

APPENDIX E: STATE HISTORIC PRESERVATION OFFICER SECTION 106 CONCURRENCE LETTER



DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
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April 6, 2018

Reply in Reference To: FRA100524A

Mr. Brett Rushing
Cultural Resources Program Manager
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Re: Supplemental Section 106 Finding of Effect Report, Central Valley Wye, Merced to Fresno Section of the High-Speed Train Project, Merced and Madera Counties, California

Dear Mr. Rushing:

The State Historic Preservation Officer (SHPO) received your letter on March 16, 2018, regarding the above-referenced finding of effect. The High Speed Rail Authority (Authority) is consulting, on behalf of the Federal Railroad Administration (FRA), pursuant to 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 the *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 to Fresno Section of the California High-Speed Train System in Merced, Madera and Fresno Counties (MOA)*.

Included with the consultation package were the following documents:

- *California High-Speed Rail Authority Merced to Fresno Section Supplemental Section 106 Findings of Effect Report, Central Valley Wye (FOE)*, prepared by ICF in October 2017

The Central Valley Wye is the connection between the Merced to Fresno Section and the San Jose to Merced Section. The Authority previously consulted on the identification efforts for the Central Valley Wye, and has analyzed four potential alternatives. No new known historic properties would be adversely affected by any of the alternatives. The single, known property that would be adversely affected, the Robertson Boulevard Tree

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Row, was previously analyzed in the original FOE report for the Merced-Fresno segment. The FOE also concludes that the undertaking would cause adverse effects on unidentified or unknown built and archaeological historic properties; will not have an adverse effect on the Chowchilla Canal; and will not affect prehistoric site WW-01, the Delta-Mendota Canal, or the California Aqueduct.

The Authority, on behalf of FRA, has requested concurrence on the findings above in accordance with Stipulation IV of the MOA. After reviewing the information submitted with your letter, I offer the following comments:

- I agree that the undertaking will have an adverse effect on the Robertson Boulevard Tree Row and on unidentified or unknown built and archaeological historic properties, per 36 CFR § 800.5(d)(2)
- I agree that the undertaking will not have an adverse effect on the Chowchilla Canal; and will not affect prehistoric site WW-01, the Delta-Mendota Canal, or the California Aqueduct, per 36 CFR § 800.5(d)(1).
- I agree that amending the Built Environment Treatment Plan and Archaeological Treatment Plan in accordance with Stipulation V.D of the MOA is sufficient to address the adverse effects.

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 email at Kathleen.Forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer