RECLAMATION
Managing Water in the West

Supplemental Environmental Assessment

California High Speed Train Project, Construction Package 1 crossing Reclamation's Lands

FONSI 17-25-MP

U.S. Bureau of Reclamation
Mid-Pacific Region
Sacramento, California

September 2017

Mission Statements

The mission of the Department of the Interior is to protect and provide access to our Nation's natural and cultural heritage and honor our trust responsibilities to Indian Tribes and our commitment to island communities.

The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

List of Abbreviations and Acronyms

Authority	California High Speed Rail Authority
CEQ	Council on Environmental Quality
FRA	Federal Railroad Authority
EA	Environmental Assessment
HSR	High Speed Rail
HST	High Speed Train
NEPA	National Environmental Policy Act
O&M	operation and maintenance

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Section 1 Introduction

1.1 Background and Need for the Proposed Action

In conformance with the National Environmental Policy Act of 1969 (NEPA), as amended, Council on Environmental Quality (CEQ) regulations (40 CFR 1500-1508), and DOI Regulations (43 CFR Part 46), the Bureau of Reclamation (Reclamation) has prepared this Supplemental Environmental Assessment (EA) to address the potential environmental impacts associated with issuing California High Speed Rail Authority (Authority) a temporary construction easement and a permanent right of way easement on Federally-owned lands administered by Reclamation, and exchange lands with the Authority that will be impacted by the planned High Speed Rail (HSR) guideway in Madera, California.

The California High-Speed Train Project is being constructed by the Authority through a series of design-build contracts. The Authority has identified four design build contracts in the Central Valley. Construction package 1 is the first significant construction contract executed and construction of the alignment has begun. Construction Package 1 is a 32-mile stretch between Avenue 19 in Madera County to East American Avenue in Fresno County. Construction Packages 2 and 3 are still being designed. The alignment extends approximately 60 miles from the terminus of Construction Package 1 to one mile north of the Tulare-Kern County line. Construction Package 4 is also being designed and is a 22-mile stretch from the terminus of Construction Package 2 and 3 to Poplar Avenue north of Shafter.

The HSR guideway in would be approximately five feet above existing grade and would cross Reclamations lands at six locations (Figure 1). In areas where the HSR guideway crosses Reclamations lands, the Authority has proposed to relocate and replace existing irrigation laterals. The Authority would acquire the land rights and will transfer ownership to Reclamation in locations where the relocated pipelines are outside Reclamation's existing right of way or if the right of way is no longer sufficient for operation and maintenance (O&M) activities. Reclamation property severed by the HSR guideway would no longer serve the purpose for which is was acquired, and Reclamation proposes to dispose of the property and transfer ownership to the Authority.

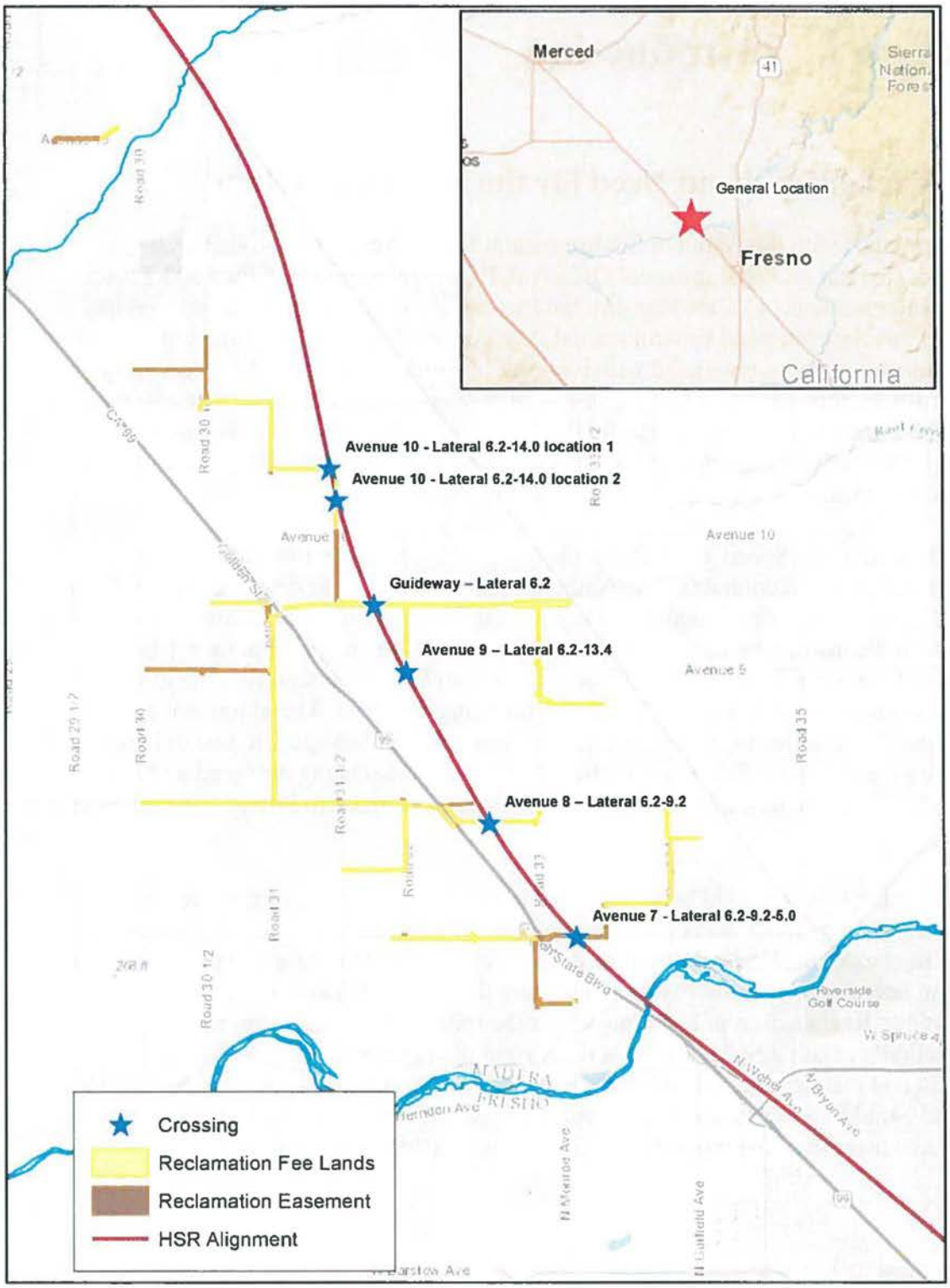


Figure 1. Project Location

Section 2 Alternatives Including Proposed Action

2.1 No Action Alternative

Under the no action alternative, Reclamation would not issue the Authority a temporary construction easement to relocate irrigation laterals to accommodate the HSR guideway or a permanent right of way easement for future operation and maintenance activities. If the irrigation laterals are not relocated, the Authority and Reclamation would not need to transfer ownership of lands, and ongoing construction of Construction Package 1 would be halted.

2.2 Proposed Action

Under the Proposed Action, Reclamation would approve the Authority's application for Construction Package 1 and issue a temporary construction easement to replace and relocate existing irrigation laterals to accommodate the HSR guideway and a permanent right of way easement for their future operation and maintenance activities. In addition, the Authority and Reclamation would exchange ownership of lands where the relocated pipelines are outside Reclamation's existing right of way or if the right of way is no longer sufficient for operation and maintenance (O&M) activities. Maps showing the proposed easements and land exchanges for irrigation laterals are in Appendix A.

2.2.1 Easements

Avenue 7 - Lateral 6.2-9.2-5.0
The HSR guideway would cross a Reclamation easement at the south side of Avenue 7, approximately 0.25 miles east of State Route 99. At the 90 degree turn, Reclamation has 65 foot wide fee ownership along Lateral 6.2-9.2-5.0 running north of Avenue 7. Reclamation would grant the Authority a 100 foot long temporary construction easement along Lateral 6.2-9.2-5.0 and would issue a letter of none objection to cross Reclamation's easement.

Avenue 8 – Lateral 6.2-9.2
The HSR guideway would cross Reclamation lands near Avenue 8, approximately 1,300 feet east of Highway 99. Reclamation holds an 80 foot wide fee ownership along Lateral 6.2-9.2. Reclamation would grant the Authority a 140 foot long temporary construction easement.

Avenue 9 – Lateral 6.2-13.4
HSR activities would cross Reclamation lands at the intersection of Avenue 9 and Road 32 in two locations. Reclamation holds 0.26 acre parcel in fee ownership along Lateral

6.2-13.4 at Avenue 9. At the 90 degree turn, Reclamation holds a 45 foot wide (north to south) fee ownership for continuation of Lateral 6.2-13.4 along Road 32. Reclamation would grant the Authority a temporary construction easement for the 0.26 acre parcel and a 300 foot long temporary construction easement along the north to south continuation of Lateral 6.2-13.4.

Guideway – Lateral 6.2
The HSR guideway would cross Reclamation lands near Road 32, approximately one half mile east of Road 30 ½. Reclamation holds a 200 foot wide fee ownership along Lateral 6.2. Reclamation would grant the Authority a temporary 600 foot long temporary construction easement and subsurface easement, and a 110 foot long permanent easement for operation and maintenance.

Avenue 10 - Lateral 6.2-14.0
The HSR guideway would cross Reclamation lands at two locations; the first location is along Avenue 10 ½, 270 feet west of Road 31 ½ and the second location is along Road 31 ½, approximately 1,540 feet north of Avenue 10. Reclamation holds a 100 foot wide (east to west) fee ownership at Lateral 6.2-14.0. At the 90 degree turn, Reclamation holds a 60 foot wide (north to south) fee ownership for continuation of Lateral 6.2-14. Reclamation would grant the Authority a 0.60 mile temporary construction easement along Lateral 6.2-14.

2.2.2 Realignments

The Authority would complete all replacement and relocations of the laterals. Canal crossings will take place during the non-irrigation season when there is no water in the canals. The Authority does not anticipate the need for a bypass plan since the completion will occur outside the irrigation season. Upon completion, Reclamation would continue to have ownership of the irrigation laterals and perform regular inspections. The Authority or Reclamation would be responsible for operation and maintenance of the pipeline beneath the HSR guideway. Effects to utility's and agriculture have been evaluated in the 2012 EIS/EIR. The description of activities are presented to provide a better understanding of the need for the easements and land exchanges.

Avenue 7 - Lateral 6.2-9.2-5.0
This lateral is a 48 inch diameter pipeline running along the south side of Avenue 7. The Authority has proposed to reconfigure the Avenue 7 and Road 32 intersection and construct a grade separation, elevating Avenue 7 over the HSR guideway. The Authority would relocate approximately 600 linear feet of the pipeline to accommodate their proposed road realignments and the HSR guideway. The new pipe will be installed inside an 84-inch diameter by 1 inch thick steel casing where the pipe crosses beneath the HSR guideway. Encasing the pipe in the steel casing accommodates future O&M activities.

Avenue 7 would be relocated to the north impacting Reclamation's existing pipeline (north of Road 32). The Authority would realign and replace approximately 100-foot

section of the pipeline with a 48 inch reinforced concrete pipe. Access to the site will be via Avenue 7 and the HSR corridor to enter and exit the project location. This work is anticipated to start on October 2017 and will be completed by November 2017.

Avenue 8 – Lateral 6.2-9.2
Lateral 6.2-9.2 is a seven foot wide trapezoidal channel that runs east to west. The Authority would replace approximately 300 foot section of the open canal with 42 inch pipeline. The pipe will be installed inside a 66 inch diameter by 1 inch thick steel casing where the pipe crosses beneath the HSR guideway to accommodate future O&M activities. Approximately 8 feet of riprap will be placed on the bottom and side slopes of the canal where it transitions to the pipeline. A drainage outlet would be installed at the west end and inlet transition-structure will be constructed at the east end.

Since the HSR guideway will sever access along the canal, the Authority would construct a new turn around to east side of the HSR guideway so Reclamation can maintain access for inspections. Along the west side of the guideway, the Authority would create a 12 foot access road running south of the canal where it would connect to Road 32 near Lateral 6.2-9.2-5.0.

Access to the site would be via Road 33, dirt maintenance roads, and the HSR corridor to enter and exit the project location. This work is anticipated to start in December 2017 and will be completed by February 2018.

Avenue 9 – Lateral 6.2-13.4
Lateral 6.2-13.4 consists of a seven foot wide trapezoidal channel and two 18 inch irrigation pipelines. The existing canal runs north to south along the east side of Road 32, north of Avenue 9. Approximately 265 feet north of Avenue 9, the canal becomes two irrigation pipelines which run under Avenue 9 connecting to parcels on the south side of Avenue 9.

The Authority would install a drainage outlet transition-structure with 8 feet of riprap to transition the existing canal to two new 18 inch diameter irrigation lines. The irrigation lines would continue south along Road 32 for approximately 130 feet. The Authority would remove the existing irrigation pipeline under Avenue 9. The irrigation pipeline would be realigned and replace with two 18 inch pipelines. The irrigation pipelines would split and run parallel to the east and west side of the HSR guideway. An approximately 90 foot long pipeline would run along the east of the HSSR guideway and approximately 500 foot long pipeline would cross under the HSR guideway and run along the west side and reconnect to an existing irrigation canal. Where the pipe crosses beneath the HSR guideway. The pipe will be installed inside a 36 inch diameter by 1 inch thick steel casing.

The Authority would construct a grade separation, elevating Avenue 9 over the HSR guideway. Road 32 would no longer intersect with Avenue 9 and the Authority would reconfigure the intersection. Access to the site would be via Avenue 9 and the HSR corridor to enter and exit the project location. This work is anticipated to start in October 2018 and will be completed by December 2018.

Guideway – Lateral 6.2
Lateral 6.2 is a seven foot wide trapezoidal channel that runs east to west along an unnamed road between Avenue 9 and Avenue 10.

The Authority would replace approximately 300 foot section of the open irrigation canal with a 6 foot by 12 foot reinforced box culvert. The HSR guideway would run on top of the box culvert. Since HSR guideway will sever access along the canal, the Authority would construct two turn arounds at the east and west side of the HSR guideway. The turn arounds would be within Reclamation's fee ownership.

Access to the site would be via Road 32, Road 30 ½, and the HSR corridor to enter and exit the project location. This work is anticipated to start in January 2018 and would be completed by March 2018.

Avenue 10 - Lateral 6.2-14.0
Lateral 6.2-14.0 consists of a seven foot wide trapezoidal channel and 30 inch irrigation pipeline. The lateral transitions from a canal to an underground pipeline approximately 360 feet north of Avenue 10.

To accommodate the HSR guideway, the Authority would replace a 328 foot section of the open irrigation canal (east to west) with 36-inch diameter underground pipe. The new pipe will be installed inside a 36-inch diameter by 0.50 inch thick steel casing where the pipe crosses beneath the HSR guideway. A drainage outlet transition-structure with eight feet of riprap would be installed where the new pipe connects with the existing canal. A meter box and an outlet box will be installed near the existing sump.

The north to south canal between Avenue 10 ½ and Avenue 10 would be replaced with 2,820 linear feet of 36-inch diameter underground pipe that will run parallel to the west side of the HSR guideway. The underground pipe will continue under Avenue 10, daylighting to the south side of the road. Ventilation pipes and pressure manholes will be installed every 400 feet per Madera Irrigation District standards. Upon completion of the pipeline, the open irrigation canal would be backfilled and graded.

The Authority would also construct a grade separation, elevating Avenue 10 over the HSR guideway. Access to the site would be via Avenue 10 and the HSR corridor to enter and exit the project location. This work is anticipated to begin October 2017, and is anticipated to be completed by February 2018. The construction will be completed prior to the 2018 irrigation season.

2.2.3 Land Exchange

Avenue 7 - Lateral 6.2-9.2-5.0
To maintain access on the west side of the HSR guideway, the Authority would acquire and transfer the land rights to Reclamation for a 25 foot wide easement ownership from Road 32 to Lateral 6.2-9.2 for O&M activities.

Avenue 8 – Lateral 6.2-9.2
The pipeline would remain in Reclamation's right-of-way but the turnaround east of the HSR guideway would fall outside Reclamation's right-of-way; the Authority would acquire the land and transfer ownership of the turnaround to Reclamation. In addition, the Authority would acquire and transfer a 25 foot easement west of the HSR guideway from the canal to Road 32 to allow Reclamation access for O&M activities.

After the HSR guideway is constructed and the turn arounds are completed, the 0.20 acre area beneath the guideway will no longer be needed by Reclamation and will be transferred to the Authority.

Avenue 9 – Lateral 6.2-13.4
The 0.26 acre parcel (east to west at Avenue 9) would fall under the HSR guideway and would be transfer to the Authority. Due to the realignment of the pipeline and reconfigure the intersection, approximately 0.5 acres (north to south at Avenue 32) would no longer be needed by Reclamation and the lands would be turned over to Madera County or the Authority.

Guideway – Lateral 6.2
Once the HSR guideway is constructed and the turn arounds are completed, the 0.42 acre area beneath the guideway will be assessed to determine whether Reclamation would transfer this parcel to the Authority.

Avenue 10 - Lateral 6.2-14.0
After the lateral is relocated and replaced, the lands east of the HSR guideway would no longer be needed by Reclamation and ownership would be transferred to the Authority. Reclamation would also grant an easement to Webster Mandarin LLC along the east to west segment of Lateral 6.2-14.0 to allow access for O&M activities.

The relocated pipeline would be outside Reclamation's existing right of way. The Authority would acquire and transfer ownership of a 50 foot wide easement to Reclamation. In addition, the Authority would acquire and transfer a 20 foot easement north of Avenue 10 and a 40 foot easement south of Avenue 10 to allow Reclamation access for O&M activities.

Section 3 Environmental Consequences

This section identifies the potentially affected environmental resources and the environmental consequences that could result from the Proposed Action.

3.1 Affected Environment

The lands surrounding project area are irrigated agriculture properties or support agricultural activities (farm yards and shops, water distribution features including canals, ditches, drains, and pump stations). The primary crops located in the area are vineyards,

fruit and nut trees, grains and fields crops. Reclamation has numerous irrigation laterals that delivery water to agricultural lands.

The initial historic property identification efforts including literature search, record search, surveys and consultation and public participation was completed for the Merced to Fresno Section and presented within the *Archaeological Survey Report (ASR)* and the *Historic Architectural Survey Report (HASR)* Merced to Fresno Section (Authority and FRA 2012a and 2012b) and Merced to Fresno Section Historic Architectural Survey Report and the Merced to Fresno Sections. The field procedures that guided the identification of archaeological sites encountered during the field investigations relied on the Merced to Fresno Section Archaeological Identification and Evaluation Plan (Authority and FRA 2009). The Authority in conjunction with the Federal Railroad Administration (FRA) completed additional evaluation and analysis to support Reclamations action for Lateral 6.2, MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14.0.

In general, the area of potential affect for archaeological properties is the area of ground proposed to be disturbed during construction of the undertaking, including grading, cut-and-fill, easements, staging areas, utility relocation. The current APE for historic architectural properties includes all properties that contain buildings, structures, objects, sites, landscapes, and districts that were more than 50 years of age at the time the intensive surveys were conducted (2010 and 2011).

3.2 Previous Environmental Documents

April 2012, the Authority and the FRA prepared a Final Environmental Impact Statement/Environmental Impact Report (2012 EIS/EIR) for the Merced to Fresno section of the High-Speed Train Project which analysis of the environmental effects of Construction Package 1. May 2, 2012, the Authority's Board of Directors approved the Hybrid Alternative, adopted CEQA findings of fact and a statement of overriding considerations, and adopted a mitigation monitoring and reporting program. The FRA issued a Record of Decision under NEPA on September 18, 2012.

Reclamation performed an independent review of the 2012 EIS/EIR and found it adequate. The 2012 EIS/EIR environmental analyses and findings are incorporated by reference into this document to the extent practicable. The EIS/EIR found effects to the following resources less than significant or less than significant with mitigation: Air Quality and Climate Change, Biological Resources, Cultural Resources, Noise, Traffic, Socioeconomics and Environmental Justice. The EIS/EIR found no effects on Geology, Soils, and Seismicity, and Hydrology and Water Resources. There would be significant effects on Agricultural Resources and Aesthetics.

This EA is intended to supplement the 2012 EIS/EIR to provide additional discussion of potential effects on agricultural and cultural resources. This EA also includes a discussion of effect on Indian Trust Assets and Indian Sacred Sites that were not analyzed in the

2012 EIS/EIR but are required by Department of the Interior Regulations, Executive Orders, and Reclamation guidelines when preparing environmental documentation.

3.3 Agricultural Resources

Construction and operation of all HST alternatives would result in permanent conversion of agricultural land to nonagricultural use. Project implementation includes purchasing rights-of-way, constructing the project, and testing. Some agricultural land outside of the permanent right-of-way would be used for construction activities, such as staging and material laydown areas. This land would be leased from the landowner and after construction, the land would be restored and returned to the owner.

Construction of the alignment alternatives and related improvements (e.g., road realignments) would affect productive farmland. Utility disruptions such as irrigation systems (e.g., ditches, drains, pipelines, and wells), and power supplies could jeopardize farm productivity and place some farmland at risk for conversion to nonagricultural use.
The Authority would work with each affected property owner to address issues of concern, and attempt to resolve conflicts. When construction activities cannot avoid a utility, the Authority would negotiate a fair compensation for the temporary loss of production.

The Authority would mitigate for impacts through the preservation of Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland and creation of a farmland consolidation program to sell non-economic remnant parcels to neighboring landowners. Mitigation was discussed in the EIS/EIR, though mitigation would not completely offset the impact.

Granting the Authority easements would allow construction activities to occur within the existing Reclamation rights-of-way. These activities would result in minimal temporary impacts Reclamation's properties but would return to normal operational uses following construction. The Authority would complete their activities during the non-irrigation season and would not affect Reclamations water deliveries. Once the work is completed, all equipment and excess materials would be removed. Any damage to the Reclamation's facilities would be repaired. Through the land exchanges, Reclamation would continue to have access to the facilities for O&M activities and regular inspections.

3.4 Cultural Resources

All HST alternatives have the potential to affect archaeological and built environment historic resources during construction. All HST alternatives have the potential to affect built environment resources during operation. Archaeological and paleontological resources will not be affected by HST operations.

Reclamation was approached by the FRA regarding the HST, as portions of the proposed project cross Reclamation lands. Reclamation actions for authorizing use of Federal lands are subject to compliance with Title 54 U.S.C. §306108, commonly known as

Section 106 of the NHPA, and the implementing regulations at 36 CFR Part 800. On July 14, 2016,in accordance with 36 CFR § 800.2(a)(2), Reclamation designated the FRA as lead Federal agency to act on our behalf for Section 106 consultations regarding the HSR (Appendix A).

The Authority, in conjunction with the FRA, completed consultation with the State Historic Preservation Officer (SHPO) regarding the Merced to Fresno Section of the HST Project. This consultation was completed in accordance with: the 2011 *Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority* (PA), and the 2013 *First Amended Memorandum of Agreement Among the Federal Railroad Administration, the California High-Speed Rail Authority, and the California State Historic Preservation Officer Regarding the Merced to Fresno Section of the California High-Speed Train System in Merced, Madera, and Fresno Counties* (MOA).

In support of this consultation, the Authority prepared a technical report titled *Merced to Fresno Project Section Historic Architectural Survey Report (HASR) Addendum to the MID Lateral 6.2 Canal, April, 2017* was submitted to SHPO on May 3, 2017 (Appendix A) to address the five segments of the MID Lateral 6.2 Canal, on Reclamation land and within the HST Project APE (MID Lateral 6.2, MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14.0). While the Madera Canal is significant for its associations with the Central Valley Project (CVP), the MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14 canals are among many secondary and tertiary canals designed as part of the Madera Canal and are among the many canals in the county-wide irrigation canal network extending from the Madera Canal. The MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14 canals are not unique in their associations with the Madera Canal or MID Lateral 6.2 Canal, and the four segments within the HST Project APE have been modified to the extent that they do not possess the integrity required for listing on the NRHP and CRHR. Furthermore, these four secondary segments of the MID Lateral 6.2 Canal are not eligible as individual resources or as elements contributing to the significance of a potential historic district. For the purposes of this project, the MID Lateral 6.2, but not its four secondary laterals, was assumed eligible as a contributor to the Madera Canal and with a finding of no adverse effect to this resource.

On May 5, 2017 (Appendix B), SHPO concurred that MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14.0 are not eligible for the National Register. Modifications to MID Lateral 6.2 will not require any mitigation because the subject alternative will not result in significant impact to historic properties.

3.5 Indian Sacred Sites

Executive Order 13007 (May 24, 1996) requires that federal agencies accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners, and

avoids adversely affecting the physical integrity of such sacred sites. There are no Indian sacred sites at or near the irrigation laterals, therefore, implementation of the proposed action would not affect access to or use of Indian sacred sites.

3.6 Indian Trust Assets

Indian Trust Assets (ITAs) are legal interests in property or rights held in trust by the United States for Indian Tribes or individual Indians. Indian reservations, Rancherias, and Public Domain Allotments are common ITAs in California. The closest ITA to the irrigation laterals is the Table Mountain Rancheria about 18 miles to the northeast (Appendix B). Based on the nature of the proposed action, the hunting or fishing resources or water rights would not be impacted nor is the proposed action on actual Indian lands. Therefore, the proposed action will not have any impacts on ITAs.

3.7 Cumulative Effects

According to CEQ regulations for implementing the procedural provisions of NEPA, a cumulative impact is defined as *the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.* Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

The Proposed Action will have no additional effects on agricultural resources, cultural resources, ITAs, or Indian sacred sites. Therefore, there are no additional cumulative effects to consider beyond those evaluated in the 2012 EIS/EIR.

Section 4 Consultation and Coordination

Reclamation consulted with the following agencies and persons regarding the Proposed Action:

- Madera Irrigation District
- High Speed Rail Authority
- WSP/ Parsons Brinckerhoff
- Tutor Perini/Zachry/Parsons Joint Venture's (TPZP)
- California Office of Historic Preservation

4.1 Public Involvement

The Merced to Fresno Section Draft EIR/EIS was circulated for a 60-day review period, which closed October 13, 2011. Several advertised public workshops were held in the project area during the review period to present the Draft EIR/EIS and to give the public

an opportunity to ask questions and collect information about the project. Four public workshops were held during the last week of August in Chowchilla, Fairmead, Fresno, and Le Grand, at which members of the public could review copies of the Draft EIR/EIS and obtain help in identifying how the project might affect their property. Formal hearings were held in Merced, Madera, and Fresno and written and verbal comments accepted on September 14, 15, and 20, 2011. The Authority and FRA considered comments received and summarized the comments in the Final EIR/EIS.

Section 5 References

California High-Speed Rail Authority (Authority) and Federal Railroad Administration (FRA).

2009 Merced to Fresno Section Archaeological Identification and Evaluation Plan.

2012a Merced to Fresno Section Archaeological Identification and Evaluation Plan (Archaeology Survey Report, California High Speed Rail Project EIR/EIS, Merced to Fresno.

2012b Merced to Fresno Section Historic Architectural Survey Report, California High Speed Rail Train Project, EIR/EIS. Sacramento CA, and Washington DC.

2012c California High-Speed Train Project Environmental Impact Report/Statement: Merced to Fresno Available: *http://www.hsr.ca.gov/Programs/Environmental_Planning/draft_merced_fresno.html*

2017 Architectural Survey Report, Addendum for the MID Lateral 6.2 Canal, Sacamento, CA, and Washington, DC.

Appendix A

Maps

Plate 1. Avenue 7 – Lateral 6.2 - 9.2 – 5.0 easement and land exchange

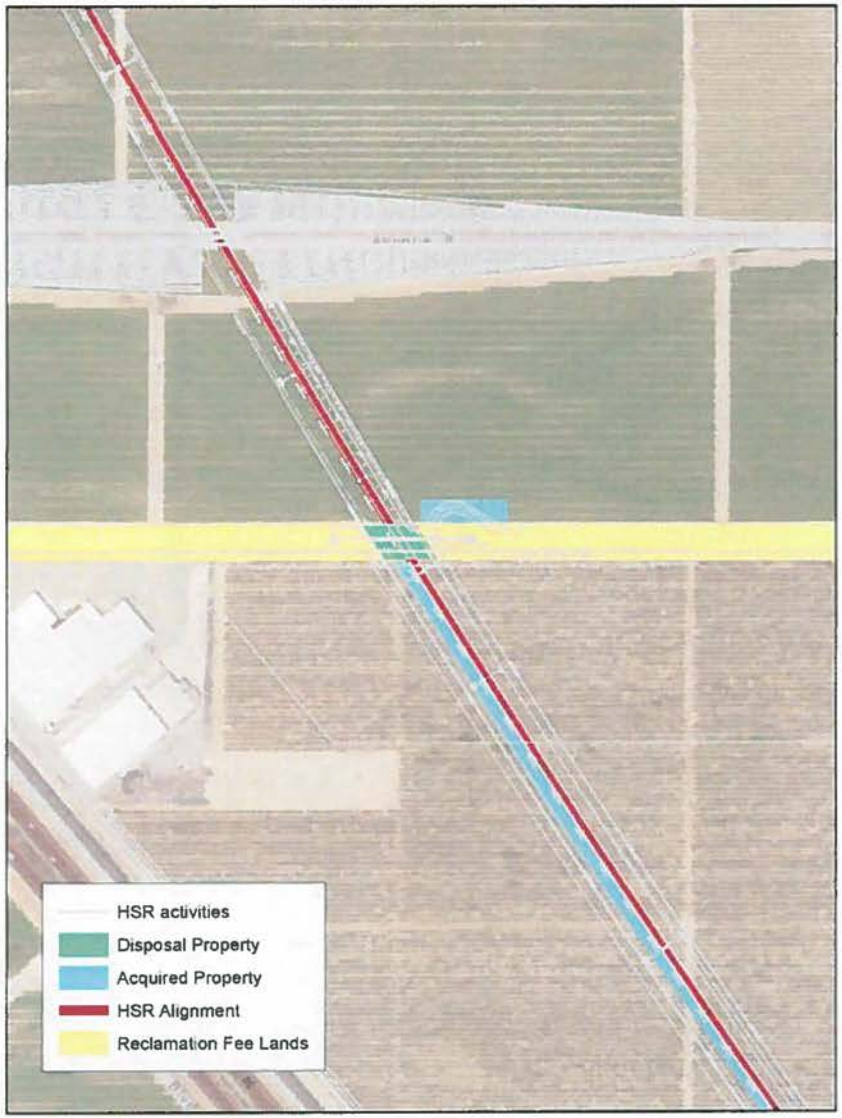
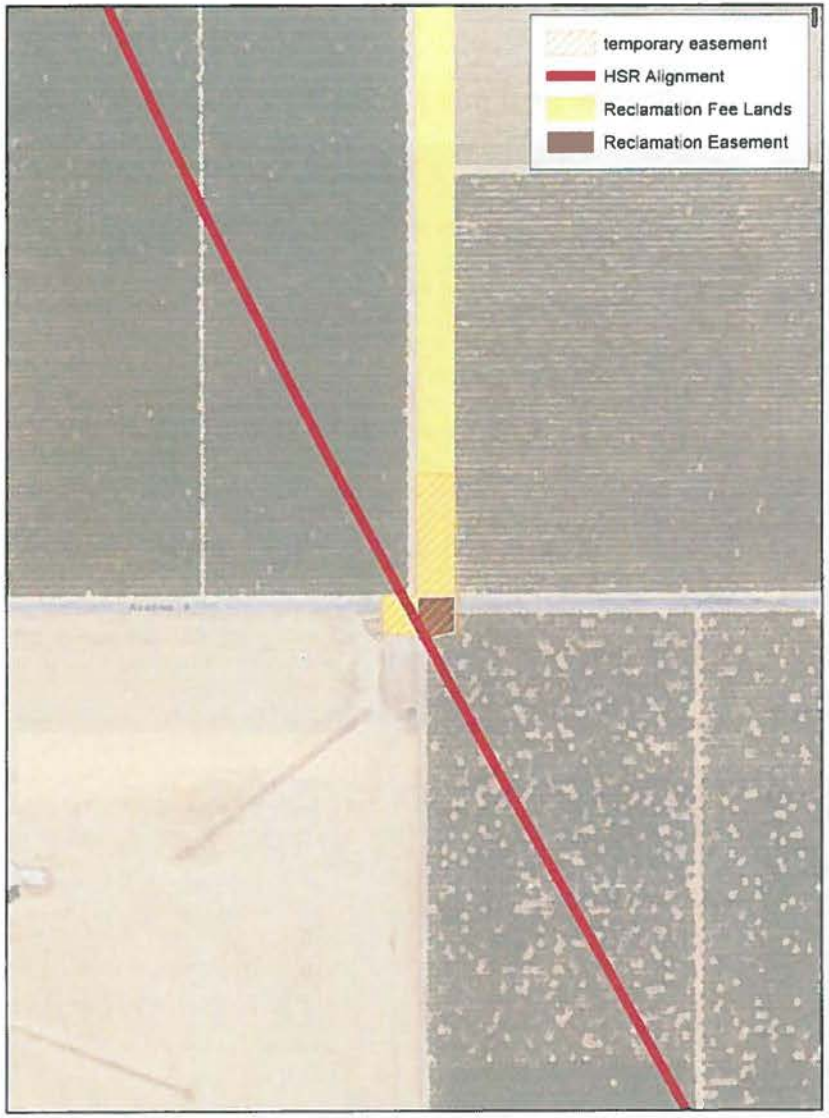


Plate 2. Avenue 8 – Lateral 6.2 - 9.2 easement and land exchange



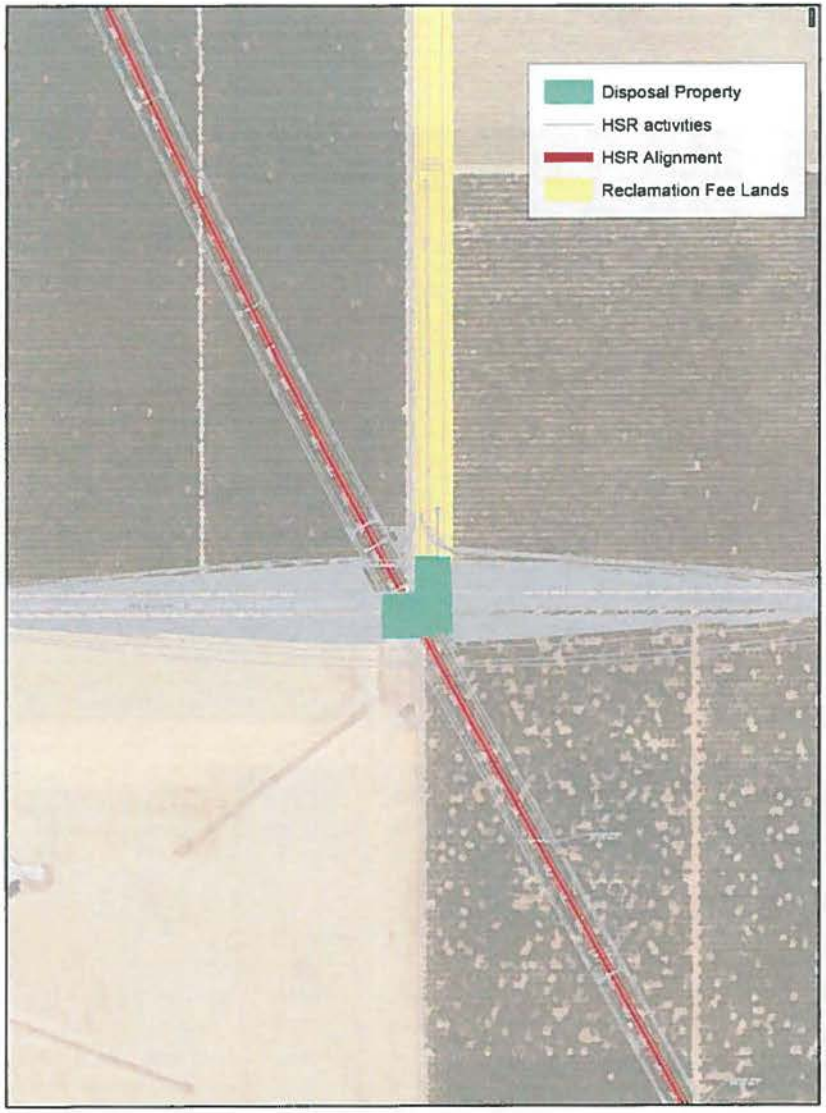
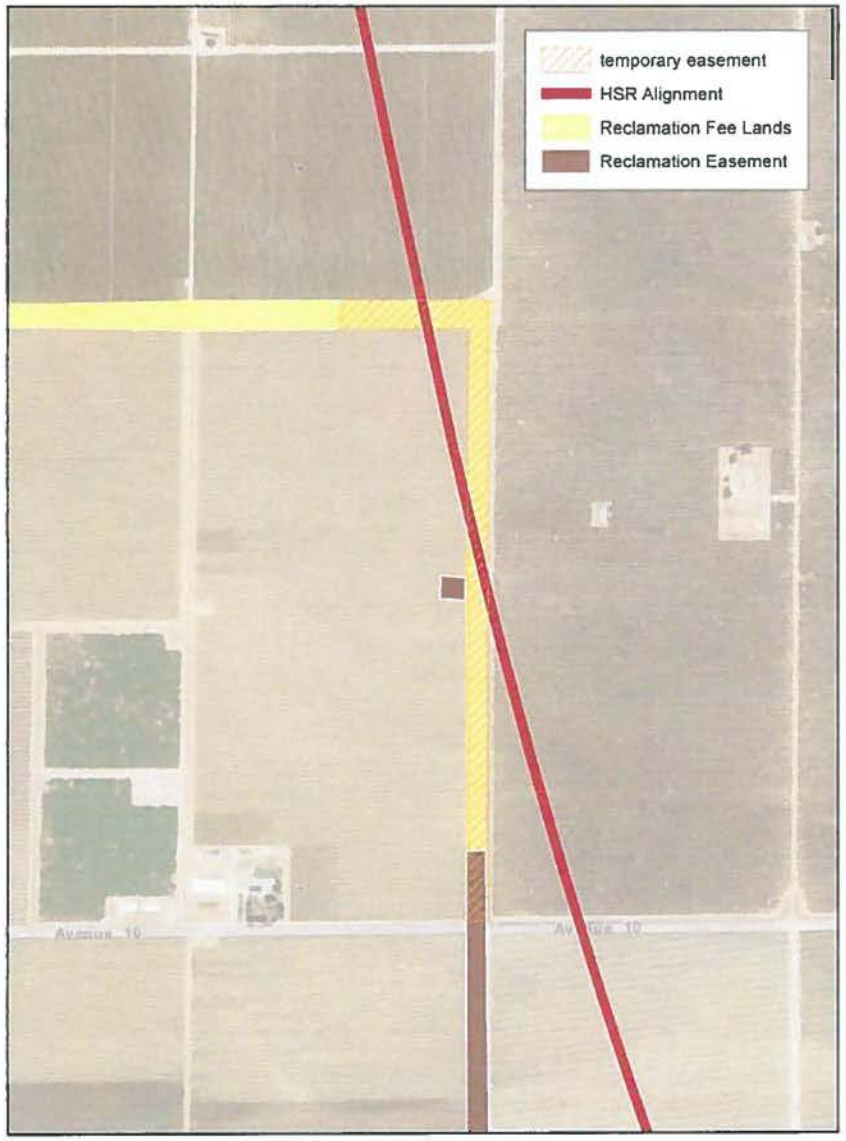


Plate 3. Avenue 9 – Lateral 6.2 13.4 easement and land exchange

Plate 4. Guideway 6.2 easement and HSR activities



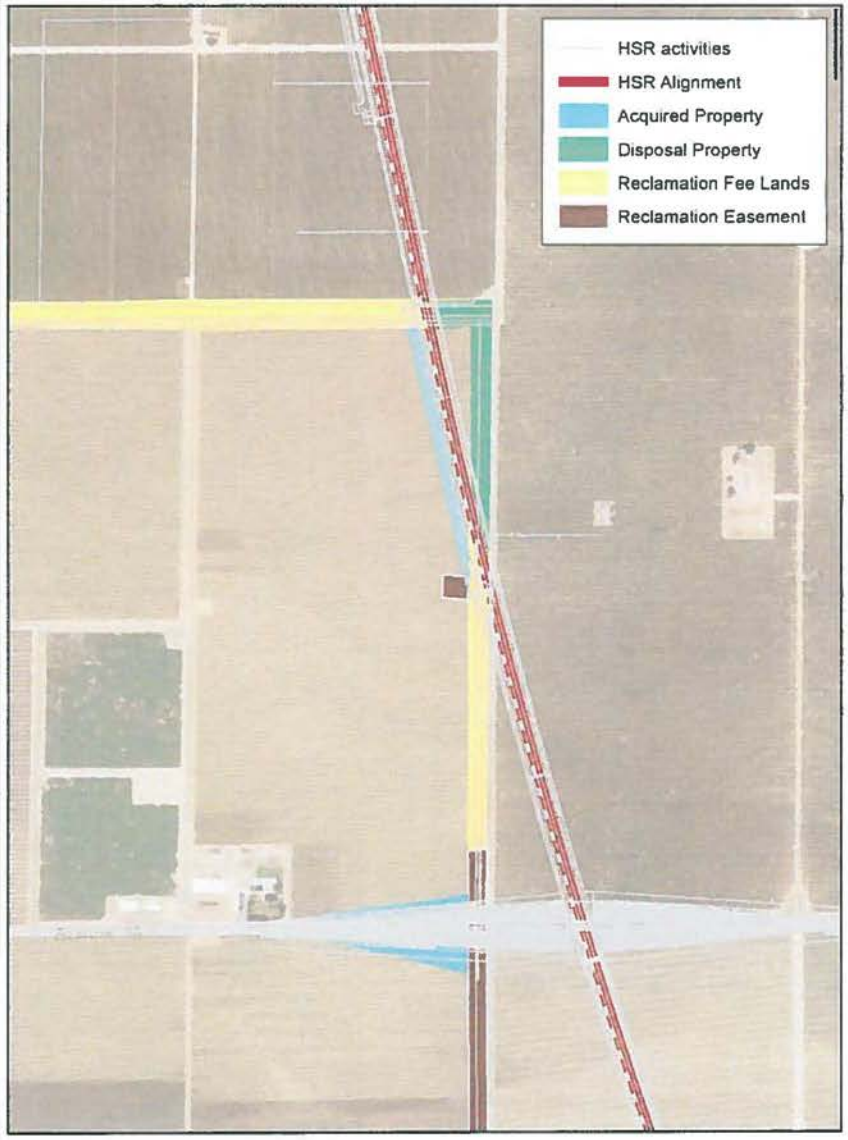


Plate 5. Avenue 10 – Lateral 6.2 14.0 easement and land exchange

Appendix B
Cultural Resources Compliance

United States Department of the Interior

BUREAU OF RECLAMATION
Mid-Pacific Regional Office
2800 Cottage Way
Sacramento, CA 95825-1898

IN REPLY REFER TO

JUL 14 2016

MP-153
ENV-3.00

CERTIFIED – RETURN RECEIPT REQUESTED

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

Subject: National Historic Preservation Act (NHPA) Section 106 Notification of Designation of Federal Lead Agency Status for the California High Speed Rail Project (HSR) (Project #12-SCAO-093.001)

Dear Ms. Polanco:

The Bureau of Reclamation has been approached by the Federal Rail Authority (FRA) and others regarding the HSR, as portions of their proposed project cross Reclamation lands. Reclamation actions for authorizing use of Federal lands are subject to compliance with Title 54 U.S.C. §306108, commonly known as Section 106 of the NHPA, and the implementing regulations at 36 CFR Part 800. In accordance with 36 CFR § 800.2(a)(2), Reclamation is designating the FRA as lead Federal agency to act on our behalf for Section 106 consultations regarding the HSR.

Reclamation is working with FRA in terms of reviewing, commenting, and approving documentation, eligibility recommendations, and findings of effects related to Reclamation lands and facilities, for compliance with Section 106. Reclamation will retain responsibility for issuing access to Reclamation lands and Archaeological Resource Protection Act permits, if required, for purposes of conducting cultural resources studies.

Because of Reclamation's minor role in the much larger project, we do not plan on becoming a signatory to the HSR Programmatic Agreement for this project. However, should Reclamation object to or not concur with any finding, recommendation, or determination for resources on Reclamation land that cannot be resolved through consultation with the FRA, Reclamation retains the authority to request the SHPO and/or Advisory Council Historic Preservation to join the consultation for resolution.

If you have any questions or concerns about this proposal of designation of Lead Agency for the HSR, please contact Mr. Scott Williams, Archaeologist, at 916-978-5042 or sawilliams@usbr.gov.

Sincerely,

Anastasia T. Leigh
Regional Environmental Officer

cc:
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Continued on next page.

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Mr. Mark McLoughlin
Director of Environmental Services
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Ms. Stephanie Perez
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

Ms. Sarah M. Allred
Senior Environmental Planner – Cultural Resources Specialist/Tribal Liaison
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

CALIFORNIA
High-Speed Rail Authority

May 3, 2017

OHP Project #FRA100524A

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1726 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Kathleen Forrest

Subject: California High-Speed Rail Program, Merced to Fresno Project Section, Historic Architectural Survey Report, Addendum for the MID Lateral 6.2 Canal, request for review and concurrence

Dear Ms. Polanco:

The California High-Speed Rail Authority (Authority), in conjunction with the Federal Railroad Administration (FRA), is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the Merced to Fresno Section of the high-speed rail project. This consultation is undertaken in accordance with: the 2011 *Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority* (PA), and the 2013 *First Amended Memorandum of Agreement Among the Federal Railroad Administration, the California High-Speed Rail Authority, and the California State Historic Preservation Officer Regarding the Merced to Fresno Section of the California High-Speed Train System in Merced, Madera, and Fresno Counties* (MOA).

In support of this consultation, the Authority has prepared and attached the following technical report:

California High-Speed Rail Authority, Merced to Fresno Project Section, Historic Architectural Survey Report, Addendum for the MID Lateral 6.2 Canal, April 2017

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FINDINGS

This HASR Addendum (addendum) was prepared to address a historic-period built environment resource (five segments of the Madera Irrigation District (MID) Lateral 6.2 Canal). Appendix A in the attached HASR illustrates the Area of Potential Effects (APE) at the project locations. The identified resource is:

- Five segments of the MID Lateral 6.2 Canal within the HSR Project APE (MID Lateral 6.2, MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14.0)

The professionally qualified investigator and author of this addendum evaluated the five segments of the MID Lateral 6.2 Canal that occur within the HSR project APE using the significance criteria of the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR), and documented the resource on California Department of Parks and Recreation (DPR) 523 forms. For the purposes of this project, the MID Lateral 6.2, but not its four secondary laterals, is **assumed eligible** as a contributor to the Madera Canal, a major component to the Central Valley Project, in consultation with the United States Bureau of Reclamation (USBR), the federal agency with jurisdiction over this resource.

Further consultation with the USBR included the determination that the four secondary segments of the MID Lateral 6.2 Canal (MID Lateral 6.2-9,MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14) are recommended as **not eligible** for listing on the NRHP or CRHR.

While the Madera Canal is significant for its associations with the Central Valley Project (CVP), the MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14 canals are among many secondary and tertiary canals designed as part of the Madera Canal and are among the many canals in the county-wide irrigation canal network extending from the Madera Canal. The MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14 canals are not unique in their associations with the Madera Canal or MID Lateral 6.2 Canal, and the four segments within the HSR project APE have been modified to the extent that they do not possess the integrity required for listing on the NRHP and CRHR. Furthermore, these four secondary segments of the MID Lateral 6.2 Canal are **not eligible** as individual resources or as elements contributing to the significance of a potential historic district.

Proposed construction would result in the enclosure of a 1,500-foot segment of the assumed-eligible Lateral 6.2. It will not be realigned and will continue to convey water along its historic alignment. Therefore it will not be adversely affected by the construction. USBR is in agreement with a finding of no adverse effect to this resource.

REQUEST FOR REVIEW AND CONCURRENCE

This addendum satisfies Stipulation VI.C.4 of the PA and Stipulation III.B of the MOA. The Authority and FRA are requesting SHPO concurrence on the adequacy of the identification effort presented in this supplemental report, that the four sub-laterals are not eligible for the NRHP, and that Lateral 6.2, assumed eligible for the purposes of the HSR project, will not be adversely affected. This report has also been transmitted to the Merced to Fresno MOA Consulting Parties for review and comment. The USBR has reviewed this HASR and responded on May 2, 2017 that they had no comments and they agree with our finding of no adverse effect to this resource. We look forward to receiving your response to this request **within 30 days** of your receipt of this submittal in accordance with Stipulation II of the MOA.

If you require any additional information, please contact Meg Scantlebury by phone at (916) 403-0181 or by email at meg.scantlebury@hsr.ca.gov. Thank you very much for your ongoing assistance with this undertaking.

Sincerely,

Sarah Allred
Cultural Resources Program Manager/Tribal Liaison
(916) 403-0061
sarah.allred@hsr.ca.gov

Attachment:

California High-Speed Rail Authority, Merced to Fresno Project Section, Historic Architectural Survey Report, Addendum for the MID Lateral 6.2 Canal, April 2017

cc: Stephanie Perez, FRA Environmental Protection Specialist
Mark McLoughlin, Authority Director of Environmental Services
Erin Hess, United States Army Corps of Engineers
David Navecky, Surface Transportation Board
BranDee Bruce, Architectural Historian, USBR
Robert Ramirez, Archaeologist, CP-1 Project Construction Management

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., Governor

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May 5, 2017

Reply in Reference To: FRA100524A

Sarah Allred
Cultural Resources Program Manager
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: Historic Architectural Survey Report (HASR) Addendum for the MID Lateral 6.2 Canal, Merced to Fresno Section High-Speed Train Project, Madera County, California

Dear Ms. Allred:

Thank you for the letter received May 3, 2017, regarding the above-referenced deliverable. The High Speed Rail Authority (Authority) is consulting, on behalf of the Federal Railroad Administration (FRA), pursuant to Stipulations VII and IX of the *Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project* (PA) and Stipulation III.B of the subsequent 2016 *Second Amended Memorandum of Agreement Among the Federal Railroad Administration, the California High-Speed Rail Authority, and the California State Historic Preservation Officer Regarding the Merced-Fresno Section of the California High Speed Train System in Merced, Madera, and Fresno Counties* (MOA).

Included with the consultation package was the following document:

- *Merced to Fresno Project Section Historic Architectural Survey Report (HASR) Addendum for the MID Lateral 6.2 Canal*, prepared by ESA in April, 2017

The Authority and FRA are requesting concurrence with the determinations of eligibility for five segments of the MID Lateral 6.2 Canal within the APE, including MID Lateral 6.2, MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14.0. The Authority and FRA, in consultation with the Bureau of Reclamation, are assuming MID Lateral 6.2 as eligible for the purposes of this project only. The Authority and FRA have determined that the secondary segments—MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14.0—are not eligible for listing in the National Register of Historic Places (NRHP).

The undertaking would result in the enclosure of a 1,500-foot segment of MID Lateral 6.2 and installation of a new culvert to carry the canal under the proposed rail alignment. The canal would not be realigned. The Authority and FRA, in consultation

with the Bureau of Reclamation, have determined that the enclosure of the 1,500 segment of the MID Lateral 6.2 within the APE would be a minor modification of the approximately 15-mile lateral canal, and would not be an adverse effect.

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

- I concur that the secondary segments of MID Lateral 6.2, including MID Lateral 6.2-9, MID Lateral 6.2-9.2, MID Lateral 6.2-13.4, and MID Lateral 6.2-14.0, are not eligible for listing in the NRHP, per 36 CFR § 800.4(c)(2).
- I agree that the modification to MID Lateral 6.2 will not result in additional adverse effects to historic properties as a result of Merced-Fresno High-Speed Train undertaking.

Thank you for considering historic properties during project planning and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix C
Indian Trust Assets Compliance

Indian Trust Assets
Request Form

**Please send your request to: Kevin Clancy, kclancy@usbr.gov

Date:

Requested by	Jamie LeFevre, x 5035
Fund	XXXR0680R1
WBS	RR17529652MP70011
Cost Center	2015200
Region # **(if other than MP)**	(NA)
Project Name	High Speed Train Project, Construction Package 1 crossing Reclamations Lands
CEC or EA Number	
Project Description	The HSR guideway in construction package 1 would cross Reclamations lands at six locations. Reclamation would issue a temporary construction easement, a permanent right of way easement on Federally-owned lands administered by Reclamation to the California High Speed Rail Authority (Authority). Where the HSR guideway crosses Reclamations lands, the existing irrigation laterals would need to be relocated and replaced from an open canal to a pipeline. The Authority would acquire the land rights and will transfer easement ownership to Reclamation in locations where the relocated pipelines are outside Reclamation's existing right of way or if the right of way is no longer sufficient for operation and maintenance activities. Reclamation property severed by the HSR guideway would no longer serve the purpose for which is was acquired. Reclamation proposes to dispose of the property and transfer ownership to the Authority.
***Project Location (Township, Range, Section, e.g., T12 R5E S10, or XY cords)**	Crossing are location near: 36°52'49.3"N 119°57'19.4"W

*Please include map with request, if available.

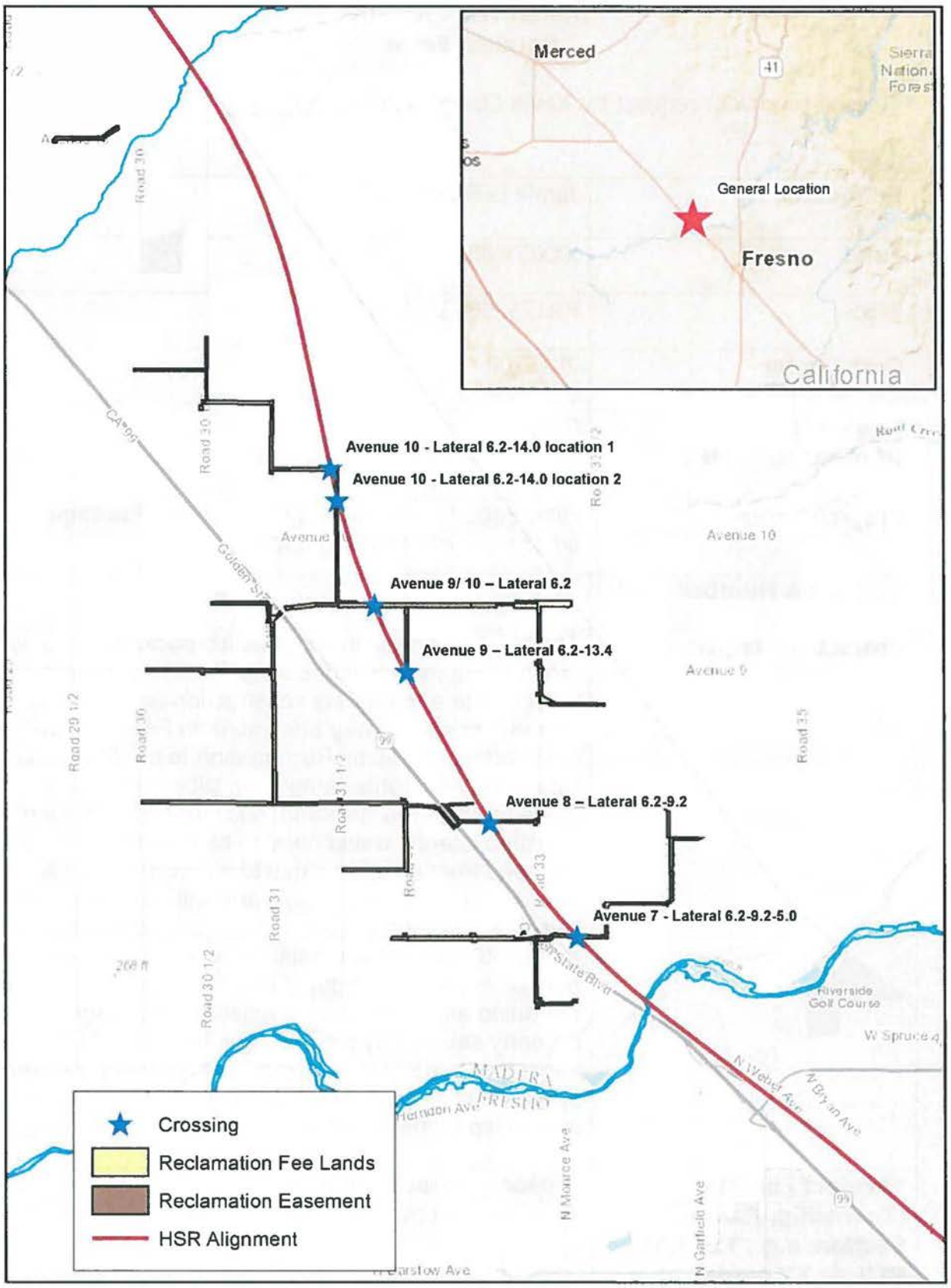


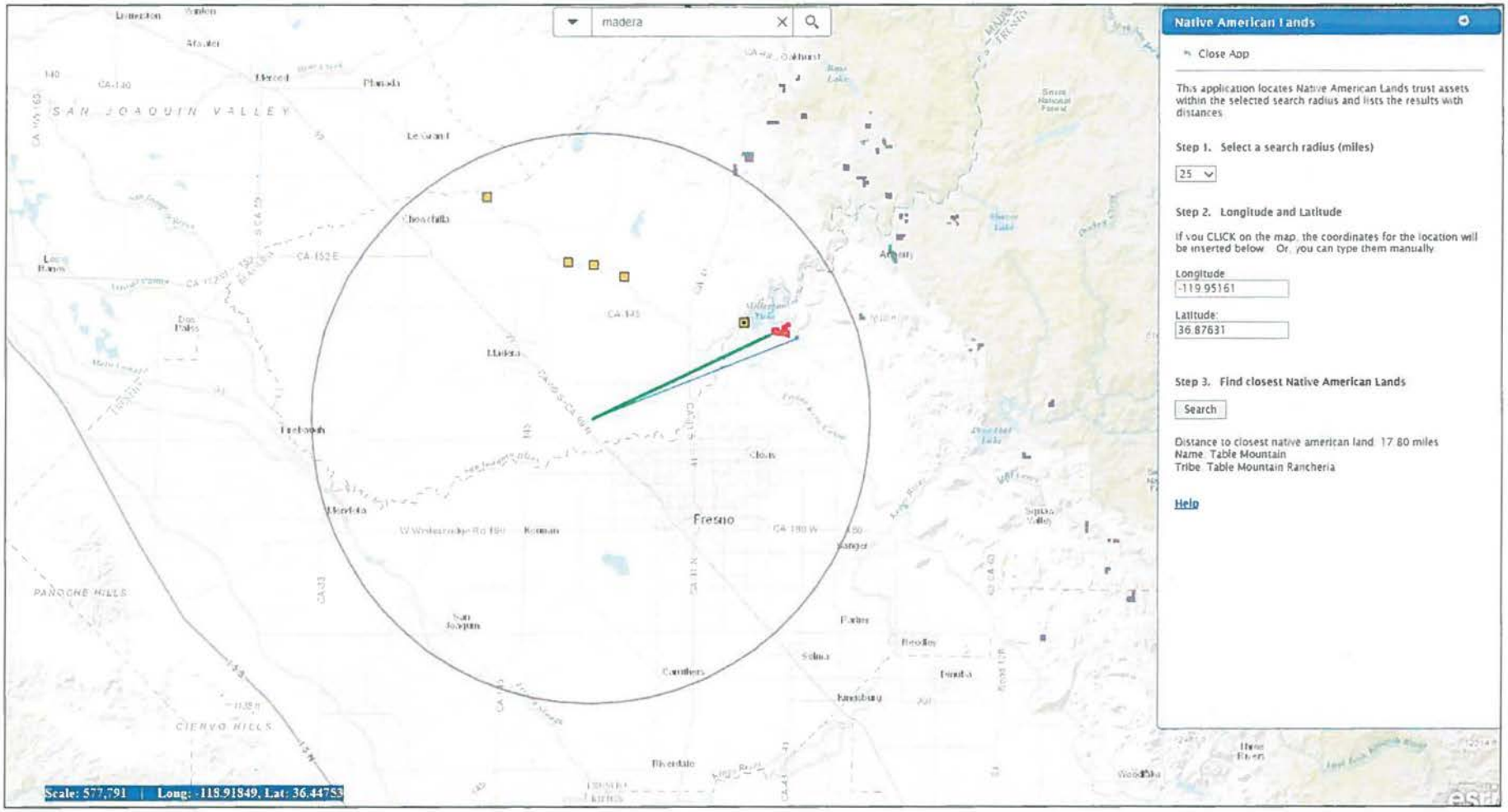
Figure 1. Project Location

ITA Determination:

The closest ITA to **High Speed Train Project, Construction Package 1 crossing Reclamations Lands** is the Table Mountain Rancheria about 18 miles to the east. (See attached image).

Based on the nature of the planned work it **does not** appear to be in an area that will impact Indian hunting or fishing resources or water rights nor is the proposed activity on actual Indian lands. It is reasonable to assume that the proposed action **will not** have any impacts on ITAs.

K.Clancy	Kevin Clancy	8/22/2017
Signature	Printed name of approver	Date


madera
Native American Lands
Close App
This application locates Native American Lands trust assets within the selected search radius and lists the results with distances.
Step 1. Select a search radius (miles)
25
Step 2. Longitude and Latitude
If you CLICK on the map, the coordinates for the location will be inserted below. Or, you can type them manually.
Longitude
-119.95161
Latitude:
36.87631
Step 3. Find closest Native American Lands
Search
Distance to closest native american land: 17.80 miles
Name: Table Mountain
Tribe: Table Mountain Rancheria
Help
Fresno
SAN JOAQUIN VALLEY
PANOCHE HILLS
CIENVO HILLS
Scale: 577,791 | Long: -118.91849, Lat: 36.44753