plans plus an additional 100-foot buffer not to exceed the I-15 right-of-way. In the Cajon Pass, where the I-15 right-of-way is excessively wide, FRA expanded the LOD 100 feet from the edge of existing pavement. For the approximate 1-mile of alignment from the I-15 to the Rancho Cucamonga station, the LOD is within an existing public, rail, and utility right-of-way.
Urban Alignment	One tax lot adjacent to APE-ADI, 200 feet minimum
Rural	1,500 feet either side of APE-ADI
Vertical Height of Project Components	65 feet above current grade
Areas of Religious or Cultural Significance to Tribes	1,500 feet either side of APE-ADI
Known sites of Religious or Cultural Significance to Tribes	Generally, if a known archaeological site is bisected by or immediately adjacent to the final APE, the APE was expanded to include the entire historic property.

Source: HNTB, 2022

1.3. Section 4(f) Applicability

A park or recreation area qualifies for protection under Section 4(f) if it is: (1) publicly owned at the time at which the “use” occurs; (2) open to the public; (3) the land has been officially designated as a park or recreation area by a federal, state or local agency; (4) the primary purpose is consistent with the property’s primary function and how it is intended to be managed; and (5) considered significant by the OWJ over the property. This definition of park and recreation areas includes school play areas that are open to the public.

A wildlife or waterfowl refuge qualifies for protection under Section 4(f) if it is: (1) publicly owned at the time at which the “use” occurs; (2) the land has been officially designated as a wildlife and/or waterfowl refuge area by a federal, state, or local agency; (3) its primary designated purpose is consistent with the property’s primary function and how it is intended to be managed; and (4) considered significant by the OWJ over the property.

A historic site eligible for, or listed in, the NRHP is also protected under Section 4(f). Although the statutory requirements of Section 106 and Section 4(f) are similar, if a proposed action results in an “adverse effect” under Section 106, there will not automatically be a Section 4(f) “use.” To determine whether a use of a historic property would occur, FRA would complete a separate Section 4(f) analysis and determination, in addition to those completed in compliance with the Section 106 process.

To qualify as a historic property to be eligible for the NRHP, a resource must meet at least one of the four NRHP criteria (i.e., Criteria A–D) described below.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet one or more of the following criteria:

- Criterion A — Properties that are associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B — Properties that are associated with the lives of persons significant in our past
- Criterion C — Properties that embody distinctive characteristics of a type, period, or method of construction; or that represent the work of a master; or that possess high-artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D — Properties that have yielded, or may be likely to yield, information important in prehistory or history

An archaeological resource that is eligible solely under NRHP Criterion D, as defined above, is considered valuable primarily in terms of the data that can be recovered from it. For such resources (such as pottery scatters and refuse deposits), Section 4(f) does not apply.

Conversely, archaeological resources eligible under Criteria A, B, or C, as defined above, may have value intrinsic to the resource’s location and may be protected under Section 4(f).

1.4. Section 4(f) Use Definition

1.4.1. Permanent Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a proposed transportation facility. This might occur because a result of partial or full acquisition, permanent easements, or temporary occupancy that exceed limits for a temporary occupancy exception as defined below in subsection 1.4.2.

1.4.2. Temporary Occupancy

A temporary occupancy of a Section 4(f) resource occurs when a Section 4(f) property is required for construction-related activities. Temporary occupancy would be considered use if the property is not permanently incorporated into a transportation facility, but the activity is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. However, a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be of temporary duration (i.e., shorter than the period of construction) and must not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected resource.
- There must be no permanent adverse physical impacts on the protected resource or temporary or permanent interference with activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as existed before Project construction.
- There must be documented agreement of the appropriate OWJ over the resource regarding the foregoing requirements.

1.4.3. Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate the property of a protected resource, but the proximity of the project results in impacts (e.g., noise, vibration, visual, access, or ecological) after incorporation of mitigation that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made after taking the following steps:

- Identifying the current activities, features, or attributes of the resource that may be sensitive to proximity impacts
- Analyzing the proximity impacts on the resource
- Consulting with the appropriate OWJ over the resource

It is important to note that erecting a structure over a Section 4(f) resource, and thus requiring an air lease, does not by itself constitute a use, unless the effect constitutes a constructive use.

Further, a noise or visual-related adverse effect under Section 106 of the NHPA to a historic property does not in and of itself result in a constructive use.

1.4.4. De Minimis Impact

According to 49 U.S.C. 303(d), the following criteria must be met to reach a *de minimis* impact determination:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination may be made if FRA concludes that the transportation project would not adversely affect the activities, features, and attributes qualifying the resource for protection under Section 4(f) after mitigation. In addition, to make a *de minimis* impact determination there must be:
- The OWJ over the property must be informed regarding the intent to make a *de minimis* impact determination, after which, public notice and opportunity for public review and comment must be provided.
- After consideration of comments, if the OWJ over the property concur in writing that the project would not adversely affect the activities, features or attributes that make the property eligible for Section 4(f) protection, then FRA may finalize the finding of *de minimis* impact.
- For a historic site, a *de minimis* impact determination may be made by FRA if, in accordance with the Section 106 process of the NHPA, FRA determines that the transportation program or project would have no effect or no adverse effect on historic properties, the FRA has received written concurrence from the OWJ over the property (e.g., SHPO), and the FRA has taken into account the views of consulting parties to the Section 106 process as required by 36 C.F.R. Part 800.

1.5. Consultation

Title 49 U.S.C. Section 303(b) requires cooperation and consultation with the Secretary of the Interior (and the Secretaries of Housing and Urban Development and Agriculture, if appropriate) and with the state in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities. Section 4(f) also requires consultation with the SHPO and agencies of jurisdiction in identifying Section 4(f) properties and assessing impacts on the properties.

FRA consulted with the SHPO, the Surface Transportation Board, the U.S. Army Corps of Engineers, the U.S. Department of the Interior, Bureau of Reclamation, local agencies, interested parties, the Native American Heritage Commission, and interested tribes to identify and assess impacts on cultural resources in compliance with Section 106. These preliminary Section 106 findings are summarized in Section 4.2 and are considered in this report in accordance with the requirements of Section 4(f).

Formal consultation with the USDA Forest Service, U.S. Department of the Interior, Bureau of Land Management, City of Fontana, San Bernardino Associated Governments or City of Rancho Cucamonga has not yet occurred. FRA will consult with these OWJs prior to release of the Final EA.

FRA's preliminary Section 4(f) determinations are presented in this report and the public is invited to comment on those preliminary determinations. Final Section 4(f) determinations will be made and published as part of the Final EA.

2. Project Description

2.1. Background

Early Project coordination for HSR service from Victor Valley to Rancho Cucamonga began in 2020, with Brightline West meeting with the San Bernardino County Transportation Authority (SBCTA) to examine a connection between Victor Valley and Rancho Cucamonga. This meeting resulted in a memorandum of understanding (MOU) that was fully executed in July 2020 between Brightline West and SBCTA to study the potential of building HSR within the I-15 right-of-way between Victor Valley and Rancho Cucamonga. A separate MOU was executed in September 2020 between Brightline West and the Southern California Regional Rail Authority, which operates Metrolink, for connection to the existing Metrolink station in Rancho Cucamonga. Additionally, the California State Transportation Agency (CalSTA), Caltrans, the California High-Speed Rail Authority, and Brightline West have executed an MOU regarding the Project. The MOU reflects both the regional and statewide interest and value in the Project, including interconnectivity opportunities, and outlines how the parties will work together to advance their shared interest in the success of the Project.

2.2. Project Area

The proposed rail alignment is located within the median of the I-15 freeway between Victor Valley and Rancho Cucamonga, except for the last mile approaching the proposed Rancho Cucamonga station. The last mile of the Project, from I-15 to the Rancho Cucamonga station, will be constructed following agreements with the City of Rancho Cucamonga and the SBCTA for land rights, construction, operations, and maintenance. The Project area is depicted above in Figure 1-1.

2.3. Purpose of and Need for the Project

2.3.1. Purpose

The purpose of the Project is to provide reliable and safe passenger rail transportation between the Los Angeles metropolitan region and the High Desert of San Bernardino County. The Project will provide a convenient, efficient, and environmentally sustainable alternative to automobile travel on the highly congested I-15 freeway. The Project will add capacity to the overall transportation system by introducing a new HSR service from Victor Valley to Rancho Cucamonga. The Project will reduce travel time, improve reliability, and increase the mobility options for travel between metropolitan regions. Travel time from Victor Valley to Rancho Cucamonga for HSR passengers will be approximately 30 percent faster than an automobile during normal conditions and at least twice as fast during periods of peak congestion. The

Project will reduce vehicle miles traveled (VMT), resulting in a corresponding reduction in greenhouse gas (GHG) emissions and criteria pollutant emissions.

2.3.1.1. Multi-Modal Use of the I-15 Corridor

Operation of the Project would significantly increase the capacity of I-15 as a multi-modal corridor in Southern California. This increase in capacity would benefit freeway operations by providing an alternative to automobile travel that would reduce travel time. This shift of people from automobile to train travel along the I-15 corridor would reduce the need for programmed and/or planned freeway improvement and widening projects

2.3.1. Need

The Project is needed to address transportation capacity, congestion, limited travel mode choices, safety, and reduce GHG emissions.

Travel demand analysis completed on behalf of the Project forecasts 49.1 million one-way trips between Southern California and Las Vegas in 2025, with approximately 85 percent of travelers making the trip by automobile. Most of these trips use the capacity constrained Cajon Pass segment of I-15. Further, the freeway system leading into I-15 from points west, east, and south, including Interstate (I-) 10, State Route (SR-) 210, I-215 and SR-60 have similar delays and capacity constraints. The Project would address this demand, by providing a transportation alternative to vehicle travel, and it would allow access to the Brightline West service from the Greater Los Angeles and the Riverside-San Bernardino-Ontario Metropolitan areas, as well as points beyond, with a connection to the Metrolink system in Rancho Cucamonga.

The Project will also support federal and state policies focused on addressing climate change by reducing VMT and associated GHG emissions.

2.3.1.1. Capacity Constraints

I 15 through the Cajon Pass is one of the most congested segments of I 15, with no alternative routes that provide comparable direct road travel capability because of the mountainous topography. Through the Cajon Pass, I-15 supports daily workforce commuters, recreational travel, and regional and interstate freight and goods movement. According to the traffic study prepared for the I-15 Corridor Project Initial Study/Environmental Assessment (Caltrans and SBCTA, 2018), unreliability in travel time along segments of I-15 and surrounding roadways is due to roadway capacity constraints, frequent accidents, and various factors that cause unanticipated congestion. Travelers using the Project will no longer need to drive through the most congested parts of the corridor on Cajon Pass for interstate or commuter trips, thereby avoiding idling and inefficient stop-and-go traffic conditions.

By 2045, travel speeds are expected to decrease on all but one segment of I-15 between the San Bernardino Valley and the Apple Valley in the AM (morning) peak period, and travel speeds on most segments will also decrease—some by more than 10 mph—in the PM (afternoon) peak period (SCAG 2020). Based on the Project Report for the I-15 Corridor Study (addition of express lanes), traffic volumes on I-15 between I-10 and SR-210 are expected to increase between 31 to 38 percent from 2014 to 2045. The Project Report states the existing level of

service (LOS) is acceptable in most locations, but that there are bottlenecks in each direction of travel that degrade traffic operation, especially between Baseline Road and SR-210. Since the express lane project is increasing capacity by adding express lanes, the traffic volumes are projected to increase by an additional 27 percent. The Project Report further mentions that although the express lane project will improve conditions in the general-purpose lanes in many segments, it will cause the segment between I-10 and Fourth Street to worsen in the PM peak hour (both directions).¹ In the AM peak hour, the segment between Arrow Route and Fourth Street will worsen in the southbound direction. The segment between Baseline Road and SR 210 will continue to operate at over capacity conditions in all scenarios.

SCAG's Connect SoCal Goods Movement Technical Report identifies I-15 as part of the U.S. Department of Transportation's (USDOT) Primary Highway Freight Network and among the network segments that carry the highest volumes of truck traffic in the region. It also identifies the entirety of Cajon Pass as a truck bottleneck, with over 15,000 annual vehicle hours of delay.

As documented above, given the attractiveness of the origins and destinations, the transportation capacity constraints on I-15 as described in current and predicted average daily traffic (ADT) and LOS limit reasonable highway access between Rancho Cucamonga, Hesperia, and Victor Valley.

I-10 is the primary commuter corridor from San Bernardino County and the San Gabriel Valley to Los Angeles. Based on the Final Environmental Impact Report (FEIR) by Caltrans in 2012 for I 10 high-occupancy vehicle (HOV) lanes from Puente Avenue to SR-57/SR-71, the westbound direction of I-10 experiences recurrent congestion in the AM peak hour and eastbound direction experiences recurrent congestion in the PM peak hour. Additionally, most of I-10 operates at capacity in both the AM and PM peak hour with spillbacks at the SR-57/SR-71 interchange and I-605 interchange. In addition, due to short spacing between interchanges, there is insufficient weaving distance leading to much lower speeds in the right lanes of the freeway. The Final EIR also indicated that even with the HOV lanes, the forecast volumes (year 2035) are generally going to result in continued recurrent congestion (Caltrans 2012).

Due to heavy congestion, both SBCTA and LA Los Angeles Metro are currently converting HOV lanes on the I-10, on which operations are degraded according to Federal standards to High-Occupancy Toll/Express Lanes (priced lanes). In addition, LA Los Angeles Metro and Metrolink are also coordinating to extend service on the Gold Line to Azusa and eventually to Montclair in San Bernardino County. The Brightline service would provide an option that addresses longer distance trips that would otherwise burden the peak travel periods on I-10 and other roadways.

2.3.1.2. Travel Demand

The anticipated substantial increases in population, housing, and employment in San Bernardino County will result in greater demand for transportation facilities and services, including increased travel demand that will result in congestion on roadways if capacity does not keep up with the demand. The proposed Hesperia Station would provide a convenient connection between High Desert communities and the more urbanized San Bernardino Valley

¹ The term "general purpose lane" refers to highway lanes that do not have a restricted use such as express lanes or carpool lanes.

and Metropolitan Los Angeles. The High Desert provides lower cost housing options for Southern California residents, while the Rancho Cucamonga/Ontario area around Ontario International Airport has become a significant employment center.

SCAG forecasts, in its 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), that the population of San Bernardino County will grow to 2,815,000 by 2045, a 29 percent increase from the US Census Bureau's 2018 population estimate of 2,180,085, and that the number of households will grow to 875,000, a 39 percent increase over the 2018 household estimate of 630,633 (US Census Bureau 2020). Additionally, the 2020-2045 RTP/SCS forecasts employment in San Bernardino County will increase to 1,064,000 by 2045, a 72 percent increase from the US Census Bureau's estimate of 617,828 in 2018.

While the proposed Victor Valley station site will be located at the convergence of all the highways *en route* to Las Vegas for Southern California travelers, the Rancho Cucamonga station will be closer to major population centers in Southern California. Compared to the Victor Valley station, the proposed HSR station in Rancho Cucamonga, located about 45 miles east of Downtown Los Angeles, will provide both drivers and Metrolink riders more direct access to Southern California's densely populated centers; 87 percent of the total 49.1 million potential market for trips between Las Vegas and Southern California (equivalent to 42.7 million of the one-way, in-scope trips in 2025) live within 75 miles of the location of the proposed Rancho Cucamonga station.

The proposed station in Rancho Cucamonga, with a Metrolink connection to Los Angeles, will further meet the forecasted demand of the 49.1 million one-way trips between Las Vegas and Southern California estimated in 2025. Similarly, the proposed Hesperia station will serve commuters to Greater Los Angeles from the major corridors in Victor Valley because of its location at the convergence of US Highway 395 (US-395) and I-15, so it would serve commuters to Greater Los Angeles from the major corridors in the Victor Valley.

The Project will also support SCAG's Connect SoCal Passenger Rail Technical Report, which identifies closing connectivity gaps as a major strategy to increase mobility and improve sustainability. The Project will facilitate transit connections and will allow residents of the Greater Los Angeles and Riverside-San Bernardino-Ontario Metropolitan areas to travel exclusively by mass transit and passenger rail to and from the High Desert of San Bernardino and connect to the Brightline West station at Victor Valley for a connection to Las Vegas. From the Rancho Cucamonga station, Southern California residents can take the Metrolink San Bernardino line to Los Angeles Union Station and connect to the Los Angeles Metro rail, regional bus systems, Amtrak, or Metrolink to Los Angeles Union Station to connect via the Metrolink San Bernardino Line. Residents could also take the planned West Valley Connector Bus Rapid Transit service that will operate between the Pomona station on the Metrolink Riverside Line in eastern Los Angeles County and the Rancho Cucamonga station. While still in early planning and design stages, the planned Tunnel to Ontario International Airport project may provide an additional connection from the Rancho Cucamonga station to the Ontario International Airport.

Additionally, SBCTA and SCAG's 2015 Advanced Regional Rail Integrated Vision – East (ARRIVE Corridor) plan proposes strategies for transitioning the Metrolink San Bernardino Line, which

will serve the Rancho Cucamonga station, from a traditional commuter rail line to one that promotes transit-oriented development. Improvements to Metrolink, its transit connections, and additional development of the station areas with transit-supportive uses at greater densities and intensities will encourage the development of walkable areas that provide mobility options in the region. The Project will further the goals of the ARRIVE Corridor plan by increasing the activity centers that can be accessed by Southern California's rail network. Additionally, the Southern California Optimized Rail Expansion program is intended to increase speeds, reliability, and capacity on Metrolink lines including the San Gabriel Subdivision serving the Rancho Cucamonga station.

In 2010, the San Bernardino Associated Governments (the predecessor agency to SBCTA) completed the Victor Valley Long Distance Commuter Needs Assessment, which identified a phased set of commuter improvement projects. Those projects ranged from expanded park and ride facilities to an express bus service linking the Victor Valley area of the High Desert to the Rancho Cucamonga Metrolink station. The Joshua Street Park & Ride is approximately 0.25 mile west of the proposed Hesperia station adjacent to US-395. Such commuter-focused planned improvements highlight the need for travel options that reduce the number of single occupancy automobiles on I-15 in San Bernardino County, particularly through the Cajon Pass.

FHWA's Southern California Regional Freight Study (USDOT, 2020) identifies I-15 among the highest truck volume corridors in the Western United States and as a major corridor providing access to the interior of the United States for goods arriving at the ports of the Los Angeles region. Caltrans' 2015 Interregional Transportation Strategic Plan identifies I-15 as a high priority corridor, among six nationally identified "Corridors of the Future," and a "a vital link between Mexico, Southern California, and locations to the north and east of the region." I-15 also connects Southern California and the southwestern United States to the San Joaquin Valley's agricultural goods via SR-58. By providing passenger rail capacity in the corridor, the Project will help protect freeway capacity for freight by removing passenger vehicles from the roadway network.

2.3.1.3. Ridership

Forecasted ridership for the Project is based on the 2020 Brightline West Cajon Pass Project - Ridership and Revenue Forecasts Report prepared by Steer (referred to hereafter as the Steer Report),² the findings of which are summarized in the Brightline West Cajon Pass Project Operating Memo (2022; included as Attachment A). Operating conditions analyzed in this EA assume that the Project and the separate, but interconnected DesertXpress High-Speed Passenger Train Project (DesertXpress Project) will operate simultaneously. Therefore, this section discusses ridership forecasts for passengers travelling from Las Vegas to Rancho Cucamonga and to stations in between. Ridership forecasts are summarized in Table 2 and Table 3.

² This analysis was prepared for Brightline West in December 2019 and June 2020 by Steer. The reports contain ridership information to support the environmental analysis and also contain confidential Brightline West business information. FRA has reviewed the ridership methodology in the reports and confirmed it is based on reliable methods; and has accepted the analysis. For more information on ridership, refer to the Transportation Technical Report, included as Attachment K to this EA.

Table 2. Ridership Forecast: Victor Valley to Rancho Cucamonga: Years 1 – 10 (millions)

Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Las Vegas -Southern California Total Travel Demand (one-way)	49.1	49.8	50.0	51.3	52.0	52.8	53.5	54.2	54.9	55.6
Forecasted Induced Ridership ¹ (one-way)	.69	1.1	1.3	1.2	1.2	1.3	1.2	1.3	1.4	1.3
Forecasted Captured Ridership	6.9	9.2	9.7	9.8	9.9	10.1	10.1	10.3	10.5	10.5
Capacity	8.9	8.9	8.9	11.2	11.2	11.2	13.4	13.4	13.4	13.4
Annual LV-RC Ridership (excl. Victor Valley station)	4.1	4.9	4.9	6.0	6.0	6.1	6.8	6.9	6.9	7.0
Annual Las Vegas-Victor Valley-Rancho Cucamonga Ridership	5.6	6.4	6.5	7.5	7.6	7.6	8.3	8.4	8.5	8.5
Annual Hesperia-Rancho Cucamonga Ridership	.38	.43	.45	.51	.52	.53	.58	.59	.6	.61
Total Annual Ridership	6.0	6.8	6.9	8.0	8.1	8.1	8.9	9.0	9.1	9.2

Source: Brightline West 2022

¹: Forecasted Induced Ridership is ridership that has been realized, or "generated", by improvements made to transportation infrastructure.

Table 3. Ridership Forecast: Victor Valley to Rancho Cucamonga: Years 11 – 20 (millions)

Years	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Las Vegas -Southern California Total Travel Demand (one-way)	56.4	57.1	57.9	58.7	59.4	60.2	60.9	61.6	62.4	63.1
Forecasted Induced Ridership ¹ (one-way)	1.4	1.4	1.4	1.4	1.5	1.4	1.5	1.5	1.5	1.5
Forecasted Captured Ridership	11.4	11.6	11.6	11.8	11.9	12.1	12.2	12.4	12.5	12.7
Capacity	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9	26.9
Annual LV-RC Ridership (excl. Victor Valley station)	7.7	7.8	7.8	8.0	8.1	8.2	8.3	8.4	8.5	8.6
Annual Las Vegas-Victor Valley-Rancho Cucamonga Ridership	10.6	10.7	10.8	10.9	11.0	11.0	11.2	11.3	11.4	11.5
Annual Hesperia-Rancho Cucamonga Ridership	.69	.72	.74	.76	.77	.77	.78	.78	.79	.79
Total Annual Ridership	11.3	11.4	11.5	11.7	11.8	11.8	12.0	12.1	12.2	12.3

Source: Brightline West 2022

¹: Forecasted Induced Ridership is ridership that has been realized, or "generated", by improvements made to transportation infrastructure.

As shown in Table 2 and Table 3, the Project is expected to capture approximately 14 percent of the Las Vegas – Southern California travel demand beginning in 2025 (i.e., the opening year). This capture rate will increase to 20 percent by Year 11. Induced ridership is expected to steadily increase from 693,937 in Year 1 to 1.4 million by 2035. By 2044, the Project is expected to have 12.3 million one-way trips annually. The subset of travelers who will only travel between Rancho Cucamonga and Hesperia will represent approximately 6 percent of the total annual ridership. Ridership between Victor Valley and Rancho Cucamonga is expected to be negligible; the majority of riders are expected to continue from Rancho Cucamonga and Hesperia to Las Vegas.

2.3.1.4. Safety

Alternatives to automobile travel would provide improved safety conditions on the I-15 corridor with diversion of vehicle trips to HSR. In 2019, the average rate of passenger fatalities from highway travel was more than 75 times the comparable rate for travel by air, and 34 times the comparable rate by rail. For the year 2016, the Bureau of Transportation Statistics' National Transportation Statistics (USDOT 2018) reported a rate of passenger fatalities per 100 million passenger miles traveled by highway nearly 10 times greater than the rates for travel by air or rail. HSR in a dedicated, grade-separated corridor such as is planned by Brightline West, is one of the safest forms of travel in the world. For example, the Japanese Shinkansen HSR system has been in existence for 50 years, has carried over 10 billion passengers, and has not experienced a single passenger fatality of injury on board due to derailments or collisions (JR Central, 2020)..

The California Office of Traffic Safety ranks San Bernardino County as the 16th worst, out of 58 counties, for total fatal and injury crashes in 2018 (the most recent year of data available). According to the University of California, Berkeley, and SafeTREC's Transportation Injury Mapping System, there were 819 collisions with one or more deaths or injuries along the I-15 in San Bernardino County in 2019. Of these, nearly one quarter (199) occurred within the 12 miles of the Cajon Pass, despite the Pass accounting for only 6.5 percent of the length of the I-15 in the county.

A study by the I-15 Mobility Alliance found that the segment of the I-15 from the I-215 in San Bernardino to the I-40 in Barstow had a fatality rate 0.009 per million VMT, well above the alliance's performance goal of 0.003 fatalities per million (CH2M 2017). By connecting Victor Valley to Rancho Cucamonga, the Project will allow more travelers to stay off the most dangerous segments of the I-15.

2.4. Alternatives

2.4.1. No Build Alternative

The No Build Alternative will involve no action to create a passenger HSR system in the median and immediately alongside the I-15 freeway between Victor Valley and Rancho Cucamonga. The I-15 corridor will remain operational without improving the major points of congestion or transportation capacity deficiencies along the highway. Other planned improvements on the I-

15 include Caltrans' I-15 Interchange Reconstruction Project, which consists of improvements to the D Street, E Street, Stoddard Wells Road, and Mojave River Bridge interchanges with I-15 to improve traffic safety, operational characteristics, and aesthetics, and the I-15 Pavement Rehabilitation Project, which is intended to improve the safety performance and smoothness of the roadway. Neither of these projects would increase capacity on I-15. The No Build Alternative will not result in temporary or permanent impacts to resources in the affected environment as no project related activities or construction will occur. As discussed below in Section 4.1.1.2 and Section 4.1.2.1, travelers between Victor Valley and Rancho Cucamonga will continue to use passenger cars for travel. Due to anticipated population increases, travel demand along the I-15 will increase, along with VMT and associated criteria air pollutants, TACs, and GHG emissions from passenger vehicles.

2.4.2. Build Alternative

The Build Alternative (i.e., the Project) consists of a proposed HSR passenger railway with associated infrastructure, including two new proposed passenger stations. Nearly all of the Project will be built within the I-15 right-of-way. Near the proposed southern terminus station in Rancho Cucamonga, approximately one mile of the rail alignment will be in city street, railroad, or utility rights-of-way.

The proposed rail alignment will be located within the median of the I-15 freeway between Victor Valley and Rancho Cucamonga except at the approach to the proposed Rancho Cucamonga station. The rail alignment will be predominantly at-grade (the same elevation as the existing freeway), with select segments of the alignment on aerial structures or in a trench to allow for grade separations (including four BNSF Railway³ railroad crossings and three Union Pacific railroad crossings) and to provide a safe incline for train operation. The rail alignment will be predominantly single-track, with limited double-track segments in Victor Valley (2.6 miles, including 0.9 miles constructed as part of the approved DesertXpress Project), Hesperia (5.5 miles), and Rancho Cucamonga (2 miles). This will allow for 45-minute headways in the opening year between Victor Valley and Rancho Cucamonga. These headways along with the ability to couple trains (double passenger capacity), will address projected ridership needs for the foreseeable future.

For analytical purposes, the Build Alternative is described in sections. Sections were developed to reflect similarly developed areas with similar environmental sensitivity. The sections include:

- **Section 1:** High Desert - From the Victor Valley station, continuing south along the I-15, to the I-15/Oak Hill Road interchange in Hesperia
- **Section 2:** Cajon Pass - From the Oak Hill Road interchange continuing south along the I-15, through the Cajon Pass, to the I-15/Kenwood Avenue interchange
- **Section 3:** Greater Los Angeles - From the I-15/Kenwood Avenue interchange in San Bernardino continuing south along the I-15, through the existing Metrolink Station in Rancho Cucamonga to Haven Avenue

³ The BNSF Railway Company adopted its official name based on the initials of its original name, Burlington Northern and Santa Fe Railway, in January 2005.

2.4.2.1. Section 1 – High Desert

The proposed rail alignment will connect to the DesertXpress Project alignment approximately one mile south of the Victor Valley station in Apple Valley. From this point, the alignment will continue south within the I-15 median. The rail alignment throughout Section 1 will be predominantly single track, but the rail alignment will be double-track north of Stoddard Wells Road to the northern terminus of the alignment as it approaches the train platforms of the Victor Valley station. The Project will add a new structure within the median of the existing I-15 bridge near the CEMEX facility in Victorville.

Brightline West will build new Southbound on and off ramps and a bridge at South Stoddard Wells Road to replace similar existing facilities further south.⁴ This will require modifications of the I-15 up to and including the Mojave River crossing.

At the Mojave River, a new rail bridge will be constructed within the median of I-15. The existing I-15 bridge will be widened to accommodate the rail line. The alignment will continue at grade in the I-15 median with minor roadway widenings for the remainder of Segment 1. This portion of the alignment will interface with the following interchanges: Stoddard Wells Road North, Stoddard Wells Road South, D Street/E Street, Mojave Drive, Roy Rogers Drive/Hook Road, Palmdale Road, La Mesa Road/Nisqualli Road, Bear Valley Road, Main Street/Phelan Road, Joshua Street, US-395, Ranchero Road, and Oak Hill Road.

A new traction power substation will be constructed to support the Project along the I-15, between Mesa Street and Mojave Street. The area is mostly undeveloped other than existing overhead power lines and utility access.

Hesperia Station

Section 1 includes a new passenger station in Hesperia, at the I-15/Joshua Street interchange. This station will serve daily travelers between the High Desert of San Bernardino County and the Los Angeles Basin. This will be a limited service for select southbound AM and northbound PM weekday train coaches. The northbound on-ramp to Joshua Street will be realigned closer to the freeway and station parking will be added on the north side of Joshua Street. Parking will be accessed at the location of the existing northbound ramp intersection. To accommodate the rail alignment, the existing US-395 northbound connector and the existing Joshua Street bridge will be replaced within the existing right-of-way. The Joshua Street bridge will be reconstructed at a higher elevation, requiring the raising of the I-15 ramps and Mariposa Road. The passenger platform will be located within the I-15 median with direct access from the reconstructed Joshua Street bridge at the southern end of the double-track segment in Hesperia. The Project design includes adequate parking areas to accommodate parking demand.

⁴ These improvements will be consistent with Caltrans' planned I-15 Interchange Reconstruction (D Street, E Street, Stoddard Wells Road, and Mojave River Bridge) project, which was originally analyzed under an Initial Study / Environmental Assessment in 2008.

Design Elements

Segment 1 of the Project includes the following design elements.

- Reconstructions/Interchange Modifications: Widening portions of the I-15 freeway and modifications to interchanges at Stoddard Wells Road southbound on- and off-ramp, D Street/E Street, Mojave Drive, Roy Rogers Drive/Hook Road, Palmdale Road, La Mesa Road/Nisqualli Road, Bear Valley Road, Main Street/Phelan Road, Joshua Street, US-395, Rancho Road, and Oak Hill Road.
- New Traction Power Substation: Construction of a new traction power substation along the I-15 between Mesa Street and Mojave Street.
- Station area: Hesperia station platform, pedestrian bridge, station access/infrastructure, surface parking lot accommodating approximately 360 vehicles, bus pick up/drop off areas, Kiss and Ride.

2.4.2.2. Section 2 – Cajon Pass

Beginning at the Oak Hill Road interchange traveling south, the alignment will run on the west side of the I-15 northbound lanes at-grade and within the existing I-15 right-of-way. In this area, the I-15 runs through the San Bernardino National Forest for approximately 12 miles. The rail alignment throughout Section 2 will be entirely single track. The Project will require replacement of California Highway Patrol (CHP) emergency crossovers where the new guideway will block existing crossovers. Four new crossovers will be placed to take advantage of existing CHP access between the separated I-15 alignments in the following locations:

- West of Forestry Road crossing the northbound lanes.
- Approximately 1.25 miles in the southbound direction along the I-15 from the crossover near Forestry Road, across the northbound lanes.
- West of the Baldy Mesa (Trestles) off-highway vehicles Staging Area, across the northbound lanes.
- West of Perdew Canyon and approximately 1.25 miles north of Mathews Ranch Road, across both the north and southbound lanes.

The alignment will remain at grade throughout Segment 2. Where the I-15 northbound and southbound lanes reconnect at the foot of Cajon Pass, the rail alignment will be within the I-15 median. This will require widening portions of the I-15 freeway and minor realignment of ramps at the I-15/SR-138 interchange.

Design Elements

Segment 2 of the Project includes the following design elements:

- Reconstructions/Interchange Modifications: Widening portions of the I-15 freeway including several miles of retained fill, and realignment of ramps at the I-15/SR-138 interchange.
- Other facilities: CHP emergency crossovers

2.4.2.3. Section 3 – Greater Los Angeles

Beginning at the Kenwood Avenue interchange, the proposed rail alignment will continue at-grade in the I-15 median. At the I-15/I-215 interchange, the alignment will continue between the divided I-15 freeway at the same elevation as the freeway including the Devore interchange viaduct, curving to the southwest parallel to freeway. The rail alignment will require the I-15 freeway and interchange ramp modifications at Baseline Avenue, SR-210, Beech Avenue, Duncan Canyon Road, Sierra Avenue, and Glen Helen Parkway.

The rail alignment will transition to an aerial alignment over the I-15 southbound lanes south of Church Street and cross at Foothill Boulevard. It will continue along the west side of the I-15 freeway on an elevated alignment to enter the San Gabriel Subdivision and Eighth Street corridor. The alignment will transition onto an aerial structure and will turn west, running parallel to and partially within the existing rail corridor and partially within the Eighth Street right-of-way before entering the existing Rancho Cucamonga Metrolink station area on an elevated structure. The rail alignment will maintain a single-track configuration prior to exiting the freeway median south of Church Street, where the alignment will transition to a double track configuration for the remaining distance to the Rancho Cucamonga station. At the Rancho Cucamonga station, an elevated station with a center platform and tracks on either side will be constructed parallel to and above the existing eastbound Metrolink platform, extending over Milliken Avenue. A new parking structure is proposed at Rancho Cucamonga station and will replace existing surface parking to accommodate increased parking demand. The Project design includes adequate parking areas to accommodate parking demand in the opening year.

Design Elements

Segment 3 of the Project includes the following design elements.

- **Bridges/Viaducts:** Viaduct of approximately 3.5 miles to cross the I-15 southbound lanes and along existing rail corridor near Rancho Cucamonga station.
- **Reconstructions/Interchange Modifications:** The I-15 freeway and interchange ramp modifications at SR-210, Beech Avenue, Duncan Canyon Road, and Glen Helen Parkway.
- **Station:** Dedicated Brightline station adjacent to the existing Rancho Cucamonga Metrolink station with vertical circulation down to the platform, shared access with existing Metrolink station, a shared parking structure for vehicles, and a bus plaza.

3. Section 4(f) Applicability Analysis

This section identifies the park, recreation, open space, and wildlife and waterfowl refuge properties that meet the minimum criteria for protection as Section 4(f) resources. These resources are shown on

Figure 3-1 through Figure 3-8. This section further identifies built historic and archaeological resources that qualify for protection under Section 4(f).

3.1. Parks, Recreation Areas, and Wildlife and Waterfowl Refuges

Data collection to identify potential Section 4(f) resources consisted of a review of the recreational resources, plans, and policies, consultation with officials with jurisdiction over resources and the use of geographic information system data banks.

All parks, recreation, and wildlife refuges that may qualify for Section 4(f) protection (as defined in Section 1.3) are shown on

Figure 3-1 through Figure 3-8 and corresponding map identification numbers. Table 4 summarizes Section 4(f) resources that would not incur Section 4(f) use, based on their distance from the proposed alignment, intervening development or topography, and their current setting. Therefore, the resources summarized in Table 4 are not discussed further in this section. Those resources that are in close enough proximity to the Project to potentially incur a use or proximity impact are listed in Table 5 and described in detail below. Section 4(f) resources are presented in north to south order.

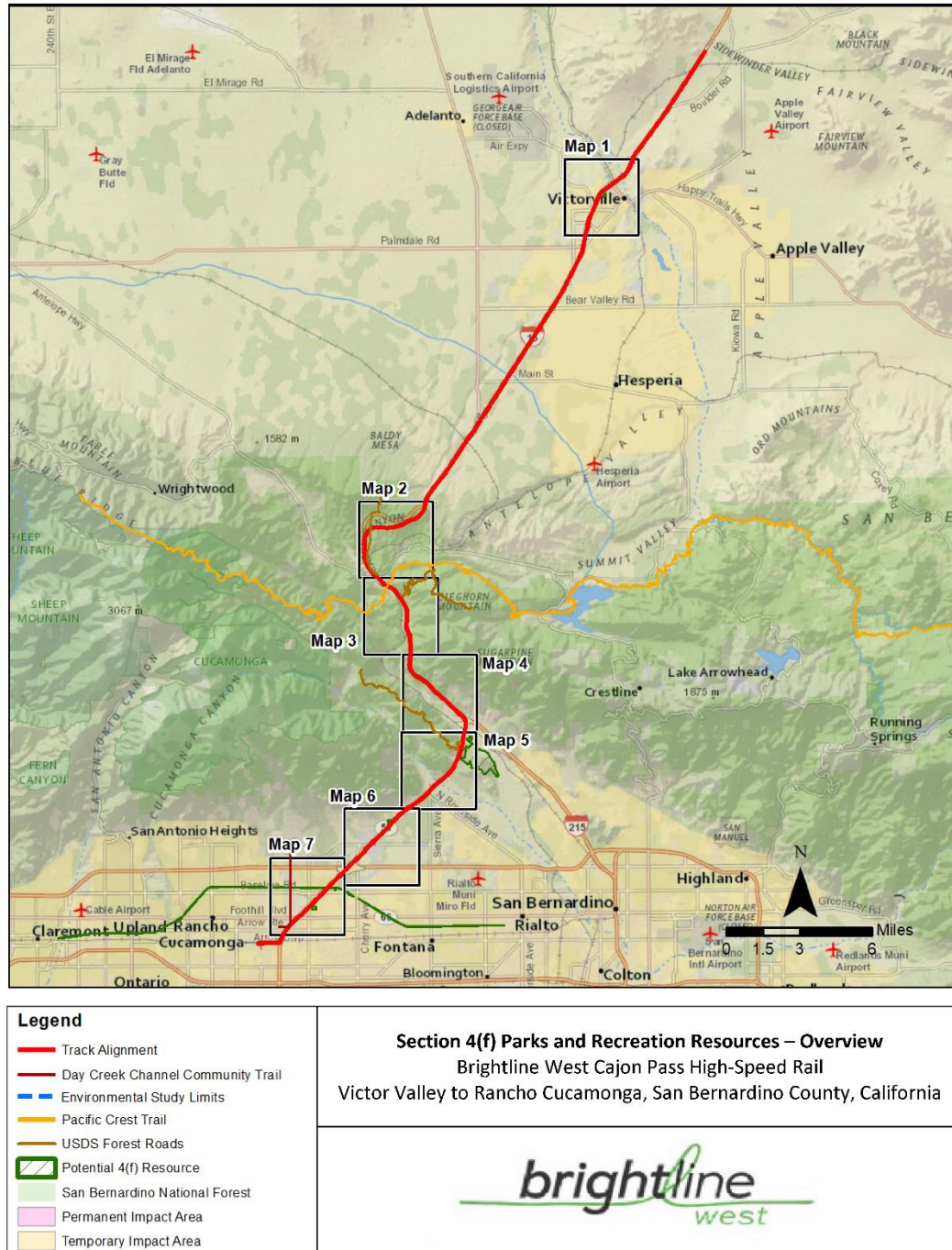


Figure 3-1. Section 4(f) Parks and Recreation Resources-- Overview

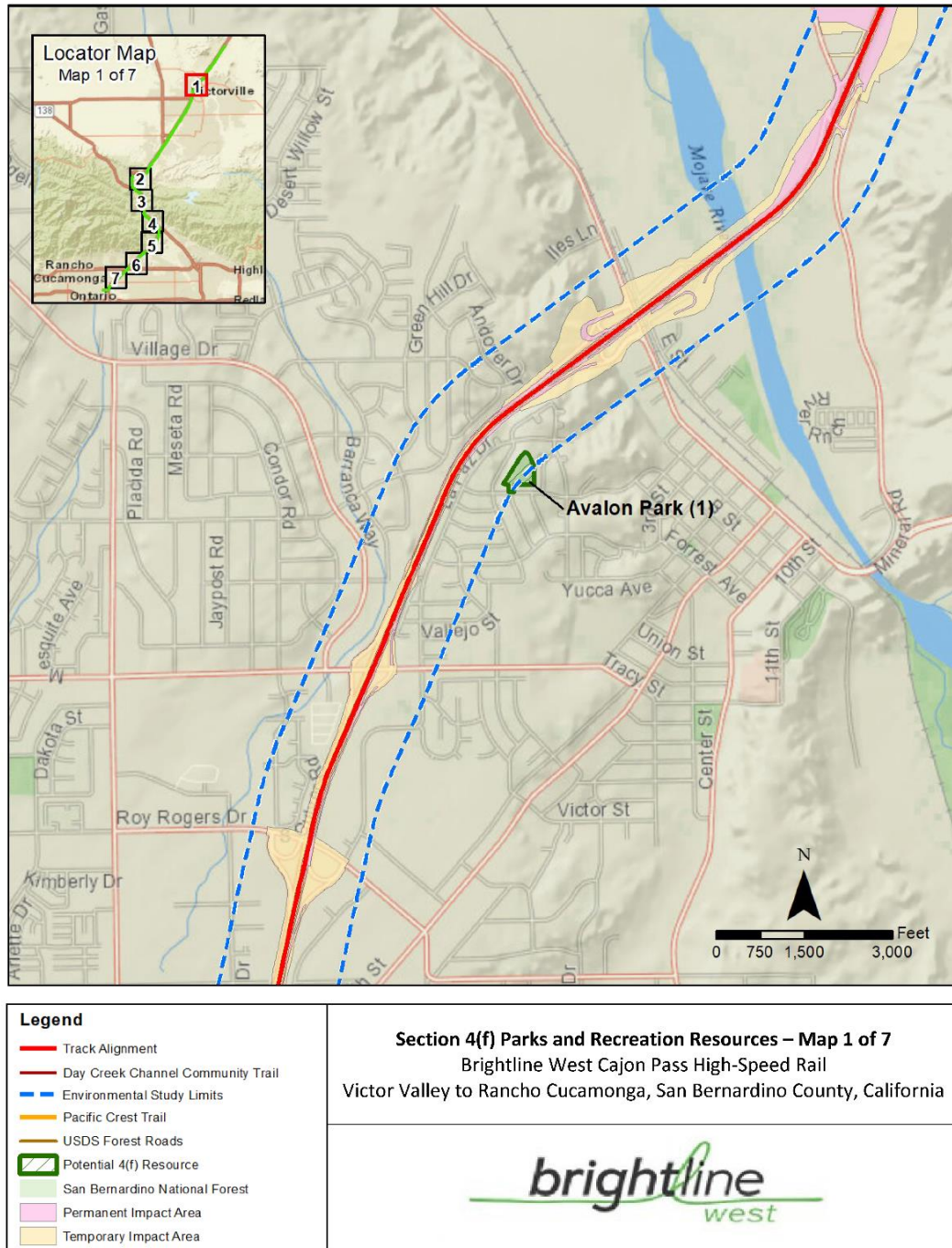
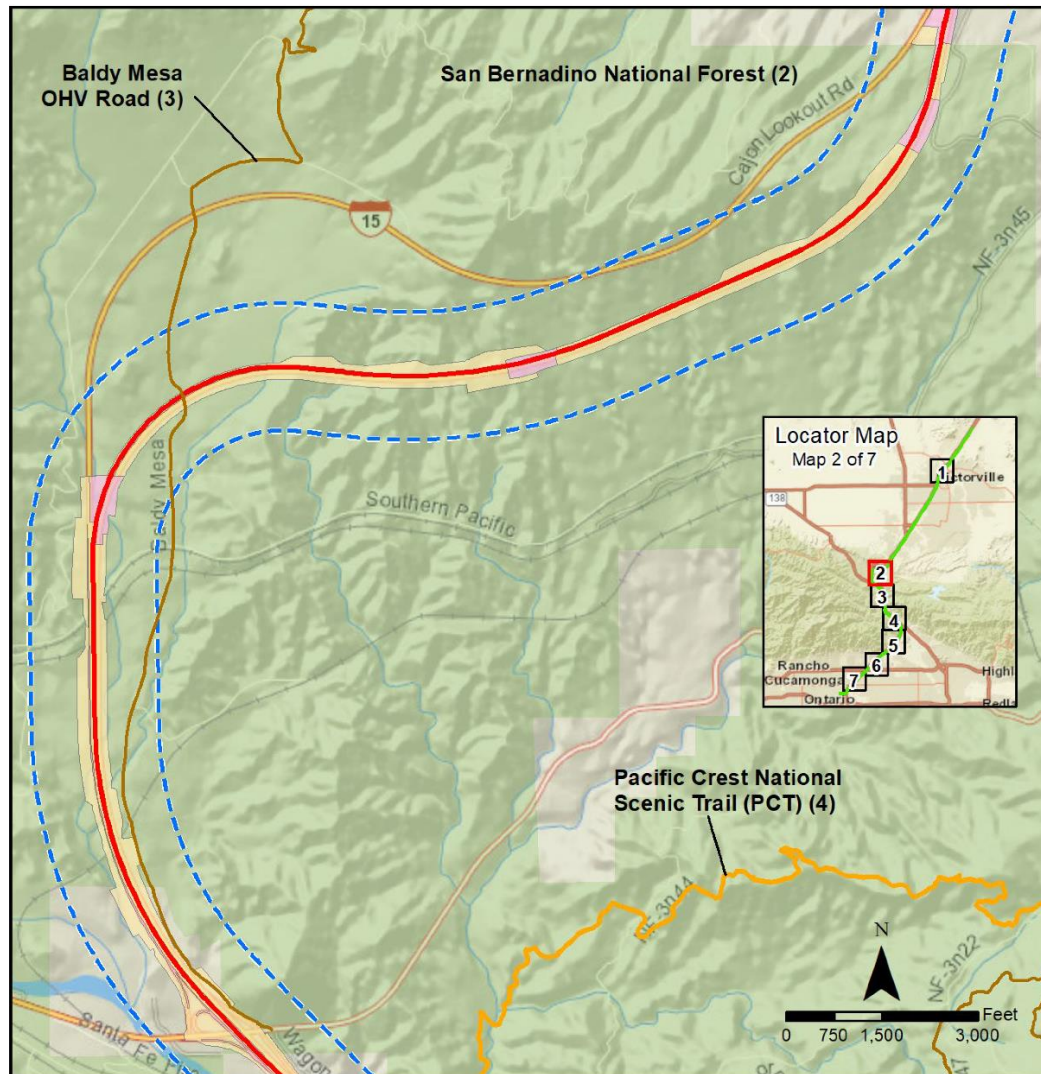


Figure 3-2. Section 4(f) Parks and Recreation Resources – Map 1 of 7




<p>Legend</p> <ul style="list-style-type: none"> — Track Alignment — Day Creek Channel Community Trail - - - Environmental Study Limits — Pacific Crest Trail — USDS Forest Roads Potential 4(f) Resource San Bernardino National Forest Permanent Impact Area Temporary Impact Area 	<p>Section 4(f) Parks and Recreation Resources – Map 2 of 7 Brightline West Cajon Pass High-Speed Rail Victor Valley to Rancho Cucamonga, San Bernardino County, California</p>
	

Figure 3-3. Section 4(f) Parks and Recreation Resources – Map 2 of 7

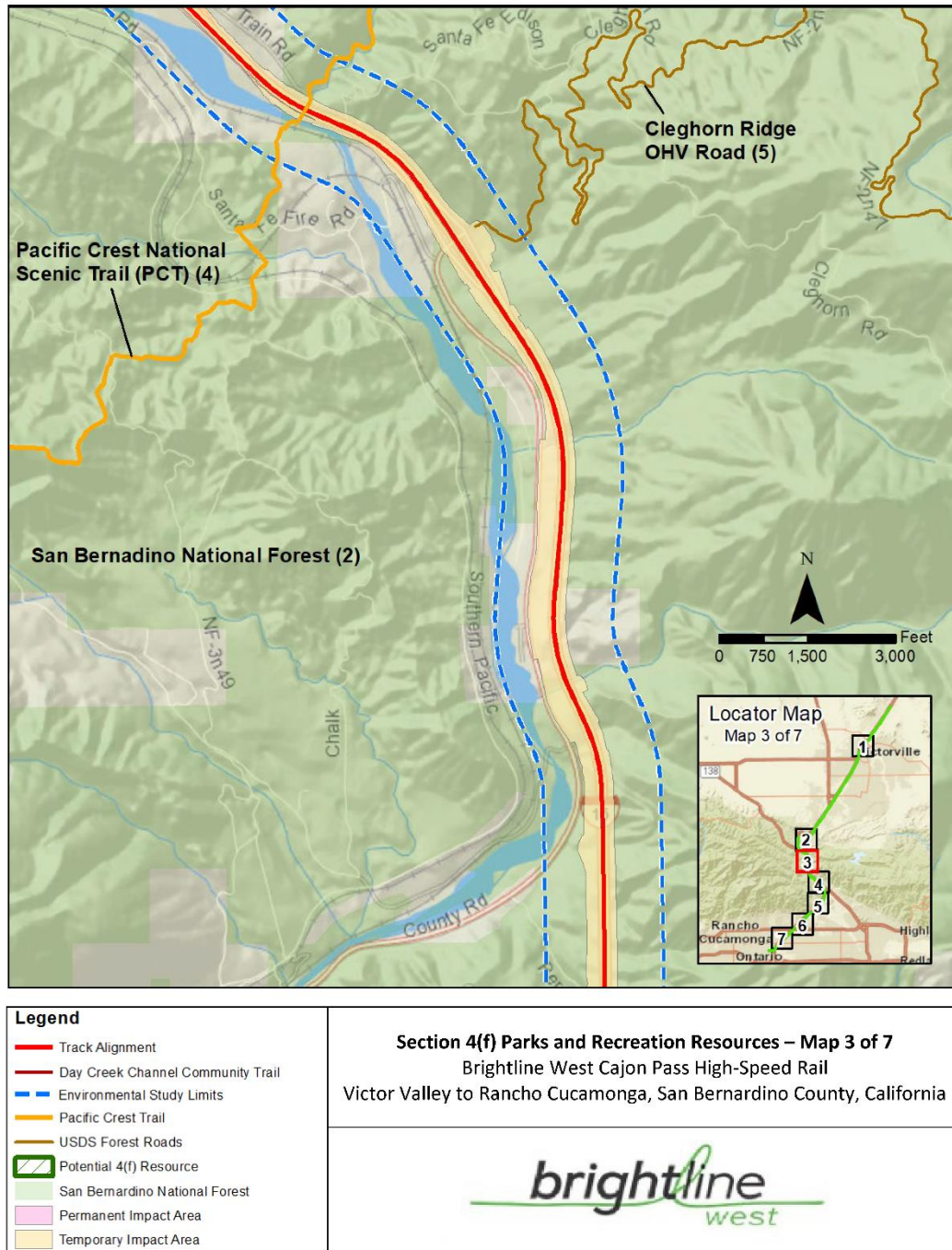


Figure 3-4. Section 4(f) Parks and Recreation Resources – Map 3 of 7

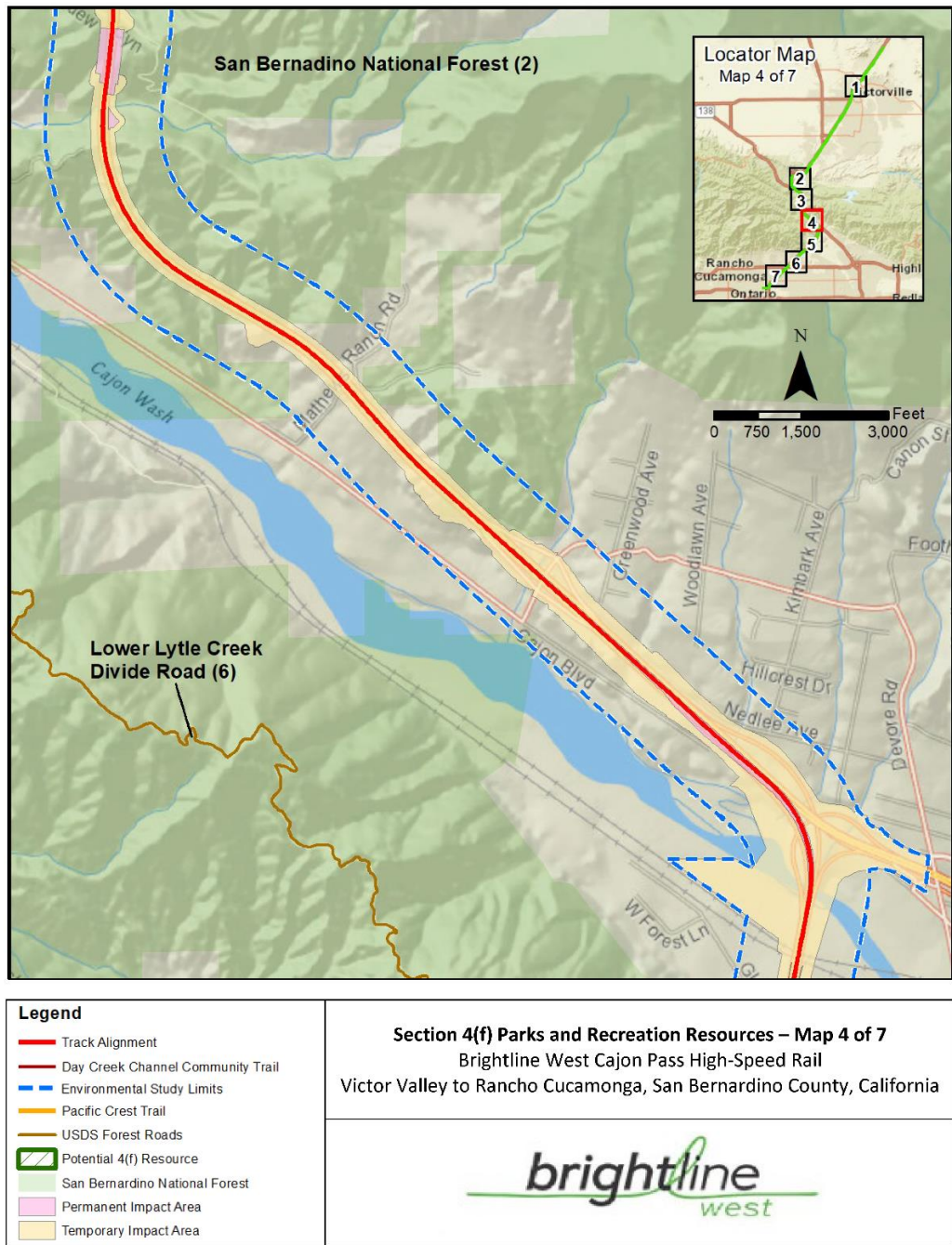
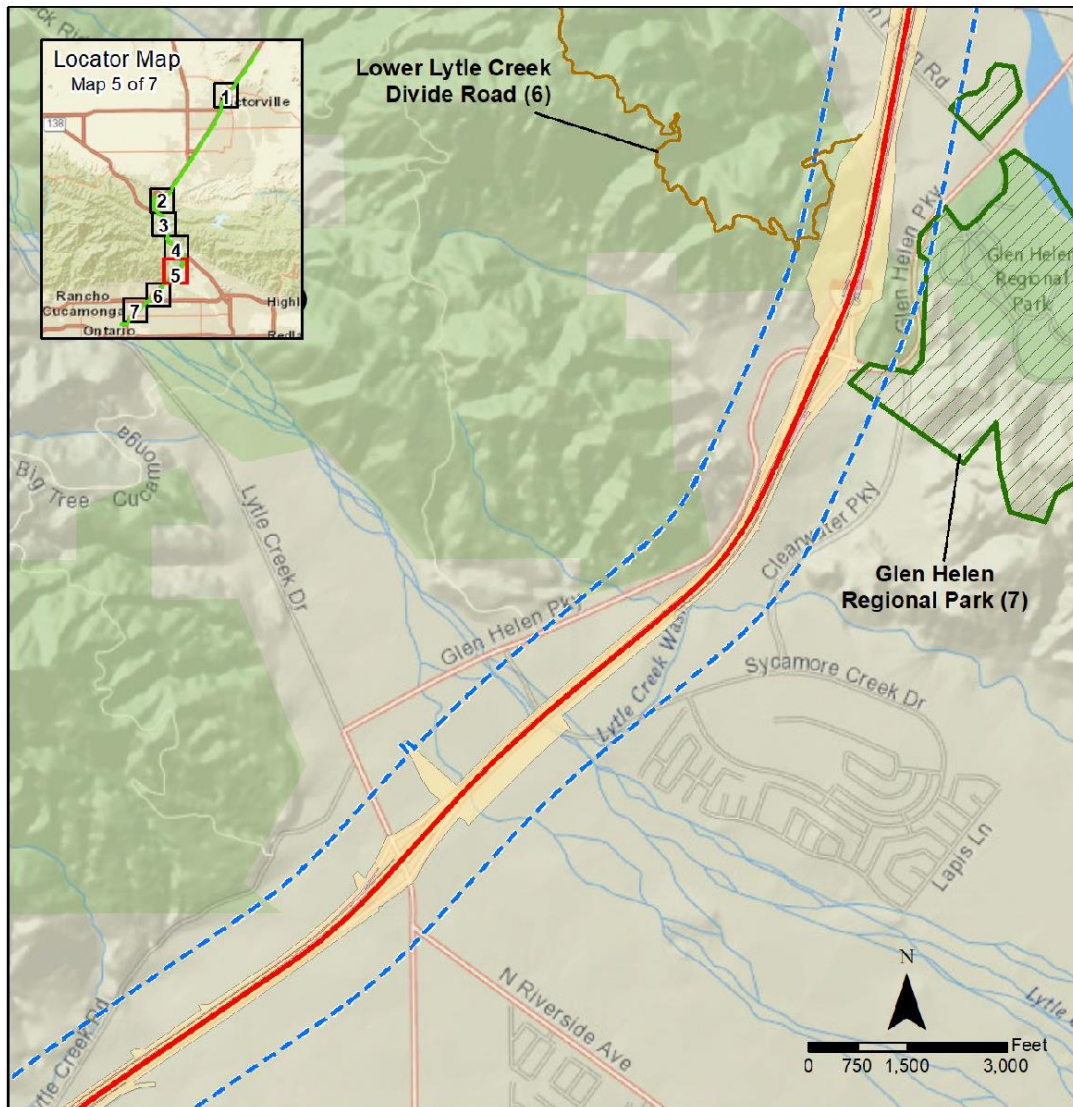


Figure 3-5. Section 4(f) Parks and Recreation Resources – Map 4 of 7




<p>Legend</p> <ul style="list-style-type: none"> — Track Alignment — Day Creek Channel Community Trail - - - Environmental Study Limits — Pacific Crest Trail — USDS Forest Roads Potential 4(f) Resource San Bernardino National Forest Permanent Impact Area Temporary Impact Area 	<p>Section 4(f) Parks and Recreation Resources – Map 5 of 7 Brightline West Cajon Pass High-Speed Rail Victor Valley to Rancho Cucamonga, San Bernardino County, California</p> 
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Figure 3-6. Section 4(f) Parks and Recreation Resources – Map 5 of 7

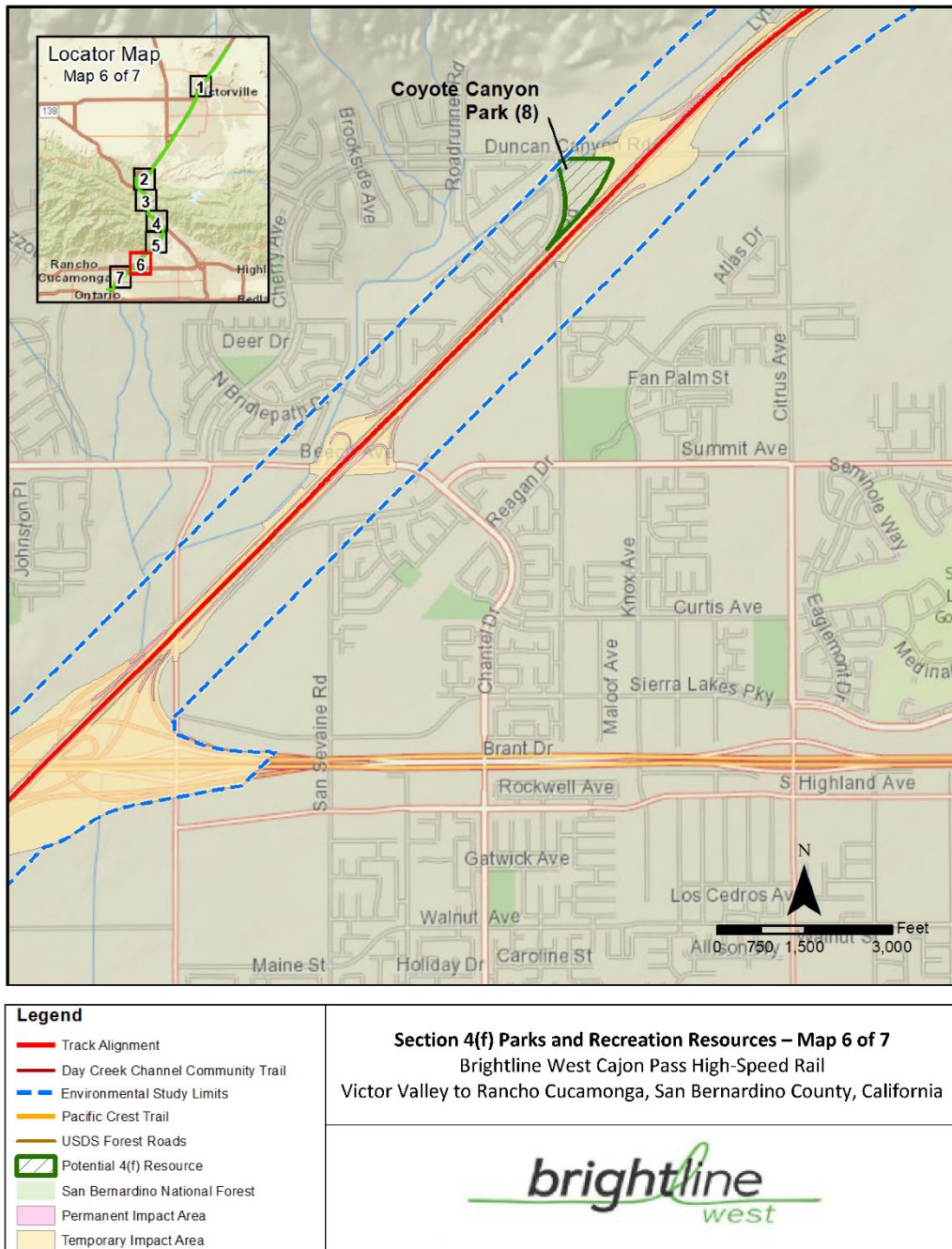


Figure 3-7. Section 4(f) Parks and Recreation Resources – Map 6 of 7

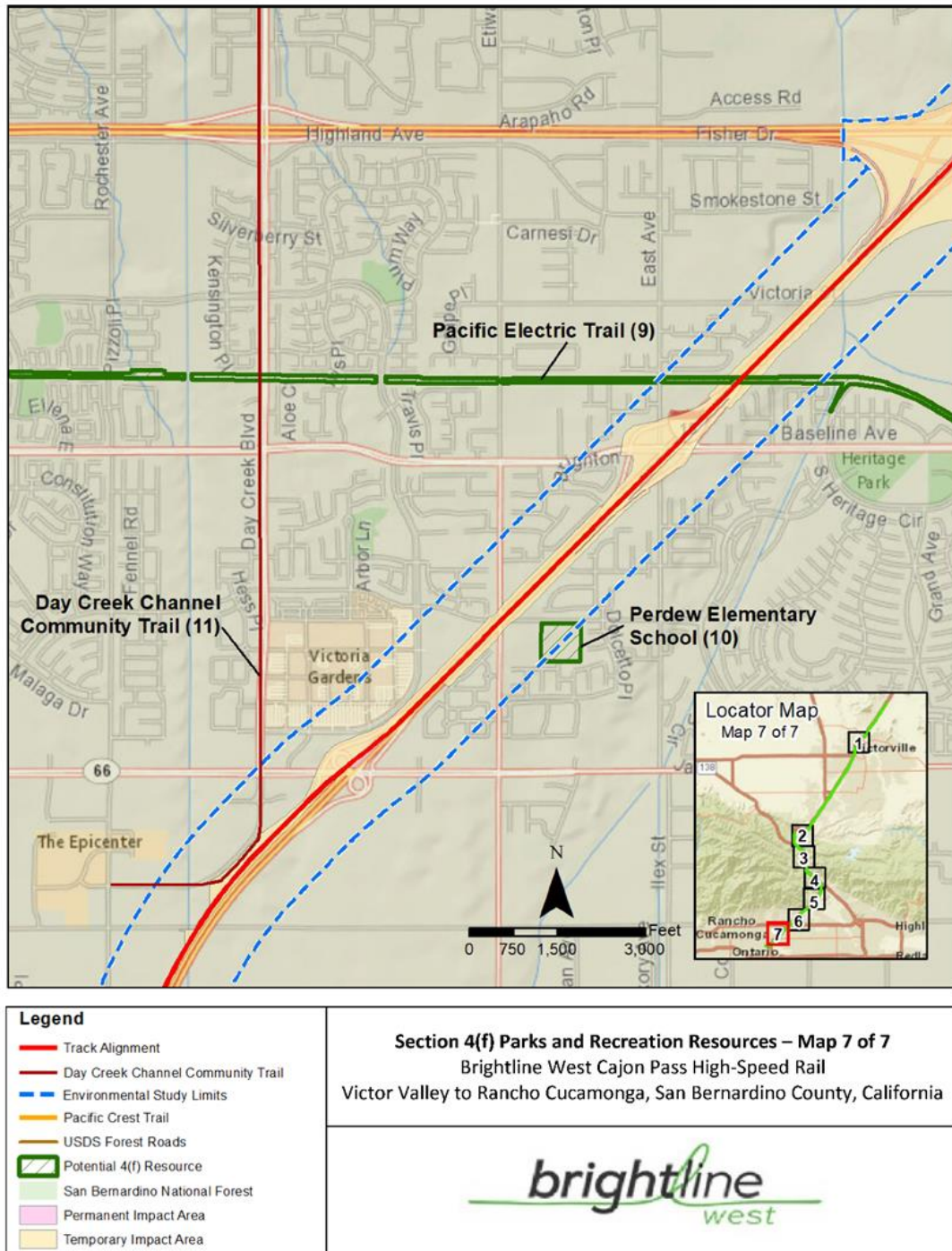


Figure 3-8. Section 4(f) Parks and Recreation Resources – Map 7 of 7

Table 4. Park, Recreation Area, and Wildlife and Waterfowl Refuge Resources: No Use

Property Name and Map ID	Official with Jurisdiction	Description	Approximate Distance from Alignment Centerline/ Station	Section 4(f) Use Analysis
Avalon Park (1)	City of Victorville	Location: 16338 Avalon Ave, Victorville, CA 92395 Size: 4.5 acres Features: Basketball court, picnic area, playground, rollerblading/roller skating area	800 feet	This resource is a publicly owned recreational amenity. However, the park is sufficiently distant from the Project such that no use would occur. There are existing intervening residential uses and roads between the park and the Project. No part of Avalon Park would be included in the temporary impact area for the Project. No temporary construction easements would be required from this facility. No permanent acquisition of property from Avalon Park would occur. Access to the resource would be uninterrupted. The existing features and attributes of the park would remain intact and would not be disrupted by operation of the Project.
Glen Helen Regional Park (7)	County of San Bernardino	Location: adjacent to the Cajon Pass Size: 627 acres Features: Amphitheater, swimming complex, fishing, walking/hiking	560 feet	This resource is a publicly owned recreational amenity. There are sloping hills separating the park from the Project. Due to the elevation differences and topographical barriers between the park and the Project, no use would occur. No part of Glen Helen Regional Park would be included in the temporary impact area for the Project. No temporary construction easements would be required from this facility. No permanent acquisition of property from Glen Helen Regional Park would occur. Access to the resource would be uninterrupted. The existing features and attributes of the park would remain intact and would not be disrupted by operation of the Project.
Perdew Elementary School (10)	Etiwanda School District	Location: 13051 Miller Ave Etiwanda, CA 91739 Size: 10 acres Features: recreational field, basketball courts, playground	840 feet	This resource is publicly owned and may provide public access to outdoor recreational amenities. However, the school is sufficiently distant from the Project such that no use would occur. There are existing intervening residential uses and roads between the school and the Project. No part of Perdew Elementary School would be included in the temporary impact area for the Project. No temporary

Property Name and Map ID	Official with Jurisdiction	Description	Approximate Distance from Alignment Centerline/ Station	Section 4(f) Use Analysis
				construction easements would be required from this facility. No permanent acquisition of property from Perdew Elementary School would occur. Access to the resource would be uninterrupted. The existing features and attributes of the park would remain intact and would not be disrupted by operation of the Project.

Source: Circlepoint 2022.

Table 5. Parks and Recreation Resources Evaluated for Section 4(f) Use

Property Name and Map ID	Official with Jurisdiction	Description	Approximate Distance from Alignment Centerline/ Station
San Bernardino National Forest (2)	United States Department of Agriculture Forest Service (USDA Forest Service)	Location: Big Bear, CA 92314 Size: 452,370 acres Features: National recreational resource	Various; typical 200 feet
Baldy Mesa OHV Road (3)	USDA Forest Service	Location: runs from the Baldy Mesa (Trestles) OHV Staging Area to the Desert Front OHV Road 3N24 which heads west to Baldy Mesa in the west Cajon valley Size: N/A Features: Forest service road with recreational access	0 feet
Pacific Crest National Scenic Trail (PCT) (4)	USDA Forest Service	Location: South of Cajon Junction Size: 2,650 miles Features: Regional trail	0 feet

Property Name and Map ID	Official with Jurisdiction	Description	Approximate Distance from Alignment Centerline/ Station
Cleghorn Ridge OHV Road (5)	USDA Forest Service	Location: runs from the Cleghorn off-ramp on Interstate 15 in Cajon Pass over Cleghorn ridge to end at State Highway 138 Size: 15.2 miles Features: Forest service road with recreational access	450 feet
Lower Lytle Creek Divide Road (6)	USDA Forest Service	Location: Within San Bernardino National Forest Size: N/A Features: Forest service road with recreational access	400 feet
Coyote Canyon Park (8)	City of Fontana	Location: 5065 Coyote Canyon Rd, Fontana, CA 92336 Size: 15 acres Features: Park	140 feet
Pacific Electric Trail (9)	San Bernardino Associated Governments	Location: 7161 N Heritage Circle Fontana, CA begins in downtown Claremont and ends in downtown Rialto Size: 21 miles Features: Trail	0 feet
Day Creek Channel Community Trail (11)	City of Rancho Cucamonga	Location: Along Day Creek Blvd From Day Creek Park to Adults Sports Park Size: 7 miles Features: Forest service road with recreational access	200 feet

Source: Circlepoint: 2022

3.1.1. San Bernardino National Forest

3.1.1.1. Size and Location

The San Bernardino National Forest is a 452,370-acre park located in Big Bear, California and shown on Figure 3-3 through Figure 3-6. The Project alignment is located adjacent to the west portion of the San Bernardino National Forest and the existing I-15 right-of-way bisects the forest at various intersections between Duncan Canyon and Cajon Pass. From north to south, the Project alignment would pass through the I-15 corridor adjacent to the San Bernardino National Forest at various points for 12.2 miles.

3.1.1.2. Ownership

This resource is owned and maintained by the United States Department of Agriculture Forest Service (USDA Forest Service).

3.1.1.3. Usage

The San Bernardino National Forest is a national recreational resource. Activities that occur within the national park include recreational hiking trails, picnic areas, campgrounds, and other outdoor recreational sports. Within the ELS, the Forest is generally undeveloped and does not have picnic areas, campgrounds, trailheads, or outdoor sporting areas. There are two offroad vehicle roads and two trails that overlap the Forest within the ESL. These resources are listed individually below.

3.1.2. Baldy Mesa OHV Road

3.1.2.1. Size and Location

Baldy Mesa OHV Road runs from the Baldy Mesa OHV Staging Area to the Desert Front OHV Road which heads west to Baldy Mesa in West Cajon Valley and is shown on Figure 3-3.

3.1.2.2. Ownership

This resource is owned and maintained by the USDA Forest Service.

3.1.2.3. Usage

This is forest service road with recreational access. Baldy Mesa OHV Road heading south towards SR 138 from the Baldy Mesa OHV Staging Area is open to street-legal vehicles only. All roads heading east from the staging area are restricted to street legal vehicles.

3.1.3. Pacific Crest National Scenic Trail (PCT)

3.1.3.1. Size and Location

The Pacific Crest Trail (PCT) is a series of ridgeline trails that extend approximately 2,650 miles along the Sierra Nevada and Cascade Mountain Ranges, from Mexico through California (including Los Angeles and Kern Counties), Oregon, and Washington to Canada. Approximately

420 feet of the national trail is within the Project ESL, just south of the Cajon Junction. The PCT is shown on Figure 3-3 and Figure 3-4.

3.1.3.2. Ownership

Over its entire distance, the PCT passes through lands owned and managed by a range of federal, state, and county agencies; Native American Tribes; and private parties. Overall responsibility for managing the PCT lies with the USFS Pacific Southwest Region. In immediate areas where the Project alignment crosses the trail, the PCT is on lands owned or managed by the U.S. Department of the Interior, Bureau of Land Management, various conservation agencies/authorities, and private parties.

3.1.3.3. Usage

The PCT is used for recreational activities, including long-distance hiking and equestrian uses. The trail is a designated National Scenic Trail and is open for use by hikers and equestrians, but not bicyclists or motorized vehicles. The PCT is the westernmost and second-longest component of the nearly 8,000-mile-long Triple Crown of Hiking (the PCT, the Appalachian Trail, and the Continental Divide Trail). In addition, the trail is part of the 6,875-mile Great Western Loop trail system (including the PCT, Pacific Northwest Trail, Continental Divide Trail, Grand Enchantment Trail, and Arizona Trail). It is estimated that thousands of recreational users travel the PCT annually, with some traveling only short distances and some traveling the entire length of the trail.

Within the ESL, the PCT crosses underneath I-15 via an existing underpass and provides a connection to the rest of the trail. In this area, the existing setting of the PCT is not a quiet or natural setting due to the existing I-15 transportation corridor.

3.1.4. Cleghorn Ridge OHV Road

3.1.4.1. Size and Location

Cleghorn Ridge off-highway vehicle (OHV) Road is a 5.2-mile Green Sticker Route open to all OHV vehicles and is shown on

Figure 3-4. This route runs from the Cleghorn off-ramp on I-15 in Cajon Pass over Cleghorn Ridge and ending at SR 138. Expansive views of the desert are available on the way up Cleghorn Ridge, with views of Lake Silverwood appearing at the top.

3.1.4.2. Ownership

This resource is owned and maintained by the USDA Forest Service.

3.1.4.3. Usage

This resource is an OHV Road open to all OHV vehicles. The forest road with recreational access is open to the public and is often used for off-road driving and scenic driving.

3.1.5. Lower Lytle Creek Divide Road

3.1.5.1. Size and Location

Lower Lytle Creek Divide is hiking trail approximately 8.3 miles long and is shown on Figure 3-5 and Figure 3-6. This resource is closest to the Project alignment at its eastern end and ends approximately 400 feet away from the Project centerline.

3.1.5.2. Ownership

This resource is owned and maintained by the USDA Forest Service.

3.1.5.3. Usage

This resource is an out-and-back trail in the San Bernardino National Forest. Activities on the trail include hiking and mountain biking.

3.1.6. Coyote Canyon Park

3.1.6.1. Size and Location

Coyote Canyon Park is a 15-acre recreational park located at 5065 Coyote Canyon Road in Fontana and is shown on Figure 3-7.

3.1.6.2. Ownership

This resource is owned and maintained by the City of Fontana.

3.1.6.3. Usage

Coyote Canyon Park is a local recreational park. The park includes day-use facilities such as a three baseball/softball fields, a playground, barbeque areas, picnic shelters, trails, snack bar and restrooms.

3.1.7. Pacific Electric Trail

3.1.7.1. Size and Location

The Pacific Electric Trail is an approximately 21-mile regional bike trail, beginning in downtown Claremont and ending in downtown Rialto. The Trail is shown on Figure 3-8.

3.1.7.2. Ownership

This resource is owned and maintained by the San Bernardino Associated Governments.

3.1.7.3. Usage

The Pacific Electric Trail is used for recreational activities. The I-15 lanes pass perpendicular above the Pacific Electric Trail using an existing overpass, approximately 0.3 mile north of the I-15/Baseline Avenue interchange. Approximately 0.1-mile of this paved bike trail is within the Project ESL.

3.1.8. Day Creek Channel Community Trail

3.1.8.1. Size and Location

Day Creek Channel Community Trail is a 7-mile trail located in Fontana California, and is shown on Figure 3-8 The trail is located towards the south end of the Project in Section 3 and ends in Rancho Cucamonga.

3.1.8.2. Ownership

This resource is owned and maintained by the City of Rancho Cucamonga.

3.1.8.3. Usage

Day Creek Channel Community Trail is a recreational trail used for activities such as biking walking and running. This trail is open to the public from half an hour before sunrise to half hour after sunset.

3.2. Cultural Resources

The following analysis is based on the Historic Built Environment Technical Report and Archaeological Inventory and Eligibility Technical Report prepared by FRA.

3.2.1. Description of Historic Built Environment and Archaeological Resources

3.2.1.1. Historic Built Environment Resources

Within the APE, FRA identified 64 properties that meet the definition of an NRHP-eligible historic property. These include previously identified and newly identified historic properties of the built environment. To date, of the 64 previously recorded historic age, built environment resources surveyed by analysts, FRA has identified 12 built environment resources that are either partially or entirely within the Project's APE and are considered eligible for listing in the NRHP. Those 13 properties consist of four sets of power transmission lines; the Atchison, Topeka & Santa Fe (AT&SF) Railroad; one railroad-related bridge; two culverts; the California Aqueduct East Branch; National Old Trails Highway/Route 66; one residence; and a cement plant. The 13 properties previously determined to be eligible for the NRHP are listed in Table 1. I-15 is exempt from Section 106, and the remaining 51 previously recorded built environment resources are considered not eligible for listing in the NRHP.

The 13 properties are listed in Table 6. All of the listed resources are present within the APE-All; there are no known NRHP-eligible built environment historic properties within the APE-ADI.

3.2.1.2. Archaeological Resources

Through archaeological inventory and Tribal consultation, FRA has formally determined that 23 archaeological resources within the APE are eligible for NRHP. FRA assumes that the remaining 56 archaeological sites are eligible under criterion D for the purposes of this undertaking. Table 7 presents all 79 NRHP-eligible archaeological resources which include lithic scatters, temporary campsites, historically-documented village locations, historic period refuse deposits and home sites, railroad debris, water-conveyance systems, one prehistoric archaeological district, and

one landform of tribal cultural significance. Of the 23 formal determinations by FRA, 19 are contributing elements to the Crowder Canyon Archaeological District (P-36-029772) which itself has been listed previously, two are historically-documented Native American settlements, and one is a culturally significant landform.

Table 6. NRHP-Eligible Built Environment Historic Properties Within the APE

Primary Number	Resource Name and Address (as applicable)	Location	Year Built	NRHP Status	NRHP Criteria
P-36-008857	Southern California Edison (SCE) Lugo-Mira Loma No. 1 500 kV Transmission Line	N/A	1968–1969	Eligible	A, C
P-36-010315	Southern California Edison (SCE) Boulder Dam–San Bernardino 132 kV Hoover Dam Transmission Line ^a	N/A	1930–1937	Eligible	A, C
P-36-007694	Los Angeles Department of Water and Power (LADWP) Boulder Dam to Los Angeles Transmission Lines	N/A	1933–1940	Eligible	A, C
P-36-010316	Southern California Edison (SCE) Kramer –Victorville Transmission Lines	N/A	1933–1940	Listed	A, C
P-36-006793	AT&SF Railroad	N/A	ca. 1915	Eligible	A,C
P-36-007295	AT&SF Railroad Bridge over Baldy Mesa Road	N/A	1931	Eligible	A,C
P-36-012319	BNSF Railroad Culvert BNSF-4	N/A	1930	Eligible	C
P-36-022664	WSA PF 08 Culvert	N/A	1932	Eligible	C
P-36-021351	California Aqueduct East Branch	N/A	ca. 1960	Eligible	A, C
P-36-002910	National Old Trails Highway; also Route 66	N/A	ca. 1920–1970	Eligible	A
P-36-014997	Cour-Tilden House	Rancho Cucamonga	ca. 1914	Eligible	C
P-36-006318	Southwestern Portland Cement Company, Victorville Plant	Victorville	1916	Eligible	A
Pending	United States Postal Service, Etiwanda Station, Rancho Cucamonga, 7615 Etiwanda Ave, Rancho Cucamonga, CA 91739	Rancho Cucamonga	ca. 1960-1966	Eligible	C

Source: HNTB 2022

Table 7. Section 4(f) Archaeological Resources within the APE

Primary Number	Description	NRHP Status	NRHP Criteria
P-36-000113 Historic component	HPRD/ Foundations	Assumed Eligible	N/A
P-36-000114 Historic component	HPRD/ Homestead	Assumed Eligible	N/A
P-36-000122 Historic component	HPRD	Assumed Eligible	D
P-36-000421 Historic component	Water Conveyance	Assumed Eligible	D
P-36-000425 Historic component	HPRD	Previously Determined Eligible, Criterion A, D	A, D
P-36-004275	Toll Road	Assumed Eligible	N/A
P-36-003803	HPRD/ Homestead	Assumed Eligible	D
P-36-006318	HPRD	Assumed Eligible	N/A
P-36-006701	Mining	Assumed Eligible	D
P-36-007095	HPRD	Assumed Eligible	N/A
P-36-007294	Railroad Debris	Assumed Eligible	D
P-36-007761	HPRD	Assumed Eligible	D
P-36-008128	HPRD/ Landscaping	Assumed Eligible	D
P-36-008129	HPRD	Assumed Eligible	D
P-36-008130	HPRD	Assumed Eligible	D
P-36-008131	HPRD	Assumed Eligible	D
P-36-008133	Water Conveyance	Assumed Eligible	D
P-36-009566	HPRD	Assumed Eligible	D
P-36-010920	HPRD	Assumed Eligible	N/A
P-36-011425	HPRD/ Foundations	Assumed Eligible	D
P-36-011678	Homestead	Assumed Eligible	N/A

Primary Number	Description	NRHP Status	NRHP Criteria
P-36-012056	HPRD/ Foundations	Assumed Eligible	D
P-36-012650	Mining	Assumed Eligible	N/A
P-36-012651	Mining	Assumed Eligible	N/A
P-36-012655	Power Lines	Assumed Eligible	N/A
P-36-012657	HPRD	Assumed Eligible	N/A
P-36-012739	Foundations	Assumed Eligible	D
P-36-012838	HPRD/ Foundations/ Features	Assumed Eligible	D
P-36-013300	HPRD	Assumed Eligible	D
P-36-013881	Railroad Debris	Assumed Eligible	D
P-36-014507	HPRD	Assumed Eligible	N/A
P-36-014508	HPRD	Assumed Eligible	D
P-36-018058	Historic Camp	Eligible, Criterion A, D	A, D
P-36-020173	Farm	Assumed Eligible	N/A
P-36-020969	HPRD	Assumed Eligible	D
P-36-021286	HPRD	Assumed Eligible	D
P-36-021287	HPRD	Assumed Eligible	D
P-36-021288	HPRD	Assumed Eligible	D
P-36-021300	HPRD	Assumed Eligible	D
P-36-021556	HPRD	Assumed Eligible	D
P-36-021557	Water Conveyance	Assumed Eligible	D
P-36-021565	HPRD	Assumed Eligible	D
P-36-022663	HPRD	Assumed Eligible	N/A
P-36-023468	HPRD	Assumed Eligible	D
P-36-023470	HPRD	Assumed Eligible	D
P-36-024573	Road	Assumed Eligible	D
P-36-024574	Railroad debris	Assumed Eligible	D
P-36-024579	Road	Assumed Eligible	D
P-36-024580	Road	Assumed Eligible	D
P-36-027084	Foundations	Assumed Eligible	D
P-36-027085	Water Conveyance	Assumed Eligible	D
P-36-032877	HPRD	Assumed Eligible	D

Primary Number	Description	NRHP Status	NRHP Criteria
Crowder Canyon Archaeological District (P-36-029772)	Prehistoric Archaeological District	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-000113	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-000114	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-000115	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-000122	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-000421	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-000713	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-003770	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-003771	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-003772	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-003773	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-003774	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-003775	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-005821	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-005822	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-005824	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-005825	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D

Primary Number	Description	NRHP Status	NRHP Criteria
P-36-008858	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-031655	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-032880	Prehistoric	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-000425 prehistoric component	Habitation	Previously Determined Eligible, Criterion D; Determined Eligible Criterion A by FRA	A, D
P-36-001397	Bedrock Milling	Assumed Eligible	D
P-36-002207	Lithic Scatter	Assumed Eligible	D
P-36-002208	Lithic Scatter	Assumed Eligible	D
P-36-002302	Stone Feature	Assumed Eligible	D
P-36-003680	Lithic Scatter/ Bedrock Milling	Assumed Eligible	D
P-36-004265	Lithic Scatter/ Thermal Feature	Assumed Eligible	D
P-36-005063	Lithic Scatter	Assumed Eligible	D
P-36-006315	Lithic Scatter	Assumed Eligible	D
P-36-013882	Thermal Feature	Assumed Eligible	D
P-36-033607	Bedrock Milling	Assumed Eligible	D
BW22-MH-001 (Coyote's Nose)	Cultural Landform	Eligible	A

Source: Dudek 2022

4. Section 4(f) Use Assessment

The evaluation of potential use of Section 4(f) resources below includes the application of Mitigation Measures that are included for the Project and are listed in the Draft EA. Use determinations examine the net effect on a resource after the application of Project- or resource-specific mitigation measures.

In addition to the resource descriptions in Sections 3.1 and 3.2 and Table 4 and Table 5, the resources listed in **Attachment B** were evaluated for Section 4(f) applicability. These resources were determined not to be subject to Section 4(f) requirements for the reasons described in **Attachment B** and are not discussed further in this report.

4.1. Parks, Recreation Areas, and Wildlife and Waterfowl Refuges

Use assessments for the park, recreation, and wildlife and waterfowl refuge resources are discussed in this section. The following Section 4(f) findings are preliminary and final use determinations will be made after consultation with Section 4(f) officials with jurisdiction and a formal public review period that begins with the publication of the Draft EA. Final use determinations will be published in the Final EA.

Each resource is first evaluated for permanent use. If a permanent use is determined to occur, an evaluation of whether or not the use would be de minimis is completed. If no permanent use is found, an analysis is conducted to evaluate for temporary occupancy. If there is no temporary occupancy, an analysis of constructive use is completed.

4.1.1. San Bernardino National Forest

4.1.1.1. *Permanent Use*

The Project alignment would be adjacent to San Bernardino National Forest lands at various points between Duncan Canyon and Cajon Pass. No acquisition of forest land is required, as the Project will be built within the I-15 right-of-way in areas adjacent to the Forest. Therefore, implementation of the Project would not result in changes in the character of this recreational resource or reduce its capacity or value from direct or permanent use. No permanent use of the San Bernardino National Forest will occur.

4.1.1.2. *Temporary Use*

Project construction would not require temporary staging or storage of materials in the Forest, or otherwise encroach upon Forest land. Therefore, construction of the Project would not result in a temporary use of the San Bernardino National Forest.

4.1.1.3. *Constructive Use*

None of the areas of the Forest adjacent to the Project alignment include specific recreation amenities such as a campground, trail, or picnic area. The existing setting of the Forest within the study area is one disrupted by the existing I-15 transportation corridor. The visual environment of the I-15 corridor as viewed from the Forest would remain substantially the

same with implementation of the Project, and views from the Forest of I-15 are not a protected feature or attribute that qualifies the Forest for Section 4(f) protection. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, the Project would not result in a constructive use of this resource.

4.1.2. Baldy Mesa OHV Road

4.1.2.1. Permanent Use

No acquisition of this resource is required. The Project will be built within the I-15 right-of-way, which intersects with this road under existing conditions. The OHV Road passes under I-15 and has an existing maintenance agreement/easement in place to allow Caltrans access to the overpass structure. This would not change or be expanded with implementation of the Project. Therefore, implementation of the Project would not result in changes in the character of this recreational resource or reduce its capacity or value from direct or permanent use. No permanent use of the Baldy Mesa OHV Road will occur.

4.1.2.2. Temporary Use

The resource crosses through the temporary impact area of the Project approximately 1.5 miles north of the I-15 and State Highway 138 intersection. Project construction would not require temporary staging or storage of materials in the Road. Temporary staging or storage of materials may be required adjacent to the Road. However, activities would not happen within the Road and would not impact the normal operation of this resource. Connectivity along this road would be maintained during Project construction with the implementation of appropriate detours or phased construction. There are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Therefore, construction of the Project would not result in a temporary use of the Baldy Mesa OHV Road.

4.1.2.3. Constructive Use

The existing setting of the Road within the study area is one disrupted by the existing I-15 transportation corridor. As described in the Draft EA, the Project would not substantially increase existing noise or vibration levels and is anticipated to improve air quality. The visual environment of the I-15 corridor as viewed from the Road would remain substantially the same with implementation of the Project, and views from the Road of I-15 are not a protected feature or attribute that qualifies the Road for Section 4(f) protection. Further, the primary use and enjoyment of the Road as a recreation resource relies on the use of offroad motor vehicles, an activity that is loud by nature. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, the Project would not result in a constructive use of this resource.

4.1.3. Cleghorn Ridge OHV Road

4.1.3.1. *Permanent Use*

No acquisition of this resource is required. The Project will be built within the I-15 right-of-way, while the road ends at the east side of the I-15/Cajon Boulevard interchange (outside the permanent impact area). Therefore, implementation of the Project would not result in changes in the character of this recreational resource or reduce its capacity or value from direct or permanent use. No permanent use of the Cleghorn Ridge OHV Road will occur.

4.1.3.2. *Temporary Use*

The resource crosses through the temporary impact area of the Project for a short distance on the west end of the resource, at I-15 exit 129, as shown in

Figure 3-4. Project construction would not require temporary staging or storage of materials in the Road. Temporary staging or storage of materials may be required adjacent to the Road. However, activities would not happen within the Road and would not impact the normal operation of this resource. Connectivity along this road would be maintained during Project construction with the implementation of appropriate detours or phased construction. There are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource.. Therefore, construction of the Project would not result in a temporary use of the Cleghorn Ridge OHV Road.

4.1.3.3. *Constructive Use*

The existing setting of the Road within the study area is one disrupted by the existing I-15 transportation corridor. As described in the Draft EA, the Project would not substantially increase existing noise or vibration levels and is anticipated to improve air quality. The visual environment of the I-15 corridor as viewed from the Road would remain substantially the same with implementation of the Project, and views from the Road of I-15 are not a protected feature or attribute that qualifies the Road for Section 4(f) protection. Further, the primary use and enjoyment of the Road as a recreation resource relies on the use of offroad motor vehicles, an activity that is loud by nature. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, the Project would not result in a constructive use of this resource.

4.1.4. Lower Lytle Creek Divide Road

4.1.4.1. *Permanent Use*

No acquisition of this resource is required. The Project will be built within the I-15 right-of-way, while the road ends outside of the I-15 right-of-way on the west side of the I-15 south of the I-15/I-215 interchange. The Road is outside the permanent and temporary impact area. Therefore, implementation of the Project would not result in changes in the character of this recreational resource or reduce its capacity or value from direct or permanent use. No permanent use of Lower Lytle Creek Divide Road will occur.

4.1.4.2. Temporary Use

The Road is not within the temporary impact area, as shown in Figure 3-6. Therefore, construction of the Project would not result in a temporary use of Lower Lytle Creek Divide Road.

4.1.4.3. Constructive Use

The existing setting of the Road within the study area is one disrupted by the existing I-15 transportation corridor. As described in the Draft EA, the Project would not substantially increase existing noise or vibration levels and is anticipated to improve air quality. The visual environment of the I-15 corridor as viewed from the Road would remain substantially the same with implementation of the Project, and views from the Road of I-15 are not a protected feature or attribute that qualifies the Road for Section 4(f) protection. Users would have a similar experience along the Road as they do under existing conditions, with a similar noise and visual environment. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, the Project would not result in a constructive use of this resource.

4.1.5. Pacific Crest National Scenic Trail (PCT)

4.1.5.1. Permanent Use

No acquisition of this resource is required. The Project footprint overlaps a section of the existing PCT approximately 275 feet south of the California Highway Patrol (CHP) Cajon Platform Scales. The PCT crosses under the Project alignment via an existing underpass, and no realignment of the PCT is required. The PCT has an existing maintenance agreement/easement in place to allow Caltrans access to the overpass structure. This would not change or be expanded with implementation of the Project. Therefore, implementation of the Project would not result in changes in the character of this recreational resource or reduce its capacity or value from direct or permanent use. No permanent use of the PCT will occur.

4.1.5.2. Temporary Use

The resource crosses through the temporary impact area of the Project approximately .5 miles north of I-15 exit 129, as shown in

Figure 3-4. Project construction would not require temporary staging or storage of materials in the Trail. Temporary staging or storage of materials may be required adjacent to the Trail. However, activities would not happen within the Trail and would not impact the normal operation of this resource. Connectivity along the Trail would be maintained during Project construction. Connectivity to the larger, regional, and international Trails would be maintained during Project construction. There are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Therefore, construction of the Project would not result in a temporary use of the PCT.

4.1.5.3. *Constructive Use*

The existing setting of the PCT within the study area is one disrupted by the existing I-15 transportation corridor. As described in the Draft EA, the Project would not substantially increase existing noise or vibration levels and is anticipated to improve air quality. The visual environment of the I-15 corridor as viewed from the PCT would remain substantially the same with implementation of the Project, and views from the PCT of I-15 are not a protected feature or attribute that qualifies the PCT for Section 4(f) protection. Users would have a similar experience along the Trail as they do under existing conditions, with a similar noise and visual environment. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, the Project would not result in a constructive use of this resource.

4.1.6. Coyote Canyon Park

4.1.6.1. *Permanent Use*

No acquisition of this resource is required. The Project will be built within the I-15 right-of-way, while the Park ends adjacent to the I-15/Duncan Canyon Road interchange (outside the permanent and temporary impact area). The Project would require I-15 freeway and interchange ramp modifications at Duncan Canyon Road near Coyote Canyon Park. No acquisition of Coyote Canyon Park would be necessary to accommodate these ramp modifications. Therefore, implementation of the Project would not result in changes in the character of this recreational resource or reduce its capacity or value from direct or permanent use. No permanent use of Coyote Canyon Park will occur.

4.1.6.2. *Temporary Use*

The Park is not within the temporary impact area, as shown in Figure 3-7. Access to the Park is currently available through Coyote Canyon Road and would not be affected during Project construction. Therefore, construction of the Project would not result in a temporary use of Coyote Canyon Park.

4.1.6.3. *Constructive Use*

The existing setting of the Park is one disrupted by the existing I-15 transportation corridor including the Duncan Canyon interchange. As described in the Draft EA, the Project would not substantially increase existing noise or vibration levels and is anticipated to improve air quality. The visual environment of the I-15 corridor as viewed from the Park would remain substantially the same with implementation of the Project, and views from the Park of I-15 are not a protected feature or attribute that qualifies the Park for Section 4(f) protection. Users would have a similar experience as they do under existing conditions, with a similar noise and visual environment. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, the Project would not result in a constructive use of this resource.

4.1.7. Pacific Electric Trail

4.1.7.1. Permanent Use

No acquisition of this resource is required. The Project footprint overlaps a section of the existing Trail approximately 0.3 mile north of the I-15/Baseline Avenue interchange. While the Pacific Electric's entire length is 21 miles, approximately 0.1 mile of this paved bike trail is within the Project ESL. The Trail crosses under the Project alignment via an existing underpass, and no realignment of the Trail is required. The Trail has an existing maintenance agreement/easement in place to allow Caltrans access to the overpass structure. This would not change or be expanded with implementation of the Project. Therefore, implementation of the Project would not result in changes in the character of this recreational resource or reduce its capacity or value from direct or permanent use. No permanent use of the Pacific Electric Trail will occur.

4.1.7.2. Temporary Use

The resource crosses through the temporary impact area of the Project approximately 0.3 mile north of the I-15/Baseline Avenue interchange, as shown in Figure 3-8. Project construction would not require temporary staging or storage of materials in the Trail. Temporary staging or storage of materials may be required adjacent to the Trail. However, activities would not happen within the Trail and would not impact the normal operation of this resource. Connectivity along the Trail would be maintained during Project construction. Connectivity to the larger, regional, and international Trails would be maintained during Project construction. There are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Therefore, construction of the Project would not result in a temporary use of the Pacific Electric Trail.

4.1.7.3. Constructive Use

The existing setting of the Trail within the study area is one disrupted by the existing I-15 transportation corridor. As described in the Draft EA, the Project would not substantially increase existing noise or vibration levels and is anticipated to improve air quality. The visual environment of the I-15 corridor as viewed from the Trail would remain substantially the same with implementation of the Project, and views from the Trail of I-15 are not a protected feature or attribute that qualifies this resource for Section 4(f) protection. Users would have a similar experience along the Trail as they do under existing conditions, with a similar noise and visual environment. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, the Project would not result in a constructive use of this resource.

4.1.8. Day Creek Channel Community Trail

4.1.8.1. Permanent Use

No acquisition of this resource is required. The Project will be built within the I-15 right-of-way, while the Trail is outside of the I-15 right-of-way on the west side I-15. The Trail is outside the permanent and temporary impact area: the Project alignment would run adjacent to 0.2 mile of the existing Day Creek Channel Community Trail in the City of Rancho Cucamonga, near Day Creek Boulevard and behind the parking lot associated with commercial uses south of Foothill Boulevard. No realignment of the Trail is required, and existing fencing separates I-15 from the Trail. No permanent use of the Day Creek Channel Community Trail will occur.

4.1.8.2. Temporary Use

This resource is not within the Project's temporary impact area, as shown in Figure 3-8. Therefore, construction of the Project would not result in a temporary use of Day Creek Channel Community Trail.

4.1.8.3. Constructive Use

The existing setting of the Trail within the study area is one disrupted by the existing I-15 transportation corridor. As described in the Draft EA, the Project would not substantially increase existing noise or vibration levels and is anticipated to improve air quality. The visual environment of the I-15 corridor as viewed from the Trail would remain substantially the same with implementation of the Project, and views from the Trail of I-15 are not a protected feature or attribute that qualifies this resource for Section 4(f) protection. Users would have a similar experience along the Trail as they do under existing conditions, with a similar noise and visual environment. The proximity of the Project would not result in impacts that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Although trail users may notice increases in noise and dust levels during construction, it would not affect existing recreational activities, features, or attributes of the community trail. Trail connectivity along Day Creek Boulevard would be always maintained during Project construction. Therefore, the Project would not result in a constructive use of this resource.

4.2. Cultural Resources

The following analysis is based on the Historic Built Environment Technical Report and Archaeological Inventory and Eligibility Technical Report prepared by FRA.

Concurrently with the preparation of the Draft EA, FRA initiated consultation under Section 106 of the NHPA. FRA is the Lead Federal agency for compliance with Section 106 of the NHPA for the Project.

4.2.1. Historic Built Environment Resources

Table 8 below provides an evaluation of built environment historic resources protected by Section 4(f). As a part of Section 106 consultation, FRA has preliminarily determined that no

adverse effects to built environment historic resources would occur as a result of the project. All of the listed properties are present within the APE-All; there are no known NRHP-eligible built environment historic properties within the APE-ADI, and no adverse effects caused by physical impacts have been identified. Therefore, there is no potential for a Section 4(f) use through permanent incorporation or temporary occupancy for any historic resource. This evaluation focuses on the potential for constructive use of historic built environment resources based on whether proximity impact(s) would substantially impair the features or attributes that contribute to the eligibility of the historic site.

Compliance with Section 4(f) requires FRA to carry out a reasonable level of effort to identify historic properties prior to issuing a Section 4(f) approval. The reasonableness of the level of effort depends upon the anticipated effects of the project and nature of likely historic resources present in the affected project area. Accordingly, the reasonable level of effort varies from project to project. In the case of this Project, FRA has conducted site surveys and prepared an historic built environment inventory and eligibility report along with a draft finding of effect for the Project. Consultation with the SHPO is ongoing.

Table 8. Section 4(f) Constructive Use Assessment of Built Environment Historic Properties Within the APE

Resource Name and Address (as applicable)	NRHP Criteria	Preliminary Section 106 Finding	Preliminary Section 4(f) Determination
SCE Lugo-Mira Loma No. 1 500 kV Transmission Line	A, C	No Adverse Effect	<p>Visual effects: minor permanent visual and setting effects Physical effects: none Noise and Vibration effects: temporary noise and vibration during construction</p> <p>This linear resource crosses overhead within the APE in multiple locations in Sections 2 and 3 of the Project. Given 1) the length of this resource (over 100 miles) and the relatively narrow segments of the resource that cross overhead within the APE (3000 feet or less), and 2) the existing setting in these areas of an existing transportation corridor and associated infrastructure, the visual changes to the setting resulting from the addition of a new transportation mode (rail) would not substantially change the setting. The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>
SCE Boulder Dam–San Bernardino 132 kV Hoover Dam Transmission Line ^a	A, C	No Adverse Effect	<p>Visual effects: minor permanent visual and setting effect Physical effects: none Noise and Vibration effects: temporary noise or vibration during construction</p>

Resource Name and Address (as applicable)	NRHP Criteria	Preliminary Section 106 Finding	Preliminary Section 4(f) Determination
			This resource crosses the APE for a distance of approximately 2 miles, north of Victorville in the vicinity of the Quarry Road overcrossing in Section 1 and for a distance of approximately 2,500 feet in Hesperia (Section 1). Project-related construction would cause temporary noise and vibration effects. Changes to the setting (Project located in median of the interstate, at grade and elevated) would be in an area where the dominant contributing feature is the desert landscape. Changes to the desert landscape would not occur, therefore these features would not be changed. The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.
Los Angeles Department of Water and Power (LADWP) Boulder Dam to Los Angeles Transmission Lines	A, C	No Adverse Effect	Visual effects: minor permanent visual and setting effects Physical effects: none Noise and Vibration effects: temporary noise or vibration during construction No permanent noise or vibration impacts would occur to this resource, as the towers of the subject transmission line corridor are more than 500 feet from the proposed alignment. The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.
Southern California Edison SCE Kramer –Victorville Transmission Lines	A, C	No Adverse Effect	Visual effects: minor permanent visual and setting effects Physical effects: none Noise and Vibration effects: temporary noise and vibration during construction This linear resource crosses overhead within the APE at one location in Hesperia (Section 1) for a distance of 2,500 feet. Given the length of this resource (approximately 100 miles), effects from minor changes to the visual setting would be minimal. The Project would not alter physical features within the setting where it crosses the APE, where the setting is a low-density residential development, the interstate (non-contributing) and multiple transmission line corridors. Introduction of the Project within the median of I-15 is not considered visually intrusive and would not affect the subject property's ability to convey its significance under

Resource Name and Address (as applicable)	NRHP Criteria	Preliminary Section 106 Finding	Preliminary Section 4(f) Determination
			NRHP Criteria A and C. The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.
Atchison Topeka & Santa Fe (AT&SF) Railroad	A, C	No Adverse Effect	<p>Visual effects: temporary visual and setting effects during construction Physical effects: none Noise and Vibration effects: none anticipated, given the resource is an active freight rail corridor</p> <p>The alignment would add new crossings over or under the historic property at multiple locations within the existing footprint of I 15. The Project’s alignment – both median-running, at-grade (most Project locations) and elevated, side-running (in the Rancho Cucamonga vicinity) – would not result in the alteration of the physical features or the setting that convey the significance of this resource. These features include the materials, alignment (engineering), and the rural desert and mountain pass setting elements. With construction of the Project, this resource would continue to convey its significance under Criteria A and C. The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>
Railroad Bridge over Baldy Mesa Road	A,C	No Adverse Effect	<p>Visual effects: none Physical effects: none Noise and Vibration effects: temporary noise or vibration.</p> <p>This railroad bridge is located east of I-15 between Cajon Junction and Alray, in Segment 2 of the Project. This resource is east of the southbound lanes of I-15, and the proposed rail alignment is in the median, at grade. Introducing another railroad-related visual element in the vicinity of this bridge would not change the physical features within the subject property's setting; it is located approximately 1000 feet east of the I-15 corridor. The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>

Resource Name and Address (as applicable)	NRHP Criteria	Preliminary Section 106 Finding	Preliminary Section 4(f) Determination
Burlington Northern Santa Fe (BNSF) Railroad Culvert BNSF-4	A	No Adverse Effect	<p>Visual effects: minor permanent visual and setting effects Physical effects: none Noise and Vibration effects: temporary noise or vibration</p> <p>This historic culvert is approximately 1,000 feet east of the northbound I 15 travel lanes in Section 2 (median-running alignment in Cajon Pass). Introducing the median-running alignment over 1,000 feet from the culvert does not have the potential to alter the culvert's historic character-defining features in any meaningful way. The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>
WSA-PF-08 Culvert	A	No Adverse Effect	<p>Visual effects: none Physical effects: none Noise and Vibration effects: temporary noise and vibration during construction</p> <p>This historic culvert crosses under I 15 in Section 2 of the Project. It is also part of the I 15 right-of-way, which is exempt from Section 106 as part of the Interstate Highway Exemption. Introducing the median-running alignment in the exempt I 15 right-of-way does not have the potential to alter the culvert's historic character-defining features in any meaningful way. The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>
California Aqueduct East Branch	A, C	No Adverse Effect	<p>Visual effects: minor permanent setting effect Physical effects: none Noise and Vibration effects: temporary noise and vibration during project construction</p> <p>The Project would add a bridge spanning the aqueduct; the bridge would be between two existing I 15 culvert/bridges. Given 1) the overall length of the aqueduct (444 miles), 2) the short bridge span between the I 15 bridges, and 3) the existing setting of a major transportation corridor (I-15), the effects are not considered adverse. The setting of the aqueduct contains bridges spanning across it and these are considered to be ubiquitous features of the setting. Introduction of an additional span between two existing bridges is not considered visually intrusive or incompatible. The aqueduct</p>

Resource Name and Address (as applicable)	NRHP Criteria	Preliminary Section 106 Finding	Preliminary Section 4(f) Determination
			is not a resource that would be affected by noise. The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.
National Old Trails Highway; also Route 66	A	No Adverse Effect	<p>Visual effects: minor visual and setting effect Physical effects: none Noise and Vibration effects: temporary noise and vibration during construction</p> <p>The Project would not introduce an incompatible visual or audible element to the setting of the contributing section of Route 66 in Cajon Pass, as an active transportation corridor (with interstate and railroads) already exists in the resource's immediate setting. The alignment would cross the historic property at multiple locations of the resource that do not retain integrity and therefore are non-contributing segments of the subject property. The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>
Cour-Tilden House	C	No Adverse Effect	<p>Visual effects: moderate visual and setting effects Physical effects: none Noise and Vibration effects: temporary noise or vibration during project construction.</p> <p>This residence is 300 feet west of the I 15 corridor at the periphery of the APE in Section 3 of the Project. The rail alignment would be elevated on the west side of I 15 and would be visible and audible from the rear of the residence. Introducing the elevated rail alignment to the setting would not diminish the integrity of setting such that it would no longer be able to convey its significance. The existing setting includes an active (elevated) transportation corridor (I 15); the Project would not introduce an incompatible visual or audible element to the setting because an active transportation corridor already exists in the resource's immediate setting. The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>
Southwestern Portland Cement Company, Victorville Plant	A	No Adverse Effect	<p>Visual effects: minor permanent visual and setting effects</p>

Resource Name and Address (as applicable)	NRHP Criteria	Preliminary Section 106 Finding	Preliminary Section 4(f) Determination
			<p>Physical effects: none Noise and Vibration effects: none</p> <p>This resource is 1300 feet west of I 15 in Section 1 of the Project (Victorville). The rail alignment would be elevated on a bridge on the west side of the existing I 15 (Mojave River) Southbound bridge. Introduction of a new bridge next to existing interstate bridges would not change the character of the setting of the subject property, given its distance removed. The new bridge would not be an intrusive visual or audible element as there are already bridges in the setting at some distance removed. No new audible elements would result in noise or vibration above previously existing levels at this distance in an industrial context. No constructive use would occur.</p>
<p>United States Postal Service, Etiwanda Station, Rancho Cucamonga</p>	<p>C</p>	<p>No Adverse Effect</p>	<p>Visual effects: minor temporary and moderate permanent setting effects Physical effects: none Noise and vibration effects: temporary noise or vibration during project construction.</p> <p>The subject property is 300 feet west of the I 15 corridor in Section 3 of the Project. The rail alignment would be elevated along the west side of I 15 and would be visible from the rear of the post office building, as the interstate crosses over surface streets at this location. Introducing the elevated rail alignment to the setting would not diminish the integrity of setting such that it would no longer be able to convey its significance; the existing setting includes an elevated, active transportation corridor (I 15) in the viewshed. Introduction of a new structure between the existing I 15 overpass bridges and the subject property would not be out of character in this urban setting. The Project would not introduce an incompatible visual or audible element to the setting. Noise and vibration studies for the Project indicate that it would not result in vibration or noise effects to the resource during construction or operations above previously existing levels. The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this historic property. No constructive use would occur.</p>

Source: HNTB 2022

4.2.2. Archaeological Resources

Table 9 below provides an evaluation of archaeological resources protected by Section 4(f). As a part of Section 106 consultation, FRA has preliminarily determined that no adverse effects to archaeological resources would occur as a result of the project. All of the listed properties are present within the APE-All; there are no known NRHP-eligible archaeological resources within the APE-ADI, and no adverse effects have been identified. Therefore, there is no potential for a Section 4(f) use through permanent incorporation or temporary occupancy for any archaeological resource. This evaluation focuses on the potential for constructive use of archaeological resources based on whether proximity impact(s) would substantially impair the features or attributes that contribute to the eligibility of the archaeological site.

Table 9. Section 4(f) Constructive Use Assessment of Archaeological Resources Within the APE

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
P-36-000113 (Historic component)t	HPRD/ Foundations	N/A	No Adverse Effect	N/A
P-36-000114 (Historic component)t	HPRD/ Homestead	N/A	No Adverse Effect	N/A
P-36-000122 (Historic component)t	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-000421 (Historic component)t	Water Conveyance	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
P-36-000425 (Historic component)t	HPRD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-004275	Toll Road	N/A	No Adverse Effect	N/A
P-36-003803	HPRD/ Homestead	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-006318	HPRD	N/A	No Adverse Effect	N/A
P-36-006701	Mining	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-007095	HPRD	N/A	No Adverse Effect	N/A
P-36-007294	Railroad Debris	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-007761	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-008128	HPRD/ Landscaping	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-008129	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-008130	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-008131	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-008133	Water Conveyance	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-009566	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-010920	HPRD	N/A	No Adverse Effect	N/A

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
P-36-011425	HPRD/ Foundations	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-011678	Homestead	N/A	No Adverse Effect	N/A
P-36-012056	HPRD/ Foundations	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-012650	Mining	N/A	No Adverse Effect	N/A
P-36-012651	Mining	N/A	No Adverse Effect	N/A
P-36-012655	Power Lines	N/A	No Adverse Effect	N/A
P-36-012657	HPRD	N/A	No Adverse Effect	N/A
P-36-012739	Foundations	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-012838	HPRD/ Foundations/ Features	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-013300	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-013881	Railroad Debris	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-014507	HPRD	N/A	No Adverse Effect	N/A
P-36-014508	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-018058	Historic camp (aka Sycamore Grove) for early Mormon pioneers in the San Bernardino area. Also likely site of the "Lost Rancharia of Cajon Pass"	A, D	No Adverse Effect	<p>Visual effects: Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resource's contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-020173	Farm	N/A	No Adverse Effect	N/A

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
P-36-020969	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-021286	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-021287	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p>

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				The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.
P-36-021288	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-021300	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-021556	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-021557	Water Conveyance	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-021565	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-022663	HPRD	N/A	No Adverse Effect	N/A
P-36-023468	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-023470	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-024573	Road	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-024574	Railroad debris	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP</p>

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				<p>eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-024579	Road	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-024580	Road	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
P-36-027084	Foundations	D	No Adverse Effect	<ul style="list-style-type: none"> • Criterion A—Properties that are associated with events that have made a significant contribution to the broad patterns of our history • Criterion D—Properties that have yielded, or may be likely to yield, information important in prehistory or history
P-36-027085	Water Conveyance	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-032877	HPRD	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-029772	Crowder Canyon	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
	Archaeological district (CCAD)			<p>pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: District is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-000113	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-000114	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.
P-36-000115	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-000122	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-000421	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-000713	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-003770	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
P-36-003771	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-003772	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-003773	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-003774	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-003775	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-005821	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-005822	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-005824	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.
P-36-005825	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-008858	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-031655	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-032880	Contributing Element to CCAD	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-000425 (prehistoric component)	Habitation	A, D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
P-36-001397	Bedrock Milling	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-002207	Lithic Scatter	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-002208	Lithic Scatter	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.
P-36-002302	Stone Feature	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-003680	Lithic Scatter/ Bedrock Milling	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-004265	Lithic Scatter/ Thermal Feature	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-005063	Lithic Scatter	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-006315	Lithic Scatter	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource's NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-013882	Thermal Feature	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p>

Primary Number	Description	NRHP Criteria	Preliminary Section 106 Finding	NRHP Effects Determination
				<p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
P-36-033607	Bedrock Milling	D	No Adverse Effect	<p>Visual effects: The resource would still be fully visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The resource would still provide information important to prehistory or history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials.</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>
BW22-MH-001 (Coyote’s Nose)	Culturally significant landform identified during tribal consultation	A	No Adverse Effect	<p>Visual effects: The resource would still be visible upon completion of the project. Visual intrusions would not diminish the qualities that contribute to NRHP eligibility. The project would not impact this resources contribution to the road pattern of history.</p> <p>Physical effects: Site is sufficiently distant from limits of disturbance that no effects or no adverse effects will occur from the displacement of archaeological materials</p> <p>Noise and Vibration effects: Construction and operation vibrations and noise levels are below existing limits for the I-15 freeway and will have no adverse effect to this resource.</p> <p>The Project would not affect this resource’s NRHP eligibility or otherwise substantially impair the attributes of this archeological resource. No constructive use would occur.</p>

Source: Dudek 2022

5. Section 4(f) Avoidance Alternatives

At this time, FRA has not identified a potential use of any resource protected under Section 4(f). Therefore, the Project as designed avoids a use of 4(f) resources and no avoidance alternatives are required.

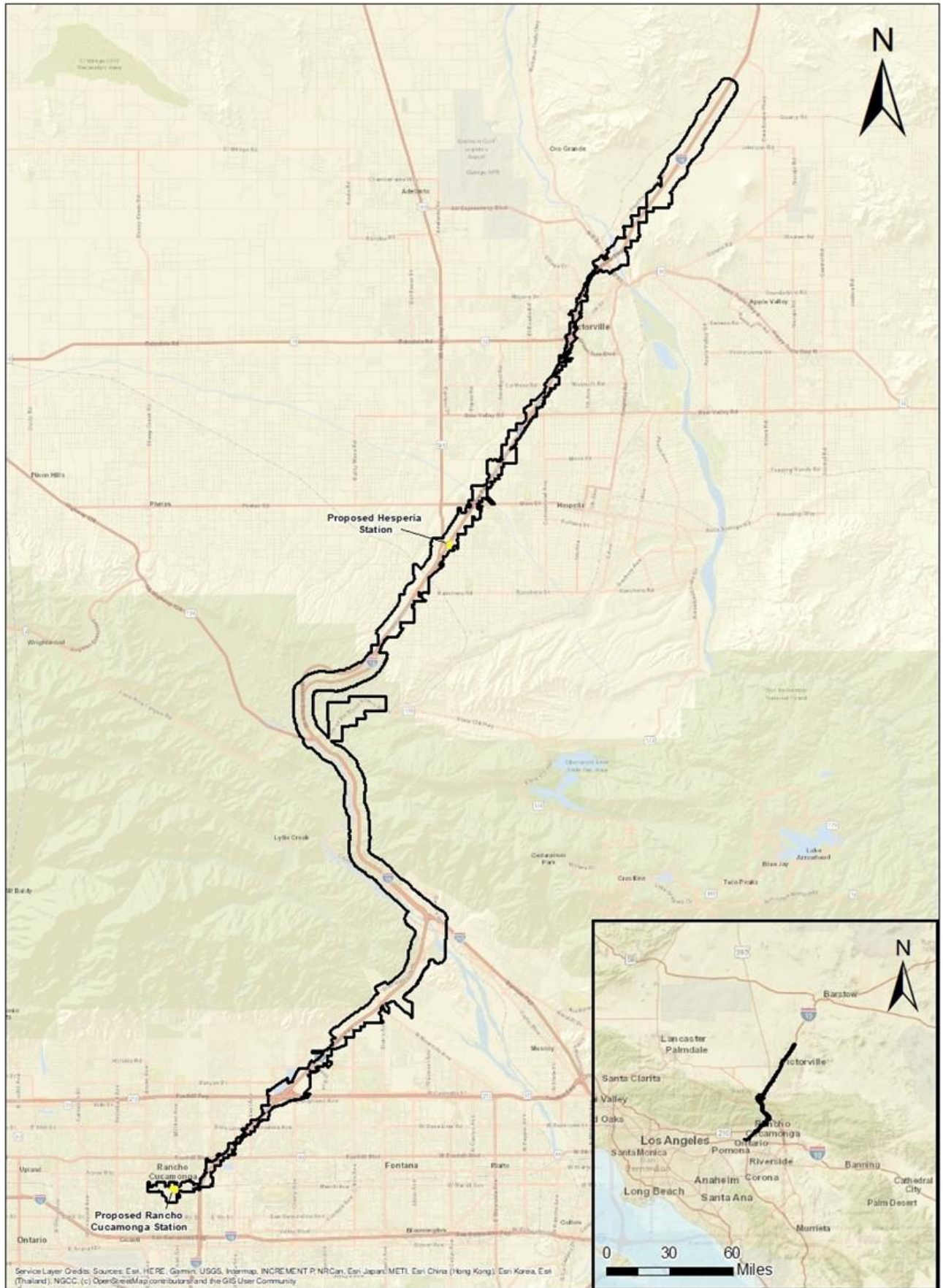
6. Section 4(f) Measures to Minimize Harm/Least Harm Analysis



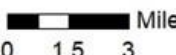

At this time, FRA has not identified a potential use of any resource protected under Section 4(f). Therefore, the Project as designed and with application of avoidance, minimization, and mitigation measures discussed in the Draft EA, no use would occur. Additional measures to minimize harm are not warranted, nor required, in order to avoid a Section 4(f) use.

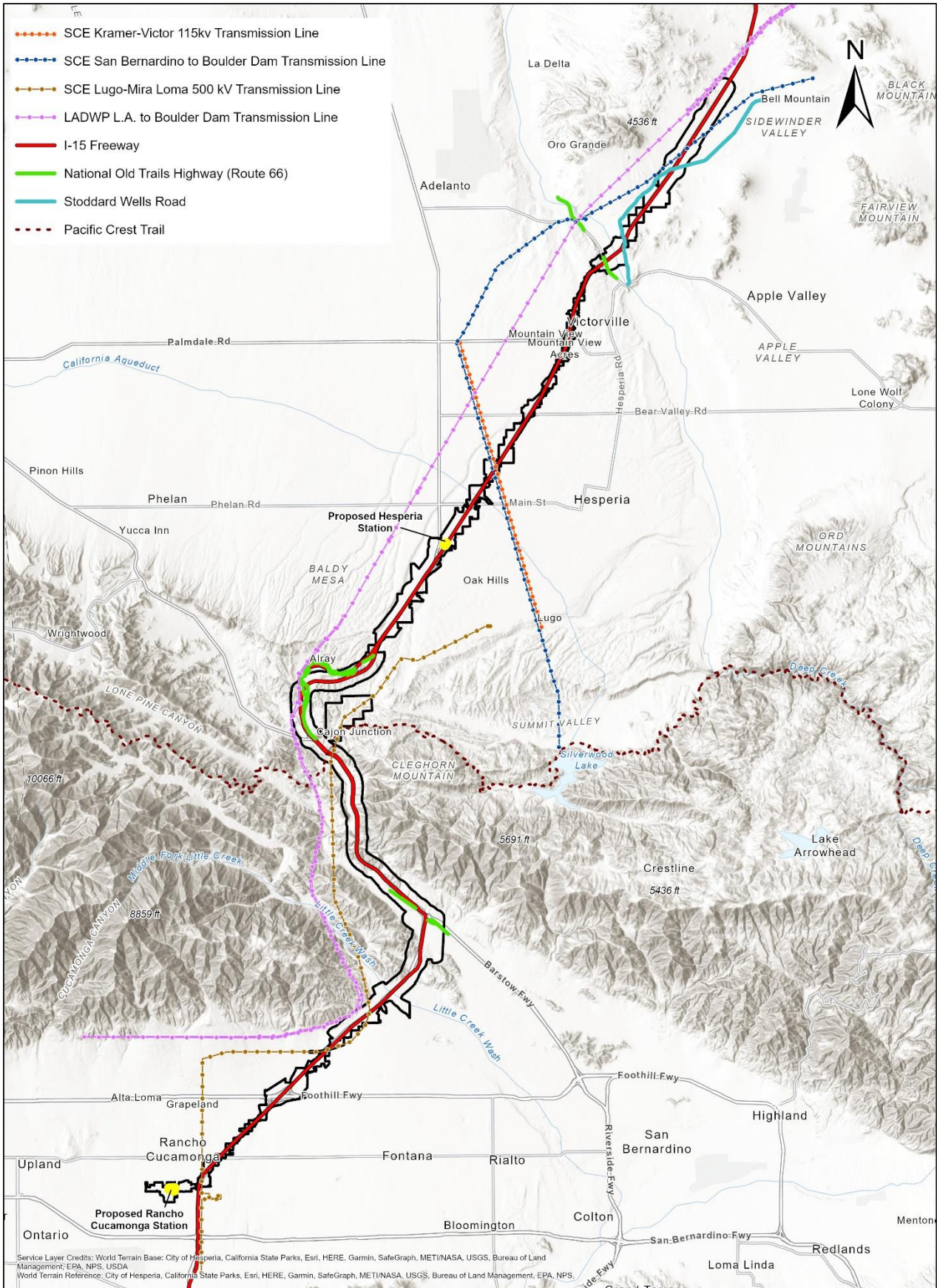
7. Section 6(f) Analysis

No Section 6(f) resources have been identified within the ESL. Some larger resources such as the PCT were partially acquired through Section 6(f) funds, and FRA continues to research whether the small segments of these resources within the ESL were purchased with these funds. However, as demonstrated above, the Project would not result in the conversion of any recreational property to a non-recreational purpose. Therefore, there is no potential for use of a Section 6(f) resource.

Attachment A



<p>Legend</p> <p> Area of Potential Effect</p> <p> Proposed Station Location</p>	<p>Area of Potential Effects and Vicinity Map Brightline West Cajon Pass High-Speed Rail Victor Valley to Rancho Cucamonga, San Bernardino County, California</p>	
	<p> Miles</p> <p>0 1.5 3</p>	



<p>Legend</p> <p> Area of Potential Effects Proposed Station Location </p>	<p>Historic Resources within the Area of Potential Effects Brightline West Cajon Pass High Speed Rail Project San Bernardino County, California</p>	
	<p> Miles 0 1.5 3 </p>	

