



MADERA STATION RELOCATION PROJECT

APPENDIX B
CULTURAL RESOURCES
TECHNICAL MEMORANDUM

SAN JOAQUIN JOINT POWERS
AUTHORITY

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Appendix B
Cultural Resources
Technical Memorandum

Madera Station Relocation Project

Prepared for:
San Joaquin Joint Powers Authority

949 Channel Street
Stockton, CA 95202

AECOM

Kaiser Center
300 Lakeside Dr
Oakland, CA 94612

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1. INTRODUCTION

This memorandum documents the results of a cultural resources study conducted to inform an Initial Study for the Madera Relocated Station Project, Madera, Madera County (Project) (Attachment A: Figure 1). San Joaquin Joint Powers Authority (SJJPA) is proposing to abandon the existing Madera Station northeast of Madera for a new location east of Madera Community College Center in order to improve service to Madera County and the San Joaquin Valley Region. The SJJPA is the lead agency under CEQA. The proposed Project would be constructed and operated in two phases.

The study was conducted to meet the requirements of the California Environmental Quality Act (CEQA) and ensure that no significant impacts would occur to cultural resources—archaeological, historical, and tribal cultural resources—as a result of the investigation. The cultural resources study consisted of a records search at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System, a search of the California Native American Heritage Commission’s (NAHC) Sacred Lands File, outreach to the Native American individuals listed by the NAHC, as it pertains to in accordance with Assembly Bill (AB) 52. Given the current pandemic due to the Coronavirus and California Governor Newsom’s Executive Order N-54-20 to shelter in place, a pedestrian survey was not conducted.

1.1. PROJECT LOCATION AND BACKGROUND

The City of Madera (City) is located in the San Joaquin Valley in the western part of Madera County, and is primarily accessed via State Route (SR) 99. The existing Madera Station is northeast of the City, adjacent to Madera Acres a Census-designated place in Madera County that lacks direct access to SR 99 (3.45 miles from the nearest exit); in addition, it is surrounded by very low-density residential development and undeveloped parcels. The proposed Project Footprint is currently agricultural land, approximately 1.0-mile east of the Madera Community College Center, approximately 5 miles southeast of the City, with direct access to SR 99 via a new interchange at Avenue 12.

The Resource Study Area (RSA) for cultural resources is the environmental footprint of the SJJPA Madera Relocated Station improvements for the first and second phases and consists of those areas affected by physical changes, including both horizontal surface disturbance and vertical subsurface disturbance. The RSA extends north of Avenue 13 to south of Avenue 11, with the station facilities bounded by Avenue 13 and Avenue 12, between Santa Fe Drive on the east and Road 30 ½ on the west. Avenue 11 and 12 are paved, two-lane roads that extend east of the RSA, while Avenue 13 transitions to a dirt farm road approximately 0.25-mile west of the RSA. Portions of the RSA are currently under construction for elements of the CAHSR.

The Project Footprint is situated on level terrain in Sections 27, 34, and 35, Township 11 South, Range 18 East, and Sections 2 and 11 of Township 12 South, Range 18 East, Mt. Diablo Base and Meridian, as depicted on the Gregg, Calif. USGS (1965) 7.5-minute topographic quadrangles (Attachment A: Figure 1). Cottonwood Creek is at the northern limit of the RSA, as well as an unnamed drainage 0.5-mile south of that is currently diverted under the BNSF line via a culvert.

2. PROJECT DESCRIPTION

The Project consists of various project elements that can be separated into two phases, based on their purpose and timing of construction and implementation. The first phase, or the “Phase 1 – San Joaquins Relocated Station” (Phase 1), consists of elements related to the Relocated Madera San Joaquins Station (Relocated Station) from Madera Acres to the location described in the vicinity of Avenue 12. The existing Madera San Joaquins Station would no longer be used for San Joaquins operations following commencement of San Joaquins service at the Relocated Station. The second phase of the Project, or the “Phase 2 – HSR Interim Operating Segment Station” (Phase 2), consists of high-speed rail improvements at the Relocated Station to allow for future HSR service along California’s future Merced to Bakersfield High-Speed Rail Interim Operating Segment, to access the Relocated Station (Figures 2-4, and 2-5). This HSR services is anticipated to be operated by the SJJPA.

For both Phase 1 and 2, the design, construction, and operation of the Project’s rail components would comply with applicable standards from the Federal Railroad Administration (FRA) and/or California Public Utilities Commission (CPUC). Similarly, design, construction, and operation of site access improvements, including new roadways or modifications to existing roadways, would adhere to applicable standards such as the California Manual on Uniform Traffic Control Devices (MUTCD) and local design guidelines and specifications. Design approval for specific project components would be sought from the appropriate agencies as part of detailed design and subsequent stages of the Project.

2.1. Project Environmental Footprint

The Project Environmental Footprint (Project Footprint) is shown in Figure 2-1. In the north-south direction, the Project Footprint stretches approximately 3,600 feet north of Cottonwood Creek and approximately 150 feet south of Avenue 11 to accommodate trackwork associated with the Project. The Project Footprint also widens between Avenue 13 and Avenue 11 to accommodate the Project’s station facilities and access road.

Figure 2-1. Proposed Project Environmental Footprint



2.2. Phase 1- San Joaquins Relocated Station

2.2.1. Platform

As described below, the Relocated Station for Phase 1 would consist of a single side-loaded platform approximately 600 feet in length. The platform may include a canopy or canopies to offer protection from the elements for waiting passengers. There would also be fare machines, information panels, security video cameras, and lighting in the platform area. In general, the platform area would look similar to the existing Madera San Joaquins Station. Figures 2-2 and 2-3 show the proposed general layout of the Relocated Station, including the platform that the San Joaquins would utilize.

2.2.2. Trackwork

In order to access the Relocated Station platform, a new station siding track extending from the existing BNSF mainline single-track would be constructed. The entire length of the new station siding track, from the turnout locations at the north and south would be approximately 2,330 feet. The turnouts would be design for 50 mph. The new track would have a ballast base similar to the existing ballasted tracks on the BNSF Corridor.

2.2.3. Bus Depot

A bus depot would be constructed southeast of the proposed platform. The bus depot would be accessible via the access road. As part of the Phase 1, the entire footprint of the bus depot would be established, with space reserved for up to eight bus bays. However, only four of the eight bus bays would be constructed.

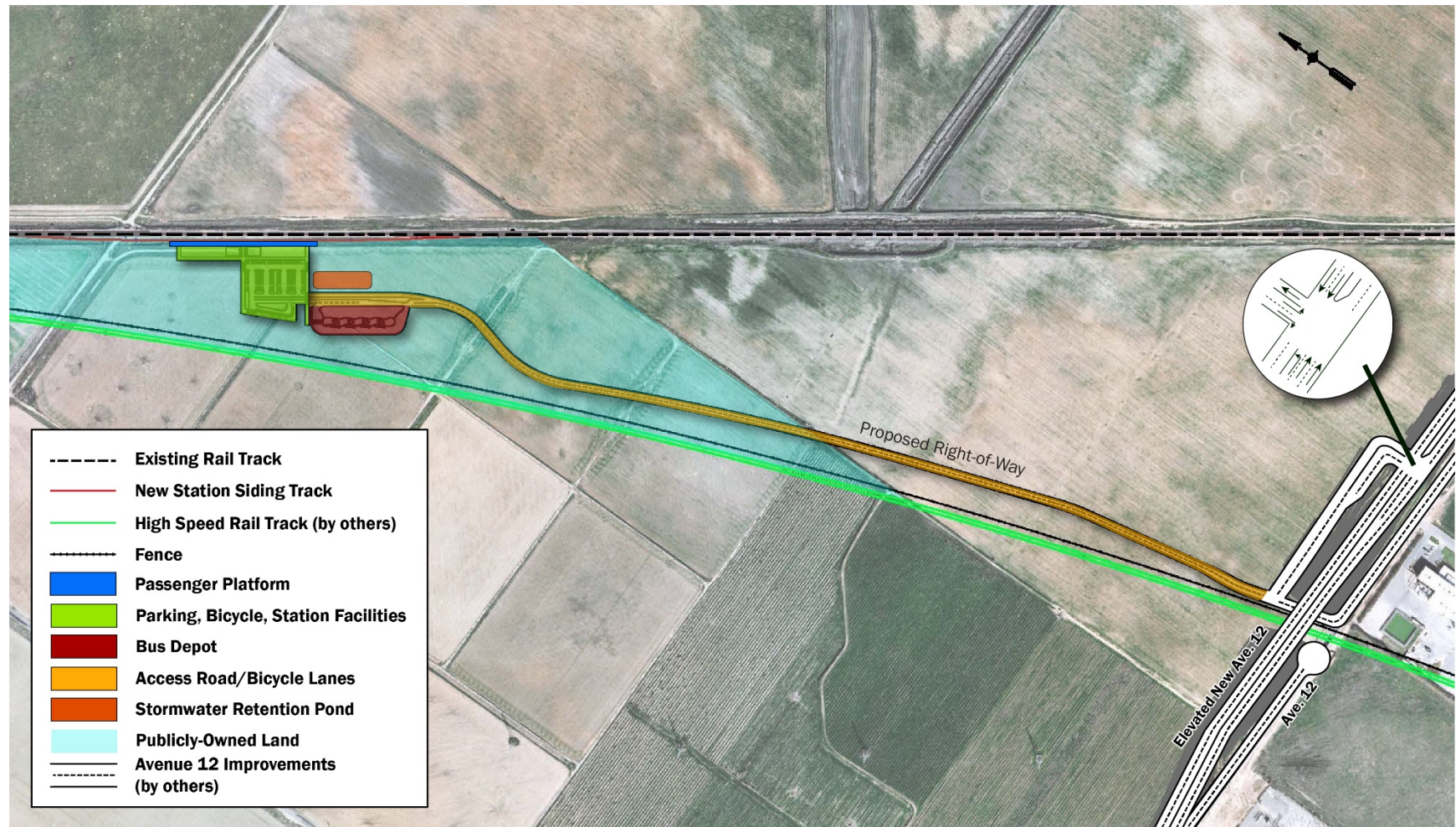
2.2.4. Parking

A surface parking lot would be constructed adjacent to and west of the Relocated Station platform, with 98 parking spaces that would be equipped with lighting and security video cameras. No parking structures are proposed. The parking lot would be accessed through via an access road connecting from Avenue 12. Parking would include disability parking. Additionally, a pick-up/drop off facility with a turnaround loop would be located within the westernmost area of the parking lot.

2.2.5. Access Road

A new two-lane access road would be constructed to provide access to the Relocated Station facilities from Avenue 12. The access road would primarily run adjacent to the CAHSR Project right-of-way and would connect to the new elevated section of Avenue 12 via a ramp structure on the north side of new grade-separated section of Avenue 12. Both the new elevated section of Avenue 12 and the ramp are being constructed as part of the CAHSR Project (Figure 2-2). ~~No sidewalks or bike lanes would be included in the access road as part of Phase 1.~~ The Phase 1 access road would include Class II bicycle lanes.

Figure 2-2 Proposed Design for Project Phase 1 – San Joaquin's Relocated Station (Overview)



2.2.6. Roadway Network

The access road would also connect to a section of road located in an underpass through the grade-separated Avenue 12 being constructed as part of the CAHSR Project. This underpass would provide a connection to the at-grade Avenue 12 frontage road on the south side of the new elevated section of Avenue 12. The Avenue 12 frontage road is not a Project element and is section of the same roadway that is the current Avenue 12 and would provide access to properties located immediately south of Avenue 12 and in between the CAHSR Project corridor to the west and the existing BNSF corridor to the east.

2.2.7. Buildings and Structures

A small building or buildings would be constructed to house restrooms and cleaning supplies/equipment for station maintenance, which would be located immediately west the station platform. The building(s) would be one-story (approximately 12 feet) tall. In addition, lighting posts with light-emitting diode (LED) light fixtures would be installed. Various types of signage would be also installed. Bicycle storage facilities would also be included at the station.

A stormwater drainage system would be constructed to provide drainage for stormwater from the access road, parking lot, and other station facilities. The drainage system would lead to a stormwater retention pond located immediately south of Phase 1 parking structure. The stormwater retention pond would be designed to accommodate additional stormwater anticipated from the expanded station facilities and access road associated with Phase 2.

An onsite Wastewater Treatment System (OWTS) would be constructed to treat wastewater from the planned station restroom. It is assumed that the Project would not be hooked up to the sewer system.

2.2.8. Trains

Trainsets utilized by the San Joaquins and serving the new Relocated Station during Phase 1 would be FRA-complaint diesel-based rolling stock, the same or similar to trainset currently operated for the San Joaquins today. Most of the trainsets utilized for the San Joaquins Service will be hauled by Tier 4 locomotives at the time of service commencement (estimated for 2024).

2.3. Phase 2 – HSR Interim Operating Segment Station

2.3.1. Platform

As part of Phase 2, a new single side-loaded platform would be constructed parallel to the CAHSR Project trackwork now under construction to the west and immediately adjacent to a new station siding track (see below for more details). The platform would be approximately 1,000 feet in length and may include canopies to protect passengers from the elements. The height of the platform would be designed to accommodate trainsets to be selected for the HSR system. The platform would also be

located approximately 365 feet west of the northerly edge of the platform built as part of Phase 1 (Figures 2-4, 2-5, and 2-6).

Figure 2-3. Proposed Design for the Phase 1 – San Joaquins Relocated Station (Detailed View)

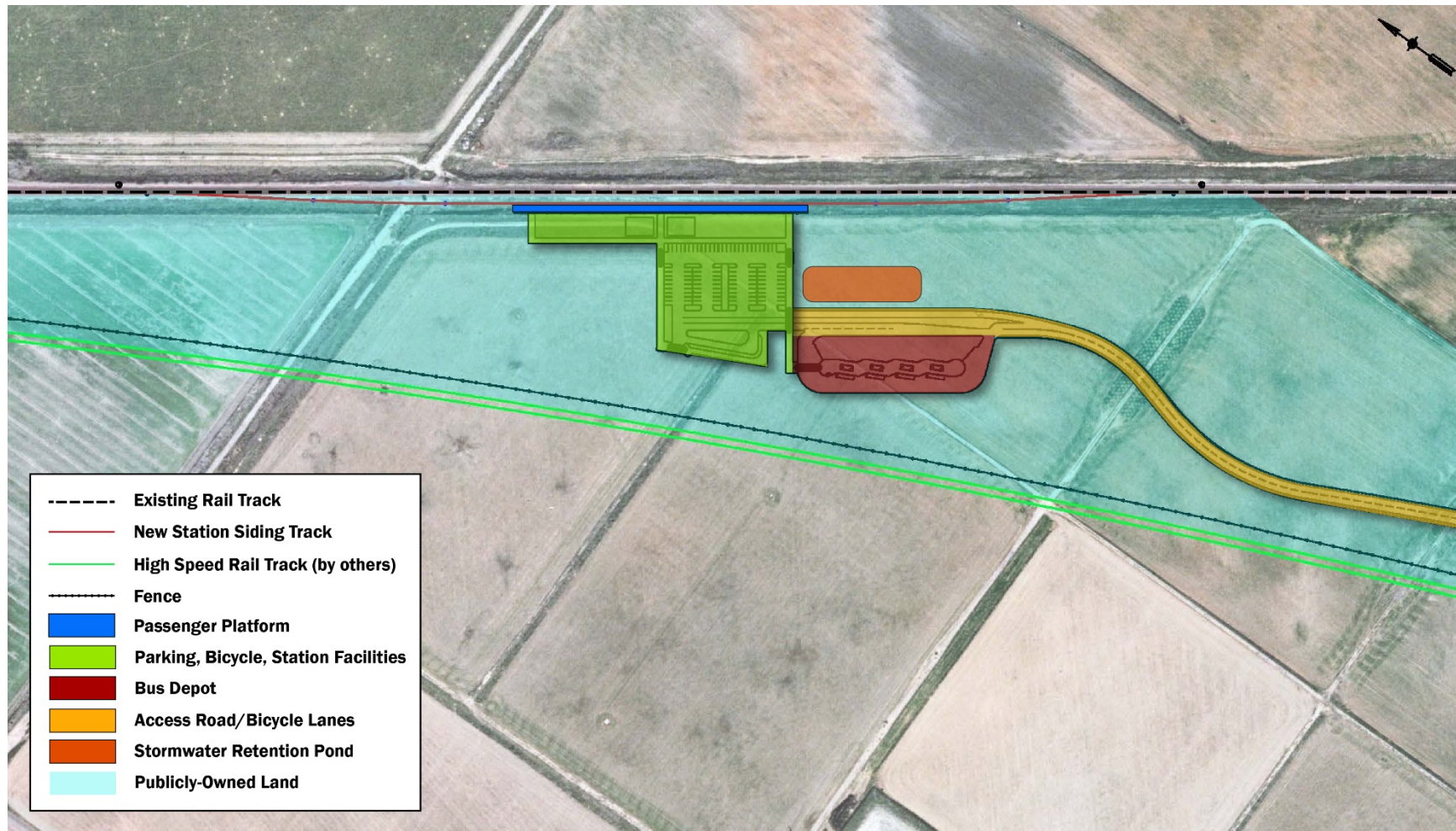


Figure 2-4 Proposed Design for the Project Phase 2 – HSR Interim Operating Segment Station (Overview)

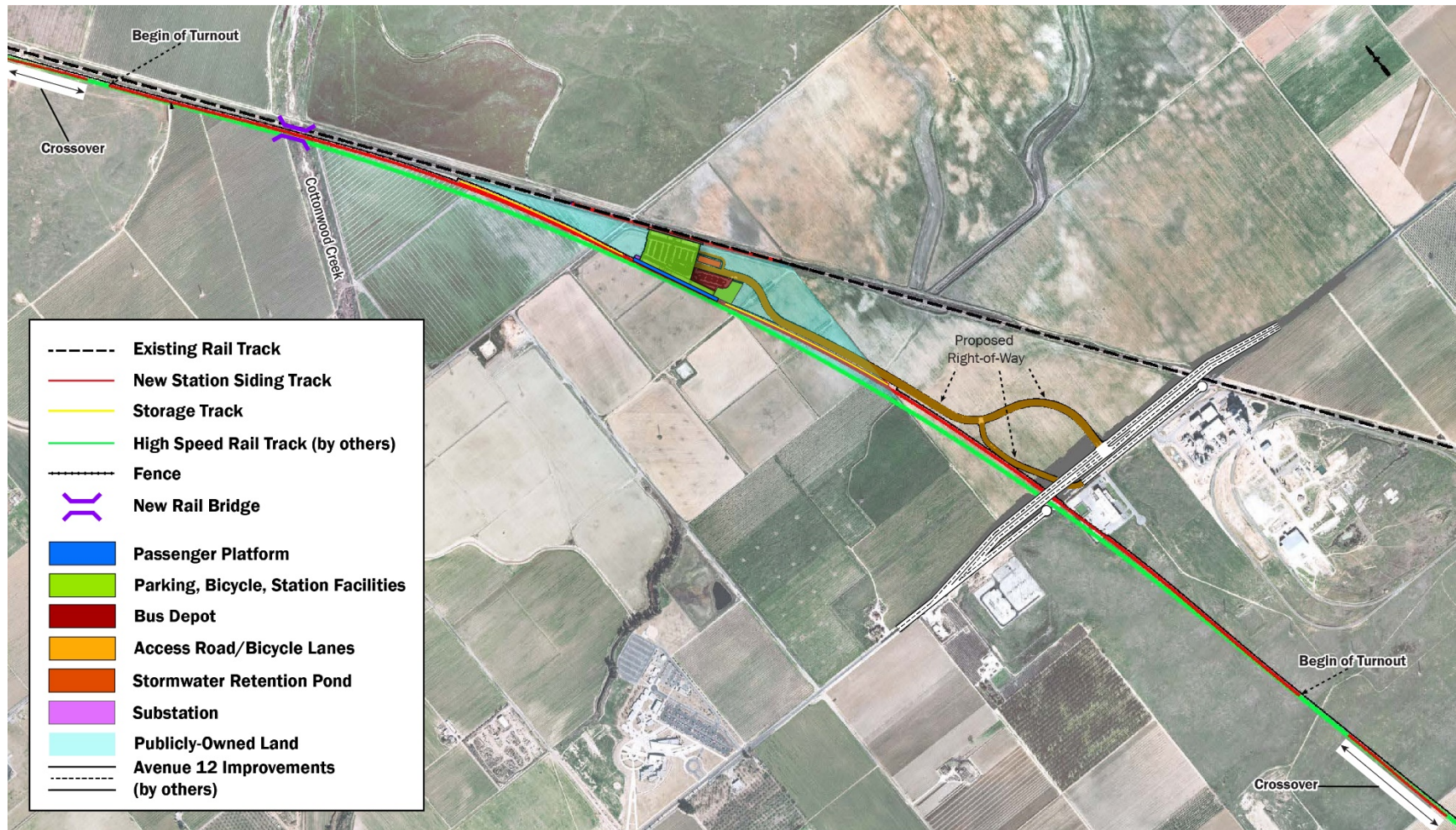


Figure 2-5. Proposed Design for the Project Phase 2 – HSR Interim Operating Segment Station (Detailed View)

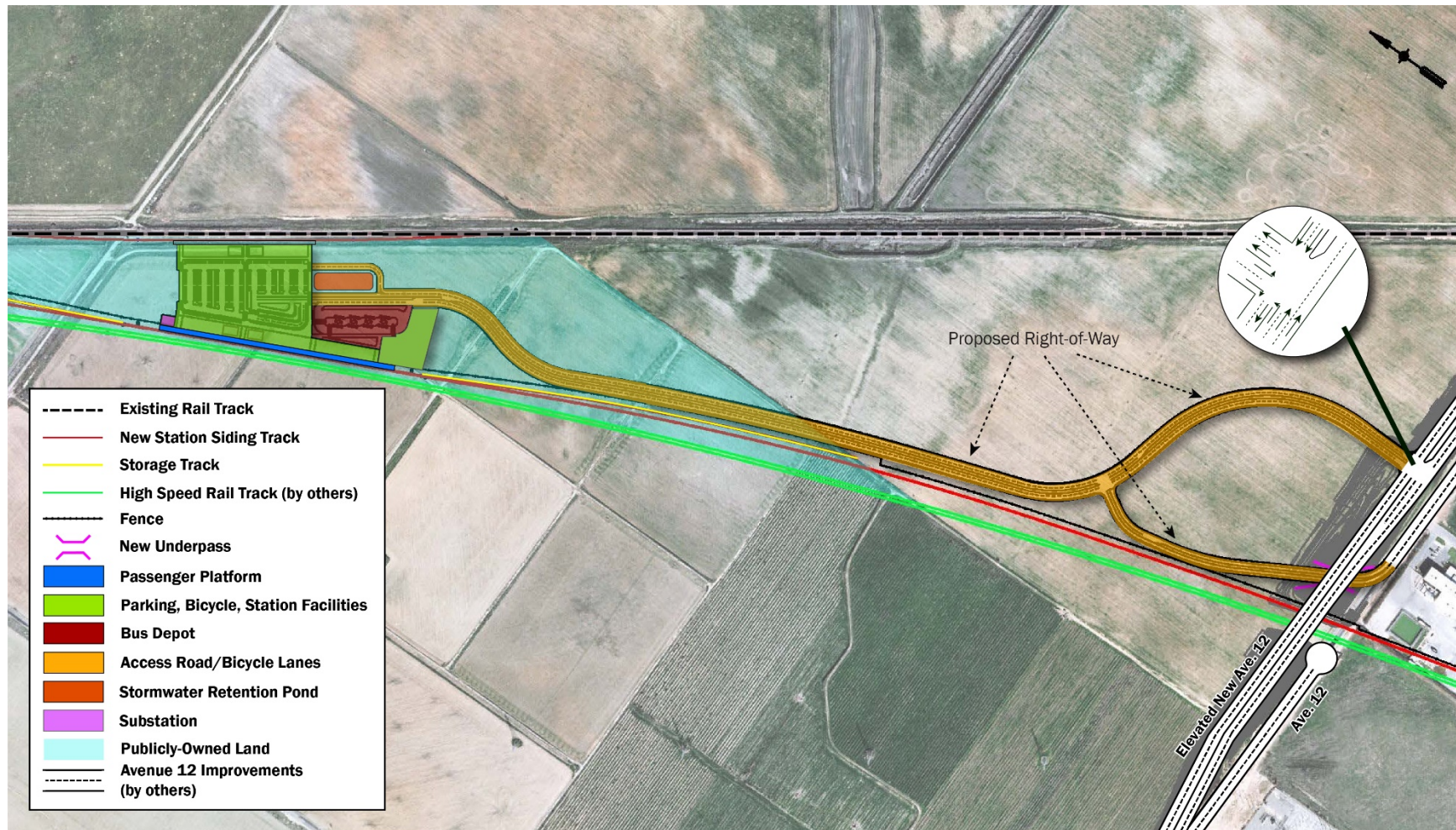
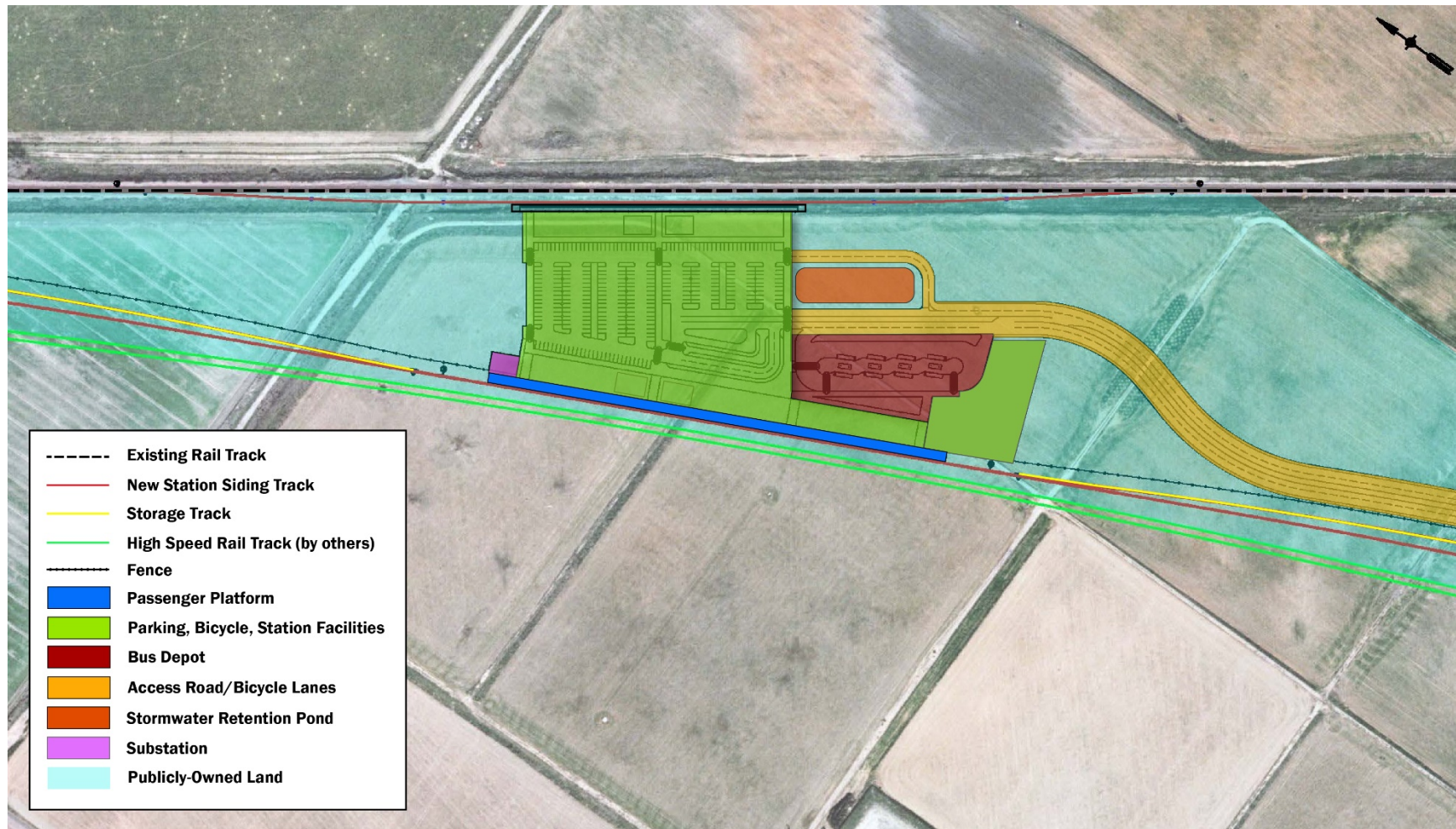


Figure 2-6. Proposed Design for the Project Phase 2 – HSR Interim Operating Segment Station (Station Close-In View)



2.3.2. Trackwork and Overhead Contact System

In order to provide access to the HSR platform, a new station siding track would be constructed to the east of the two-track mainline being constructed for the CAHSR Project. The entire length of the new station siding track, from the turnout locations at the north and south would be approximately 14,600 feet in length. The turnouts would be design for 110 mph. In addition, new crossover tracks would be constructed within the CAHSR Project corridor to the north and south of the new station siding track to allow southbound HSR trains to access the HSR platform at the Relocated Station. When including the north and south crossover tracks within the CAHSR Project right-of-way, this would extend the length of the trackwork associated with the Project to a total length of 17,300 feet. The northern crossover track would extend approximately 3,600 feet north of Cottonwood Creek. The southern crossover track would extend approximately 150 feet south of Avenue 11.

The station siding track would include a new rail bridge over Cottonwood Creek. The proposed bridge would be a single track, 5 span continuous cast-in-place, reinforced concrete slab type structure, matching the span arrangement and hydraulic conveyance capacity of the existing double-track bridge constructed as part of the CAHSR Project. The bridge would be 24 feet in width, 250 feet in length, and would be supported on 2 – 3' diameter cast-in-drilled-hole (CIDH) piles at each abutment and bent; each pile would be approximately 40 to 50 feet deep. The CIDH supported abutments would extend approximately 8 to 10 feet below the existing ground surface.

Two storage tracks for HSR trains would be constructed as part of Phase 2 of the Project. One storage track would extend from the station siding track to the north approximately 1,900 feet. A second storage track would extend south from station siding track approximately 1,900 feet (Figures 2-4, 2-5, and 2-6).

In association with the Phase 2 trackwork, an overhead contact system (OCS) would be constructed along entire length of the station siding track and storage tracks to provide electrical power to electrified trainsets. The OCS would consist of poles at intervals matching the OCS poles being constructed as part of the CAHSR Project. These OCS poles are expected to be approximately 30 feet tall and would have foundations approximately 6 to 10 feet deep.

To provide power to the OCS system, a small Transmission Power Substation (TPSS) may be needed, though there is a possibility electrical power could be drawn from the OCS planned to be constructed in association with the adjacent mainline CHSRA Project tracks. If a TPSS is required, it would be located in an area in the vicinity of the north end of the HSR platform.

2.3.3. Bus Depot

A bus depot would be constructed just south of the access road as it approaches the Station parking lot. As part of Phase 1, the west side of the bus depot footprint would be built, including four bus bays. In Phase 2, four additional bus bays would be constructed such that a total of eight bus bays are operational.

2.3.4. Parking

The parking lot constructed as part of Phase 1 would be expanded by 179 additional spaces, for a total of 277 parking spaces in Phase 2. The additional parking would expand the size of surface lot; no parking structures are proposed. The parking area would be accessed through one road connecting from Avenue 12. Parking would include disability parking. The pick-up/drop-off facility already provided in Phase 1 would be expanded with an additional 530 feet of curbside access divided between two additional lanes.

2.3.5. Access Road

In order to accommodate the trackwork required to reach the HSR platform, a portion of the access road constructed during Phase 1 would be reconfigured and relocated. The reconfigured portion of the access road would shift to the east and rise to meet the elevated portion of the Avenue 12 grade separation where a new signalized intersection would be created (Figure 2-5). The reconfigured portion of the access road would be a four-lane road. Furthermore, the remaining portion of the Phase 1 access road that extends north to the station, would be widened from the two-lanes to a four-lane road. ~~A sidewalk~~ and Class II bicycle lanes would be also added to the widened access road during Phase 2.

In addition, a 2-lane auxiliary segment of access road would be built around the southern and eastern sides of the proposed stormwater retaining pond to provide an additional access point into the expanded parking lot.

2.3.6. Road Network

The new station siding track associated with Phase 2 of the Project would be constructed in the same space occupied by the automobile underpass currently under construction as part of the CAHSR Project. This would result in removal of the roadway in that space and severing the original automobile access to the Avenue 12 frontage road on the south of elevated Avenue 12. To address this, a new underpass would be constructed for automobiles slightly to the east (Figure 2-5). This new underpass would connect to the at-grade frontage road along the south side of Avenue 12. Construction of the new underpass in Phase 2 of the Project would require penetrating the retained fill of the Avenue 12 grade separation structure built as part of the CAHSR Project and constructing necessary support structures for the elevated Avenue 12.

2.3.7. Buildings and Structures

A building or buildings would be constructed in close proximity to the east of the HSR platform to provide space for station staffing support facilities, restrooms and cleaning supplies/equipment for station maintenance. The building(s) would be one-story (approximately 12 feet) tall. In addition, lighting posts and signage would be installed. Additional stormwater drainage facilities would be needed for the expanded station facilities and expanded roadway, but no additional work would be needed on the stormwater drainage basin constructed in Phase 1. Additional wastewater facilities would be need for

additional bathroom planned near the CAHSR platform. Bicycle storage facilities would also be included at the station.

2.3.8. Trains

CAHSR trainsets would likely consist of lightweight electric multiple units (EMU) trainsets. However, no final decision has been made on rolling stock to-date. This Project has no influence on the selection of CAHSR rolling stock.

2.4. Construction Period

The construction of the proposed Project would be done in phases. Phase 1 would include all Project elements required to allow for the operations of the San Joaquins service at the Relocated Station. Construction of Phase 1 of the Project is anticipated to last 12 months. Construction of Phase 1 is anticipated to commence in 2023 and be completed in 2024. The construction schedule for Phase 1 is being coordinated with the construction of the CAHSR Project. CHSRA has indicated they will need to utilize the site of the Relocated Station (currently owned by the CHSRA) as a staging area for the CAHSR project. Given this, the schedule for Phase 1 would be delayed from the original anticipated commencement date by approximately 1.5 years.

Phase 2 would include all Project elements required to allow for the operations of HSR trains at the Relocated Station. Construction of Phase 2 of the Project is anticipated to last approximately 2 years. Assuming funding is secured, construction for Phase 2 is anticipated to commence in 2026 and be completed in 2028.

Access to construction sites would occur via a temporary access road within the Project Footprint connecting with the proposed access road segments during Phase 1 and Phase 2. There could be limited, temporary road closures, and road construction that could potentially cause increased traffic congestion in areas where emergency vehicles operate. These improvements could potentially disrupt traffic during construction activities and interfere with emergency response times.

Contractors would use staging areas within the Project Footprint and standard industry equipment such as excavators, pavers, and dump and concrete trucks to support the construction of the Project. For the construction of the new bridge over Cottonwood Creek, pile-driving equipment would be utilized.

Best Management Practices (BMPs) that would be implemented as part of the Project include:

- Use of fabric-covered screening fences to minimize public views of the construction activities, equipment, and stockpiles.
- Positioning of light direction and shielding, which would minimize lighting spillover.
- Measures found in Caltrans' Construction Site Field Manual and Troubleshooting Guide (Caltrans 2003a), and the Construction Site BMP Manual (Caltrans 2003b) to reduce impacts to soil erosion

- Standard construction practices such as Best Available Technology Economically Feasible (BATs), Best Conventional Pollutant Control Technology (BCTs) would help reduce potential impacts related to storm water drainage systems

2.5. Preliminary Project Capital Cost Estimates

Preliminary cost estimates of all Project elements – including trackwork, platforms, station facilities, power systems, drainage, bus depot, access road, and parking lots – were conducted for both Phases 1 and 2. Table 2-1 below provides the estimated cost for each phase, as well as a total for both phases. For more information on the preliminary capital cost estimates, refer to Appendix F (Preliminary Project Capital Cost Estimates).

Table 2-1. Preliminary Project Capital Cost Estimates

Phase 1	Phase 2	Total (Both Phases)
\$24.9 Million	\$105.0 Million	\$129.9 Million

Source: AECOM 2020.

For more information on the preliminary capital cost estimates, refer to Appendix F (Preliminary Project Capital Cost Estimates).

2.6. Operations

Phase 1 of the Project presumes up to eight (8) San Joaquins roundtrip a day when the Relocated Station opens for service (anticipated in 2024). Phase 2 presumes up to eighteen (18) HSR service roundtrips a day (anticipated to commence in 2029). Once HSR service commences to the Relocated Station during Phase 2, San Joaquins trains would no longer serve the Relocated Station and would instead terminate at a new downtown multi-modal hub station in Merced, where they would connect to HSR trains, leaving only 18 HSR daily roundtrips serving Relocated Station.

Once the San Joaquins terminate in Merced, it is possible that there could be local/regional passenger rail service in the future that utilizes the slots that the San Joaquins would no longer utilize. However, this would have to be separate project and is not in the scope of this Project.

Ridership analysis was conducted for Phase 1 and Phase 2 for the years 2025 and 2029 respectively, which reflect estimated ridership for the operational plans at the Relocated Station described above, as well as for a No-Build condition, where the Existing Station is not relocated. Ridership was assessed by estimating passenger “ons and offs” (or “boardings and alightings”). ~~In this approach, each person is counted twice (once for getting on at a station and once for getting off at a station). Therefore, the number of actual passengers would be 50% of the numbers shown above.~~ Estimating ons/offs is useful to assess usage of the station facilities, etc. The estimated ridership is summarized in Table 2.6-1.

Table 2.6-1. Estimated Project Ridership

No Build¹ 2025 (San Joaquins)	Phase 1² 2025 (San Joaquins)	Project Phase 2³ 2029 (High-Speed Rail Service)
40,200¹ (passenger ons/off)	103,100² (passenger ons/off)	210,600³ (passenger ons/off)
Notes: ¹ Assumes eight (8) San Joaquins roundtrips serving the Existing Station. ² Assumes eight (8) San Joaquins roundtrips serving the Relocated Station. ³ Assumes eighteen (18) high-speed rail roundtrips serving the Relocated Station.		

For more information on the ridership estimates, refer to Appendix G (Ridership, Vehicle Miles Traveled, and Parking Estimates).

2.7. Required Permits

The Project is subject to CEQA, and the SJPA is the lead agency for the Project. As such, SJPA must oversee environmental review of the Project under CEQA, prior to approving the Project. SJPA recognizes the need for a close relationship with Madera County (County) and the nearby City of Madera (City) and wishes to pursue the planning and environmental review of the Project in such a way that SJPA, the County and the City can agree that the Project would be of overall community benefit and that all reasonable efforts to avoid significant environmental effects have been made. Towards this end, SJPA would comply with regulations regarding site planning and construction, including such ordinances as the County noise regulations and provisions of the County's stormwater sewer system discharge permit.

The Project requires the following approvals and permits from agencies including:

- County of Madera Public Works Department of Public Work's Grading and Erosion Control Permit.
- County of Madera Public Works Department of Public Work's Encroachment Permit Application
- Central Valley Regional Water Quality Control Board's NPDES Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ).
- Central Valley Regional Water Quality Control Board, Clean Water Act (CWA) Section 401 Permit/Waste Discharge Requirements.
- A consultation with U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) would be conducted if special status plant species cannot be protected and an Incidental Take Permit (ITP) would be attained.
- CDFW Section 1600 Streambed Alteration Agreement.
- Central Valley Flood Protection Board (CVFPB) Encroachment Permit.
- Army Corps of Engineering Clean Water Act (CWA) Section 404 Permit.
- The California High-Speed Rail Authority (CHSRA) would need to approve connection into their track infrastructure.

2.8. Public Outreach

The SJJPA has engaged local stakeholders and agencies, as well as the general public in the Project's development since before the environmental process began. SJJPA has conducted ongoing coordination with the Madera County, Madera CTC, and the City of Madera since late 2016. The Madera CTC and Madera County sent letters of support for the Madera Station Relocation's TIRCP application. In 2018, SJJPA prepared and made available to the public a Madera Relocation Station Planning document that discussed the history and best sites for relocating the existing Madera Station. This document was updated in Spring of 2020 and made public.

Early on in the environmental process, SJJPA decided to include a robust public outreach component, even though CEQA does not require a substantial outreach effort for an IS/MND (relative to an Environmental Impact Report). An extensive stakeholder and public outreach process was undertaken to educate the public about the Project. Numerous materials were developed that include various information about the Project, including a Project factsheet. Additionally, a dedicated Project webpage was created (housed within the SJJPA website) that not only provided information about the Project but contained a tool to allow members of the public to sign-up to the Project stakeholder list.

In addition to providing general information about the Project, in-person public open houses were conceived at the onset of the Project's environmental process to further inform the public. However, due to COVID-19 and State and local restrictions on gatherings, and for the safety of the public, it was decided that webinars would be held instead of physical public open houses. Three webinars (two in English and one in Spanish) were held on May 14, 2020.

Several methods were utilized to promote the public webinars. E-mail notifications (e-blasts) were conducted to the extensive list of stakeholders assembled for the Project. Additionally, flyers, social media posts, and newspaper advertisements (both print and digital) were disseminated to inform the public about public webinars. Additionally, agencies and key stakeholders within Madera County were leveraged to further the reach of e-blasts, flyers and social media posts.

The format of all three webinars consisted of a 20-minute PowerPoint presentation on the Project history, the Project description, an overview of the environmental process, and a review of the proposed schedule for the Project. The presentation portion of the webinars were followed by a question and answer session. Approximately 20 people joined for all three meetings.

The email notifications (e-blasts), information sheets (English and Spanish), PowerPoint presentations (English and Spanish), and Project website screenshot are presented in Appendix H (Public Outreach). ~~A second outreach effort will be made once the Draft IS/MND is published.~~

The Draft IS/MND was released to the public on October 14, 2020. A Notice of Intent to Adopt an IS/MND (NOI) was published in the physical and digital versions of the Madera Herald Newspaper published on October 14, 2020. The NOI was also filed with the Madera County Clerk's Office and delivered to the California State Clearinghouse on October 14, 2020. The Draft IS/MND was made

available for viewing and downloading on the Project's webpage: <https://sjjpa.com/madera-station-relocation-project>. The NOI also provided a project email to which comments could be sent: MaderaStationComments@sjjpa.com. Email e-blasts were used to notify all stakeholders from the previous outreach effort in addition to any new people that signed up to be notified through the Project website.

During the public review period of the Draft IS/MND (October 14 through November 16), two public meetings via webinars were held on Thursday, November 5, 2020, at 10:30 a.m. and at 6:00 p.m. A total of 14 people attended both webinars, and we received eight distinct comments during both webinars, which are documented and responded to in Appendix I. Noticing for the November 5, 2020 webinars was similar to the noticing for the May webinars as described above. The content of both November 5 webinars was exactly the same and included information on the conclusions of the Draft IS/MND, including impacts and mitigations. All outreach materials in support of the Draft IS/MND and the public webinars on November 5, 2020 are provided in Appendix H.

In addition to this outreach, Dan Leavitt of the SJJPA had further meetings with Madera City Manager on November 5 and November 13, 2020 as well as made a presentation to the Madera City Council on November 18, 2020.

Comments were received by email, webpage, during the webinars, and posted to the CEQAnet page for this project. All comments were responded to in Appendix I.

3. REGULATORY CONTEXT

3.1. Federal

Because federal permits would be required for the construction of the Project, compliance with the following applicable laws are required.

- Section 106 of the National Historic Preservation Act (NHPA) (16 United States Code [U.S.C.] 470 et seq.)
- Archaeological and Historic Preservation Act (16 U.S.C. 469–469(c)-2)
- Archaeological Resources Protection Act (16 U.S.C. 470(a)-11)
- American Indian Religious Freedom Act (42 U.S.C. 1996)
- Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. 3001–3013)
- American Antiquities Act (16 U.S.C. 431–433)

3.2. State

3.2.1. California Environmental Quality Act

CEQA states that if implementation of a project would result in significant effects on historical resources, then alternative plans or mitigation measures must be considered; however, only significant historical resources must be addressed (14 California Code of Regulations [Cal. Code Regs.] 15064.5, 15126.4). Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined.

Under CEQA, historical resources are recognized as being part of the environment. Because the SJJPA Madera Relocated Station is a discretionary project, requiring the approval or permitting of a public agency, adherence to Cal. Public Res. Code Section 5024.1 is required. Properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP) are considered eligible for listing in the California Register of Historic Resources (CRHR) (Cal. Public Res. Code 5024.1(d)(1)) and, thus, are significant historical resources for the purpose of CEQA. Previously unidentified and identified or known cultural resource within the study area will be evaluated per the CRHR criteria (as needed) for eligibility in order to determine if the resource is significant on a state level.

According to CEQA, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant impact on the environment (14 Cal. Code Regs. 15064.5(b)). Under CEQA, a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

Actions that would materially impair the significance of a historic resource are any actions that would demolish or adversely alter the physical characteristics that convey the property's historical significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of Cal. Public Res. Code Sections 5020.1(k) and 5024.1(g).

CEQA includes in its definition of historical resources "any object [or] site ... that has yielded or may be likely to yield information important in prehistory" (State CEQA Guidelines 15064.5(3)).

The SJJPA as the lead agency for the Madera Relocated Station Project, is a public agency and the operator of the San Joaquins Service (San Joaquins). In addition, the SJJPA Madera Relocated Station Project has the potential to directly affect cultural resources. Therefore, the SJJPA Madera Relocated Station Project qualifies as a "project" defined as:

- An activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following.
- An activity directly undertaken by any public agency.
- An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

- An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. An activity undertaken by a public agency or private activity which must receive some discretionary approval from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment (Cal. Public Res. Code 21065).

The State CEQA Guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review.

- The resource is listed in or determined eligible for listing in the CRHR.
- The resource is included in a local register of historical resources, as defined in Cal. Public Res. Code Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of Cal. Public Res. Code Section 5024.1(g), unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- The lead agency determines the resource to be significant, as supported by substantial evidence in light of the whole record (14 Cal. Code Regs., Division 6, Chapter 3, 15064.5(a)).

Properties that are listed in or eligible for listing in the NRHP are considered eligible for listing in the CRHR and thus are significant historical resources for the purpose of CEQA (Cal. Public Res. Code 5024.1(d)(1)).

3.2.2. California Public Resources Code

Archaeological and historical sites are protected pursuant to a wide variety of state policies and regulations, as enumerated under the California Public Resources Code (Cal. Public Res. Code). Cultural resources are recognized as nonrenewable resources and receive additional protection under the Cal. Public Res. Code and CEQA.

- Cal. Public Res. Code Sections 5020–5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources (CRHR) and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.
- Cal. Public Res. Code Sections 5079–5079.65 define the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund.
- Cal. Public Res. Code Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

If Native American human remains are identified within the cultural resources RSA and located on non-federal lands (including private lands), the project must follow the procedures set forth under Section 5097.98.

3.2.3. California Register of Historical Resources

Cal. Public Res. Code Section 5024.1 establishes the CRHR, which is a list of all California properties considered to be significant historical resources. The CRHR also includes all properties listed or determined eligible for listing in the NRHP, including properties evaluated under Section 106 of the NHPA. A historical resource may be eligible for inclusion in the CRHR if it meets any of the following conditions.

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

Aside from meeting a CRHR criterion, a potential historical resource must also retain its historic integrity.

3.2.4. California Health and Safety Code – Treatment of Human Remains

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with Cal. Code Regs. Section 15064.5(e), Cal. Public Res. Code Section 5097.98, Health and Safety Code (Health & Saf. Code) Section 7050.5. California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Disturbance of Native American cemeteries is a felony (Health & Saf. Code 7052). Under Section 8100 of the Health & Saf. Code, six or more human burials at one location constitute a cemetery.

Section 7050.5 of the Health & Saf. Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must then contact the NAHC, which has jurisdiction pursuant to Cal. Public Res. Code Section 5097.

3.2.5. Assembly Bill 52

On September 25, 2014, Governor Jerry Brown signed Assembly Bill (AB) 52, which requires the lead agency on a proposed project to consult with any California Native American tribes affiliated with the geographic area. The legislation creates a broad new category of environmental resources, "tribal cultural resources," which must be considered under CEQA; AB 52 creates a distinct category for tribal cultural resources, requiring a lead agency to not only consider the resource's scientific and historical value, but also whether it is culturally important to a California Native American tribe. AB 52 defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are included in or determined to be eligible for inclusion in the CRHR or the local register of historical resources.

AB 52 also sets up an expanded consultation process. Beginning July 1, 2015, lead agencies are required to provide notice of proposed projects to any tribe traditionally and culturally affiliated with the geographic area. If, within 30 days¹, a tribe requests consultation, the consultation process must begin before the lead agency can release a draft environmental document. Consultation with the tribe may include discussion of the type of review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The consultation process will be deemed concluded when either (a) the parties agree to mitigation measures or (b) any party concludes, after a good faith effort, that an agreement cannot be reached. Any mitigation measures agreed to by the tribe and lead agency must be recommended for inclusion in the environmental document. If a tribe does not request consultation, or otherwise assist in identifying mitigation measures during the consultation process, a lead agency may still consider mitigation measures if the agency determines that a project will cause a substantial adverse change to a tribal cultural resource.

4. RECORDS SEARCH AND LITERATURE REVIEW METHODOLOGY

A cultural resources records search of the RSA, as well as a surrounding 0.5-mile radius buffer, was conducted by staff at the Southern San Joaquin Valley Information Center (SSJVIC), California State University, Bakersfield, California on April 6, 2020, to identify previous cultural resource studies and recorded resources in the area (SSJVIC File Number 20-131)(Attachment B). The SSJVIC, an affiliate of the State of California Office of Historic Preservation (OHP), is the official state repository of cultural resource records and studies for Madera County. Site records and previous studies were accessed for the RSA and buffer on the Gregg, Calif. USGS (1965) 7.5-minute topographic quadrangle.

Two previous studies (MA-00739 [Nelson 2000], MA-01256 [Asselin 2015]) have been conducted within the records search buffer, with one (Nelson 2000) located adjacent to the Project Footprint. Additional studies of the RSA were conducted by AECOM (2012) for the Merced to Fresno CAHSR; these records are not yet filed at the SSJVIC. Two previously recorded cultural resources (P-20-002662 and P-20-002308) were recorded within the search buffer, with one (P-20-002662, the BNSF Railroad) recorded directly in the RSA.

4.1. P-20-002662 - Burlington Northern Santa Fe Railroad

This resource consists of the BNSF Railroad, formerly the Atchison, Topeka, and Santa Fe (AT & SF) and the San Francisco and San Joaquin Valley (SF & SJV) Railroads. The original SF & SJV Railroad was constructed from 1895 to 1898, and linked Stockton with Bakersfield, where it connected to the second transcontinental line (CRM Tech 2009; HDR EOC 2016). The line was acquired by AT & SF Railroad in 1899, and was in operation as such until it merged with BNSF Railroad in 1996 (CRM Tech 2009; HDR EOC 2016). The recorded railroad segment is a double track standard gauge rail with creosote treated ties; however, in the current RSA it is a single-track standard gauge. The RSA abuts this resources' track for

¹ Due to the current COVID-19 pandemic, Governor Gavin Newsom on April 22, 2020 signed Executive Order N-54-21, which suspended this 30-day consultation window requirement for 60 days.

the majority of the area, then encompasses the track in the area of the proposed station facilities. Segments of the recorded resource were evaluated for the NRHP/CRHR and appeared eligible for the CRHR under Criterion 1 through its “direct relationship to breaking the monopoly of the Southern Pacific Railroad in California. The development of the resource forced the Southern Pacific Railroad to lower its extortionate rates for passenger and freight travel through the Central Valley bringing economic relief to Californians in the region” (CRM Tech 2009; HDR EOC 2016). However, the resource does not retain enough substantial historic integrity to convey its significance.

In addition, a literature review was conducted of the following references:

- National Register of Historic Places
- California Register of Historical Resources
- Historic Property Data File for Redwood City, Madera County (OHP March 2013)
- Five Views: An Ethnic Historic Site Survey for California (OHP 1988)
- California State Historical Landmarks (OHP 1996)
- California Inventory of Historic Resources (California Department of Parks and Recreation 1976)
- California Points of Historical Interest (OHP 1992)
- Built Environment Resources Database (OHP 2019)

4.2. FIELDWORK

Fieldwork was conducted on December 16, 2020 by Karin Beck. Permit to enter was granted for two parcels owned by the CAHSRA (APNs 047-070-027 and 047-070-022). No other permit to enter was granted in the Project footprint. As such, the fieldwork was limited to observing for potential signs of undiscovered archaeological resources. The fieldwork involved visual characterization of the areas that have the potential for having sensitive archaeological resources. No sampling was done.

5. NATIVE AMERICAN CONSULTATION

In response to AB 52, SJPA has not received any request from any tribes in the geographic area with which it is traditionally and culturally affiliated to be notified about projects in the City of Madera. Therefore, on behalf of the SJPA, AECOM contacted the NAHC on March 18, 2020, requesting a review of the Sacred Lands File (SLF) and a list of individuals who may have information regarding or interest in the SJPA Madera Relocated Station RSA. The request contained location details, Project maps, and a general description of the SJPA Madera Relocated Station Project. This request is considered formal notification of a proposed project as required under CEQA, specifically Cal. Public Res. Code Section 21080.3.1 and Chapter 532 Statutes of 2014 (AB 52). The NAHC responded on March 24, 2020, with a list of three Native American contacts:

- Elaine Fink, Chairperson for the North Fork Rancheria of Mono Indians
- Katherine Perez, Chairperson for the North Valley Yokuts Tribe

- William Leonard, Chairperson for the Southern Sierra Miwuk Nation

The NAHC also noted that a search of the SLF was negative. SJJPA sent letters to the three Native American contacts on the NAHC list on April 21, 2020, along with Project maps, requesting information or concerns about resources within the RSA. After no replies to the letters were received, AECOM on behalf of SJJPA made follow-up calls on May 5, 2020. Messages were left for Chairpersons Fink and Perez, while the message box was full for Chairperson Leonard. Native American outreach correspondence is documented in Attachment C.

6. ENVIRONMENTAL SETTING

The proposed location for the new station site is located along the existing BNSF rail line that Amtrak operates the San Joaquins Service within the sphere of influence of the City of Madera located in the San Joaquin Valley on the western part of Madera County. The relocation station site lies southeast of the City of Madera and is accessible via the new SR-99/Avenue 12 interchange and further improvements to Avenue 12 being implemented for the CAHSR. The following environmental setting information has been largely derived from AECOM's cultural resources studies prepared for CAHSR relating to Madera County and the RSA.

The RSA is on low-lying, level terrain—between 275 and 290 feet above mean sea level—approximately 5.25 miles north of the San Joaquin River within the San Joaquin Valley. The San Joaquin Valley is a large, north-south-running basin in the central part of California, where the valley bottom is composed of active alluvial fans along the mountain ranges, alkali basins, and river floodplains consisting of well sorted flood-deposited soils. Naturally formed levees in these floodplains offered natural locations for prehistoric occupation (Rosenthal et al. 2007:147–163). Geologically, the San Joaquin Valley has undergone periods of uplift and subsidence over millions of years. The valley was filled with an interior ocean during the Jurassic and Cretaceous periods until the late Pliocene (circa 5 million years ago). The valley partially filled with sediment while inundated, then continued to fill with alluvial fan soils washed down from the Sierra Nevada and the Coast Ranges during the Pleistocene and Holocene. The majority of the RSA is mapped as Pleistocene nonmarine (Qc) deposits, except north of the station facility at Cottonwood Creek where it is recent (Holocene) Great Valley fan deposits (Qf) and a very small area of dune sand (Qs) (Matthews and Burnett 1975).

Mapped soils in the RSA generally correspond with the geologic mapping, but with some variability. By correlating soils mapping with radiocarbon dated samples, it is possible to establish the approximate age of the surficial landform (Meyer et al. 2010). Dates for the mapped soil series within the RSA range from Older Pleistocene (Alamo, Cometa, San Joaquin, and Whitney series soils) south of the station facilities to Early to Late Holocene (Hanford, Pachappa, Greenfield, and Delhi series soils) from the station facilities to the northern extent of the RSA (Natural Resources Conservation Service [NRCS] 2020) (Attachment A: Figures 3 and 4).

The potential for landforms to harbor buried archaeological components is primarily a function of the landform's age and origin. In general, landforms and associated deposits formed during the Holocene have some potential to contain buried sites, whereas latest Pleistocene or older landforms have virtually

no potential, given that they were deposited prior to human entry into California circa 14,000 years ago. In general, this sensitivity is inversely proportional to the age of the surficial soils (i.e., younger soils have a greater potential for harboring archaeological deposits) and increases with certain environmental factors such as proximity to fresh water. In other words, all things being equal, an area with very young surficial soils adjacent to freshwater (stream or lake) will have the highest potential for harboring buried prehistoric archaeological resources not visible at the surface.

The older Pleistocene soils within the RSA have a very low sensitivity for buried archaeological resources, but the Holocene age soils mentioned above have a moderate to very high sensitivity for buried archaeological resources (Meyer et al. 2010).

6.1. PREHISTORIC SETTING

Structured archaeological investigations within the northern San Joaquin Valley largely commenced in the 1960s (Olsen and Payen 1968, 1969; Riddell and Olsen 1969; Treganza 1960), with investigations conducted primarily in the last 50 years that have increased our understanding of the region's prehistory. Throughout central California, the prehistoric period is divided into three broad temporal periods that encompass similar cultural characteristics. The Paleo-Indian period extends from ca. 9000 to 6000 B.C. The Archaic period extends from 6000 B.C. to A.D. 500 and is divided into the Lower (6000 – 3000 B.C.), Middle (3000 – 1000 B.C.), and Upper (1000 B.C. – A.D. 500) periods (Fredrickson 1974:1[1]:49). The Emergent or Late Prehistoric period encompasses the period between A.D. 500 and sustained historic contact, which in some areas was as late as A.D. 1850 (Fredrickson 1973, 1974:1[1]:41–53, 1994:93–103). Rosenthal et al. (2007:147–163) have recently synthesized the archeological data for the Central Valley and have updated the temporal sequence for the area.

6.1.1. Paleo-Indian 11,550–8550 Calibrated B.C. (13,550–10,550 BP)

The Paleo-Indian period began with the first entry of people into California. The Central Valley area was settled by native Californians as early as 13,550 years ago (Rosenthal et al. 2007:147-164). Human populations during this period were low and probably consisted of small groups moving frequently in order to exploit plant and animal resources. Archaeological deposits associated with this time period were likely affected by periodic episodes of erosion and deposition and have either been destroyed or buried beneath more recent alluvial deposits (Rosenthal et al. 2007:151). At the end of the Pleistocene (approximately 9050 Calibrated [cal] B.C. [11,050 Before Present (BP)]), considerable deposition in the alluvial fans and floodplains occurred throughout the central California lowlands, including the San Joaquin Valley (Rosenthal et al. 2007:151). In the northern San Joaquin Valley and adjacent Delta region north of the RSA, the prehistoric period is estimated to have extended from at least 12,000 years ago until historic contact, although few recorded archaeological sites in the region predate 5000 years ago. Characteristic fluted projectile points attributed to the Paleo-Indian period have been discovered in the Central Valley in relatively few scattered surface locations. Most such finds have been in the southern San Joaquin Valley around the Tulare Lake Basin, south of the San Joaquin River and the RSA. Within the northern San Joaquin Valley, fluted points have been found at only two sites, Tracy Lake in San Joaquin

County and the Wolfsen mound site (CA-MER-215) in Merced County (Dillon 2002:110–128; Heizer 1938:12[5]:180–182; Peak and Weber 1978).

6.1.2. Lower Archaic 8550–5550 CAL B.C. (10,550–7550 BP)

During the Lower Archaic, the wet conditions during the Paleo-Indian period continued. As indicated for the Paleo-Indian period, in the northern San Joaquin Valley, few recorded archaeological sites in the region predate 5000 years ago. The thick deposits of Holocene alluvium (up to 10 meters) that accumulated along the lower stretches of the Sacramento River and San Joaquin River drainage systems during the last 5000–6000 years, buried sites from the earlier Paleo-Indian and Lower Archaic periods (Moratto 1984:214). Consequently, like the Paleo-Indian period, most evidence for human activity during the Lower Archaic is represented by isolated finds with most occurring around the lake basins in the southern part of the valley. Such evidence includes stemmed projectile points and flaked crescents. According to Rosenthal et al. (2007:153), in proximity to the RSA, only one Lower Archaic artifact has been found and this was in the Sacramento Valley north of the RSA. While numerous Lower Archaic surface finds have been made around the lake basins to the south, the only archaeological deposit dated to this period was identified in a deeply buried soil along the ancient shoreline of Buena Vista Lake at CA-KER-116, which produced three flaked crescents, and radiocarbon dates on freshwater mussel shell of between 7175 and 6450 cal B.C. (Rosenthal et al. 2007:151).

6.1.3. Middle Archaic 5550–550 cal B.C. (7550–2550 BP)

The Middle Archaic is marked by a substantial change in climate with drier conditions present throughout central California. The lakes in the southern part of the Central Valley shrank substantially or dried up entirely during this period, and alluvial landforms stabilized with little deposition occurring. It is during this period that human occupation can first be substantially documented in the archaeological record in the vicinity of the RSA. Also, according to Rosenthal *et al* (2007:152–153), beginning during the Middle Archaic, two distinct settlement-subsistence adaptations can be documented for the area: one centering on the valley floor and the other on the adjacent foothills. Interestingly, sites attributable to the early Middle Archaic (ca. 5550–2050 cal B.C.), are sparse on the valley floor, but relatively abundant in the foothills. This occurrence is most likely due to the deep burial of the sites on the valley floor during subsequent periods of alluvial deposition, whereas sites situated in the upper elevations and slopes of the foothills would be less likely to accumulate substantial sedimentary deposits. Only four dated site deposits and a few dated isolates are attributable to this period on the valley floor, with most of these occurring in buried contexts. One of these sites, located in the Sacramento Valley, was discovered, by augering, at a depth of more than 3 meters (Rosenthal et al. 2007:153). In contrast to these few occurrences, a number of sites dating between 4050 and 2050 cal B.C. have been documented in the adjacent foothill areas with many also occurring in buried contexts, but generally at less substantial depths. These foothill sites are characterized by expedient flaked cobble tools used for chopping, pounding, and scraping, as well as cobbles used as grinding implements (Rosenthal et al. 2007:153).

A number of sites and site components associated with the late Middle Archaic (post 2550 B.C.) are documented in the northern San Joaquin Valley and Sacramento Valley and Delta. According to

Rosenthal et al. (2007:153), “The late Middle Archaic record reveals a distinct adaptive pattern reflecting the emergence of logistically organized subsistence practices and increasing residential stability along river corridors of the Sacramento and San Joaquin Valleys”. This adaptive association with water courses, which appears to have started during the middle part of the period, was clearly established by the end of the period. Site assemblages from this period contain nonutilitarian artifacts and evidence of trade, and faunal remains indicate year-round site occupation. These late Middle Archaic assemblages are also associated with one of the earliest defined cultural patterns in central California, the Windmill Pattern (Fredrickson 1974; Moratto 1984). This pattern was originally defined by consistency of burial orientation and by elaborate grave offerings. While, originally, most were associated with the Sacramento Delta area, recent finds indicate a distribution throughout the San Joaquin Valley (Rosenthal et al. 2007). The late Middle Archaic is also characterized as demonstrating the first substantial evidence for fishing (bone gorges and composite hooks, and spears), basketry (basketry awls, baked clay basketry impressions), simple pottery, and finely made plummet stones of indefinite function.

The Positas complex can be attributed to the Middle Archaic, possibly dating to as early as 5300 years ago and as late as 4600 years ago. Characteristic artifacts of the Positas Complex include small shaped mortars, short cylindrical pestles, milling stones, cobble manos, perforated flat cobbles, and spire-lopped Olivella shell beads. At site CA-MER-94, the artifact assemblage also includes a small bone bead and two projectile points (one leaf-shaped and one stemmed). Based on artifact forms, this complex may be related to the Windmill Pattern of the Delta and Sacramento Valley (Moratto 1984).

6.1.4. Upper Archaic 550 cal B.C. to cal A.D. 110 (2550-900 BP)

The inception of the Upper Archaic coincides with beginning of Late Holocene with environmental conditions consisting of a cooler and wetter, but more stable, climate. The onset of these conditions occurred abruptly as indicated by the apparently rapid re-inundation of lakes in the region that were desiccated during the Middle Archaic. Also occurring as a result of these conditions was the resumption of substantial sediment deposition in the valley, resulting in the burial of the stable and weathered landforms created by the dry conditions during the Middle Archaic. The archaeological record is more substantial in the Upper Archaic than for the previous periods. Elaboration and diversity in artifact assemblages continued from the late Middle Archaic. According to Rosenthal et al. (2007:156) these assemblage characteristics reflected more pronounced cultural diversity and a “geographically complex mosaic of distinct sociopolitical entities marked by contrasting burial postures, artifact styles, and other elements of material culture.” The archaeological record for the period indicates that an expanded resource base now included resources that could be harvested and processed in bulk such as acorns, salmon, shellfish, rabbits, and deer. A substantial reliance on the acorn as a food staple is also reflected by the considerable presence in the archaeological record of mortars and pestles and a rich content of archaeobotanical materials. The considerable presence of obsidian in the archaeological record indicates a substantial trade in this material. Obsidian recovered at sites in the San Joaquin Valley derived mostly from sources on the east side of the Sierra, such as Bodie Hills, Casa Diablo, and Coso (Rosenthal et al. 2007).

Rosenthal et al. (2007:156) postulate that in the San Joaquin Valley during the Upper Archaic, the lower foothill woodlands may have represented a boundary area where valley people periodically colonized riparian and other well-watered foothill locations along the base of the Sierra, such as at sites CA-MAD-117 and CA-MAD-159 along the Chowchilla River, where Moratto has defined a Chowchilla Phase (800 B.C.–A.D. 550 [1984:323]), and at CA-MAD-171 along the Fresno River (Moratto 1972, 1984; Fenenga 1973). While in the western areas of the San Joaquin Valley, sites dating to the Upper Archaic have been investigated, little archaeological evidence exists for the Upper Archaic in the southern San Joaquin Valley. Based on investigations at sites in the western San Joaquin Valley, Olsen and Payen (1969) defined the Pacheco Complex, which can be dated to both the Middle and Upper Archaic periods (ca. 2600 B.C.–A.D. 300) by the presence of shell beads and specific shell bead typology. The beads include rectangular mussel, square Haliotis, and thick rectangular Olivella shell. At CA-MER-94, the Pacheco Complex artifact assemblage also comprised large side-notched and stemless projectile points, bone awls, stone scrapers, and an abundance of ground stone artifacts (slab milling stones, manos, and large and small bowl mortars). Mortuary practices include flexed burials with infrequent grave goods. Circular depressions, up to 12 feet in diameter, have been interpreted as floor surfaces. The combination of milling implements indicates that acorns formed an important part of the diet (Olsen 1970). The shell and bone artifacts are comparable to those found in the Delta during the Middle Archaic period.

6.1.5. Emergent Period – cal A.D. 1000 to Historic (1000–ca 200 BP)

Although several flood and drought episodes have been discerned during the period, the relatively stable climatic conditions established at the outset of the Upper Archaic can be interpreted to have continued into and through the Emergent period. Rosenthal et al. (2007:157) observe, however, that it is not clear whether these drought and flood episodes are unusual events or are “a product of the comparatively profound resolution of more recent paleoenvironmental evidence”. While the archaeological record for the Emergent period is the most substantial of any of the periods, this record is uneven in terms of its distribution. The Emergent period is associated with the Augustine Pattern of the lower Sacramento Valley/Delta. In the San Joaquin Valley, sporadic research has resulted in few components or phases being identified for the period (Rosenthal et al. 2007:157). In the western San Joaquin Valley, Olsen and Payen (1969), based on the excavated material at CA-MER-3, CA-MER-14, and CA-MER-94, among other sites, have defined two complexes that are both probably associated with the period, the Gonzaga Complex (ca. A.D. 300–1000) and the Panoche Complex (ca. A.D. 1500–1850).

Artifacts and features characteristic of the Gonzaga Complex include shaped pestles and bowl mortars, bone awls, squared and tapered-stem projectile points with squared and tapered stems, and grass saws. The lithic assemblage also includes scrapers and core tools; obsidian was flaked to form serrated points. Among the ornaments typical of this complex are distinctive Haliotis shell forms and thin rectangular, split-punched, and oval Olivella beads (Moratto 1984). Unlike the preceding Pacheco Complex, burials are either extended or flexed. Overall, the cultural traits of the Gonzaga Complex are similar to those found in the Delta during the early Emergent period (Late Prehistoric period). The Panoche Complex features large circular structures; flexed burials and both primary and secondary cremations; a few milling stones; varied mortars and pestles; bone awls; saws; whistles and tubes; small side-notched

arrow points; clamshell disk beads; *Haliotis* epidermis beads; and *Olivella* lipped, side-ground, and rough disk beads (Moratto 1984:192-193).

In the adjacent foothill areas of the eastern San Joaquin Valley, Moratto has defined two phases coinciding with the Emergent period, the Raymond Phase (ca. A.D. 300–A.D. 1500) and the Madera Phase (ca. A.D. 1500–A.D. 1850). The Raymond Phase appears to indicate a period of instability and change with old villages appearing to exhibit cycles of occupation and abandonment after ca. A.D. 500. Violence was common and primary interment of the dead was in flexed positions, although some extended burials noted during the early part of the phase. Compared to Chowchilla Phase burials, Raymond Phase burials were lacking in offerings. The Madera Phase appears to represent a period of prosperity. Characteristic of this phase are steatite disk beads, lightweight arrow points, bedrock mortars and cobble pestles, several types of *Olivella* beads, and occasional pieces of exotic Brown Ware pottery. A steatite industry was also evidenced with the manufacture of beads, bowls, cooking vessels, pipes, arrow-shaft straighteners, and ornaments (Moratto 1972:1984).

6.2. ETHNOGRAPHIC SETTING

The SJJPA Madera Station Relocation Project RSA is located within the area traditionally occupied by the Northern Valley Yokuts, a Penutian-speaking central California group (Kroeber 1925; Wallace 1978a:462–470). The core of Northern Valley Yokuts territory was the San Joaquin River and their lands surrounding the river extended eastward from the crest of the Coast Ranges (Diablo Range) into the Sierra Nevada foothills and southward from Bear Creek (midway between the Mokelumne and Calaveras rivers) to the upper San Joaquin River and today's City of Fresno. Among neighboring groups were the Foothill Yokuts to the southeast, Southern Valley Yokuts to the south, Costanoan (Ohlone) to the west, Salinan to the southwest, Plains and Southern Sierra Miwok to the north, and Sierran Miwok on the east (Dick-Bissonette 1994:4). While Kroeber (1925) indicates that the Southern Sierra Miwok generally held the drainage of the Merced River and adjacent smaller streams and may have divided their territory from the Northern Valley Yokuts at the Fresno River, Wallace ascribes Northern Valley Yokut territory as extending along both sides of the San Joaquin River Valley from approximately Bear Creek to the north to the present-day location of the City of Fresno to the south (Wallace 1978a:462).

Because of their rapid decimation as a result of disease, missionization, and Euro-American settlement, the Northern Valley Yokuts are generally not well documented in the ethnographic record (Wallace 1978a:470). Ethnographers have compiled information on the Yokuts' lifeways from various sources, primarily military and missionary reports and diaries written during the Spanish and Mexican periods (Kroeber 1925:474–543; Latta 1977; Wallace 1978a:462–470).

The Northern Valley Yokuts were organized into at least 11 small political units or tribes (Wallace 1978a). Each tribe had a population of approximately 300 people, most of whom lived within one principal settlement that usually had the same name as the political unit. Typically, the territory of each tribe was situated on major tributaries of the San Joaquin River (Chowchilla, Fresno, Merced, and Stanislaus rivers) or on a portion of the western or southern side of the San Joaquin River.

The Northern Valley Yokuts generally established villages on natural rises or levees along major watercourses (Wallace 1978a:466). Villages consisted of both large communal residences and single-family dwellings, generally round or oval in shape and constructed with tule mats over pole frames. Settlement was concentrated on the eastern side of the San Joaquin River along the permanent waterways flowing from the Sierra Nevada (Wallace 1978a:463). Within the villages, structures included sweathouses, ceremonial chambers, and oval single-family dwellings made of tule (Wallace 1978a:465). Early Spanish expeditions described Yokut villages as “well stocked with food and populous” (Wallace 1978a:463), indicating they may have represented substantial settlements.

Because of their proximity to the San Joaquin River and its major tributaries, fishing was a particularly important part of the Northern Valley Yokuts’ subsistence and economic practices (Wallace 1978a:464). During the fall and spring spawning periods, salmon was a dietary mainstay, and other large fish—sturgeon, river perch, western suckers, and Sacramento pike—were available year-round. Waterfowl, such as ducks and geese, were likely an additional staple and would have been particularly abundant during the spring and fall migrations. In the northern San Joaquin Valley, where abundant natural resources varied seasonally, the Northern Valley Yokuts also hunted and collected plant foods. Large animals in the region included antelope, deer, elk, and black bears. Acorns from the groves of valley oaks were a staple food and they were collected each fall and stored in granaries.

In addition to acorns, Northern Valley Yokuts collected and consumed a diversity of berries, grass seeds, and tule roots. To gather, collect, and process food resources, a wide variety of tools, implements, and enclosures were employed by the Northern Valley Yokuts (Kroeber 1925:527; Latta 1977; Wallace 1978a:464–465). The bow and arrow, nets, slings, traps, and blinds were likely among the variety of items employed for hunting land mammals and birds. Fishing implements would have included harpoons, hooks, and nets, as well as tule rafts. Tools used to collect plant resources included sharpened digging sticks and woven items, such as burden baskets, carrying nets, and seed beaters. Stone mortars and pestles, and possibly wooden mortars, bedrock and portable mortars, stone knives, stone scrapers, and bone tools, were among the variety of tools used to process foodstuffs. Items obtained by trade with neighboring groups included obsidian bows and arrows, baskets, mussels and abalone, and shell beads and ornaments (Wallace 1978a:465). A variety of trails west to the coast and river routes facilitated trade and regular visits to other tribes.

6.3. HISTORY

The area that became Madera County was never visited by early Spanish explorers; however, the first historical accounts of visits to Madera County by non-indigenous peoples were from trappers and explorers, such as Jedediah Smith. Smith led a small group of hunters and trappers from Salt Lake City to the San Joaquin Valley in 1827, and again in 1828, and paved the way for thousands of American pioneers who would follow in the years to come. John Frémont traversed Madera County in 1844 and recorded the difficulty of crossing the many sloughs in the area. Miners in the 1850s and 1860s often came through the area from Gilroy, over Pacheco Pass on the Stockton–Los Angeles Road on their journey to strike it rich in the Sierra Nevada gold mines. Lumbermen were drawn to Madera County for its timber, and the first mill was built in the central portion of the County in 1852.

The completion of the Central Pacific Railroad line through the region in 1870 spurred the growth of the town of Madera. The town was established at the terminus of a 63-mile long water flume built by the California Lumber Company in 1874. The flume transported cut trees from Sierra Nevada forests to the railroad, which exported the lumber to other locations in California and the eastern United States for use in mining and construction. The railroad laid out the townsite of Madera, the Spanish word for wood, and began auctioning lots in 1876. By 1890, Madera had become the second largest city in Fresno County, developing quickly as the railroad distribution point for a number of surrounding towns. The California State Legislature established Madera County in 1893 and named it after its principal town of Madera, which became the county seat. The lawmakers extracted the new county's landmass from the portion of Fresno County north and west of the San Joaquin River; Madera County lies in the geographical center of the state.

6.3.1. Railroads

The completion of the Central Pacific Railroad through the San Joaquin Valley revolutionized the transportation network, passenger travel, and the ability of farmers and ranchers of the region to sell their goods to distant markets. During this period in the late 1800s, the San Joaquin Valley became the center of California's wheat belt. While ranching remained an important industry, with the expansion of large-scale irrigation in the early 1900s came the production of a variety of fruits and vegetables, vineyards, alfalfa, and cotton, among other crops (AECOM 2012).

The Central Pacific Railroad established a series of rail stops and sidings along its route within Madera County, and for nearly 20 years maintained a monopoly over freight shipping in the region, leaving farmers with no other shipping alternative. The company became the object of growing resentment due to its high shipping rates and extensive land holdings. Backed by industrialist Claus Spreckles, the San Francisco and San Joaquin Valley Railroad was formed in 1895 to develop an alternative rail line as a competitor; by 1884, the Southern Pacific Railroad had taken over the Central Pacific Railroad. In 1896 the new railroad began service between Stockton and Bakersfield. In 1901 the Atchison, Topeka & Santa Fe Railway acquired the San Francisco and San Joaquin Valley Railroad, which is now the BNSF rail line on which the Amtrak San Joaquins Service operates.

6.3.2. City of Madera

The City of Madera centers around the intersection of SR 99 and SR 145 at a point about equidistant between Chowchilla to the north and Fresno to the south. The City of Madera incorporated in 1907. In addition to its historic and current connection with the lumber industry, the City of Madera is actively involved in the agricultural industry. Agricultural products such as fruit and nut crops, alfalfa and wheat, and a variety of vegetables are shipped all over the world from Madera (AECOM 2012).

The RSA is located outside of the City of Madera limits and is primarily agricultural lands with light industrial located along the south side of Avenue 12, which is an east-west lateral road through the region. Avenue 12 within the RSA is undergoing a grade separation project by the CAHSR, as well as

recently had its interchange with SR 99 completed in anticipation of future development along the Avenue 12 corridor for increased connectivity to the east and south.

6.4. FIELD SURVEY

~~Given the current pandemic due to the Coronavirus Disease 2019 (COVID-19) and California Governor Newsom's Executive Order N-54-20 to shelter in place, a pedestrian survey was not deemed "essential" and therefore, was not conducted. The field survey conducted on December 16, 2020 yielded negative results regarding potential surface-level indication of unrecorded archaeological resources. Although not the entire Project footprint was surveyed due to permit to enter restrictions, given that there has been years of agricultural use and development in the area for years, it is unlikely that surface-level indication of unrecorded resources are present in the Project footprint exists.~~

7. FINDINGS AND RECOMMENDATIONS

The background research, literature review, and records search identified one historic-age resource in the RSA: a segment of the Burlington Northern Santa Fe Railroad, formerly the Atchison, Topeka and Santa Fe Railway (P-20-002662). This segment of the BNSF was previously inventoried and evaluated in 2009 and 2016 (CRM Tech 2009; HDR EOC Inc. 2016). Both evaluations concluded the railroad was historically significant under NRHP Criterion A and CRHR Criterion 1 for its importance as the second transcontinental railroad route constructed through the Central Valley, which resulted in breaking up the monopoly of the Southern Pacific Railroad in California. However, both evaluations concluded the resource lacked sufficient historic integrity to physically convey its significance. Therefore, both evaluations concluded P-20-002662 was not eligible for listing in the NRHP or CRHR and does not appear to be a historical resource for the purposes of CEQA.

No previously recorded prehistoric resources were identified in the RSA. The search of the NAHC's Sacred Lands File was negative. Native American outreach resulted in no comments of concern regarding the impacts to cultural or tribal cultural resources as a result of the Madera Relocated Station. Although, a pedestrian survey was not conducted due to Governor Newsom's Executive Order N-54-20 to shelter in place, the possibility of encountering a significant intact archaeological resource on the surface of an agricultural field is low due to the years of extensive grading and plowing, although not completely out of the realm of possibility. A pedestrian survey of the RSA is recommended as soon as the shelter in place is lifted.

Based on the geoarchaeological sensitivity assessment of the RSA Holocene-age soils have been mapped in the RSA—from approximately just south of the Madera Station platform and approximately mid-way through the CAHSR platform, to the northern extent of the RSA beyond Cottonwood Creek—has increased potential for encountering buried archaeological sites. This sensitivity is generally greatest in areas near freshwater, including the Cottonwood Creek crossing. If these areas cannot be avoided by the Project, and Project activities in those areas are sufficient (i.e., deep enough) to potentially encounter buried archaeological resources, then additional actions may be necessary to mitigate potential impacts

to as-yet unidentified buried resources. These minimization efforts could include subsurface testing in advance of Project construction and/or construction-period monitoring.

7.1. UNANTICIPATED DISCOVERY AND/OR CHANGES IN THE PROJECT

If previously unidentified cultural resources are unearthed during Project activities, work would be halted in the area until a qualified archaeologist could assess the significance of the find. An additional archaeological survey would be needed if the Project limits are extended beyond the present survey limits. If human remains are encountered during Project activities, all work in that area would halt and the Madera County Coroner would be contacted, pursuant to Public Res. Code Sections 5097.94, 5097.98, and 5097.99. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the remains to be those of a Native American or has reason to believe that they are Native American, he or she will contact the NAHC by telephone within 24 hours.

8. STATEMENT OF LIMITATIONS

This report has been prepared based on certain key assumptions made by AECOM that substantially affect the conclusions and recommendations of this report. These assumptions, although thought to be reasonable and appropriate, may not prove to be true in the future. The conclusions and recommendations of AECOM are conditioned on these assumptions.

This cultural resources analysis was performed based on information provided by the SSJVIC of the CHRIS, on March 23, 2020, and by the NAHC on March 24, 2020, and the conclusions, and therefore recommendations herein are applicable only to that time frame. Information obtained from these sources in this time frame is assumed to be correct and complete. AECOM will not assume any liability for findings or lack of findings based on misrepresentation of information presented to the AECOM Cultural Resources Assessment team or for items not visible, made available, accessible, or present at the site at the time of the Project Footprint survey.

9. PREPARER'S QUALIFICATIONS

- Karin G. Beck, RPA (Registered Professional Archaeologist), RPH (Registered Professional Historian), acted as principal investigator and author of this report. Ms. Beck has an M.A. in Cultural Resources Management from Sonoma State University (California). She has 23 years of experience conducting archaeological and built-environment investigations in California and she meets the Secretary of the Interior's Professional Qualifications Standards for work in archaeology and history.
- Jay Rehor, RPA, reviewed this document for quality and accuracy of the geoarchaeological analysis. Mr. Rehor has an M.A. in Cultural Resources Management from Sonoma State University (California), and a B.A. in Anthropology and Geology from the University of California, Santa Cruz. He has 20 years of experience conducting archaeological and geoarchaeological investigations in California and he meets the Secretary of the Interior's Professional Qualifications Standards for work in archaeology.

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11. ATTACHMENTS

A – Maps

Figure 1 – Project Location and Vicinity

Figure 2 – Design Sheets

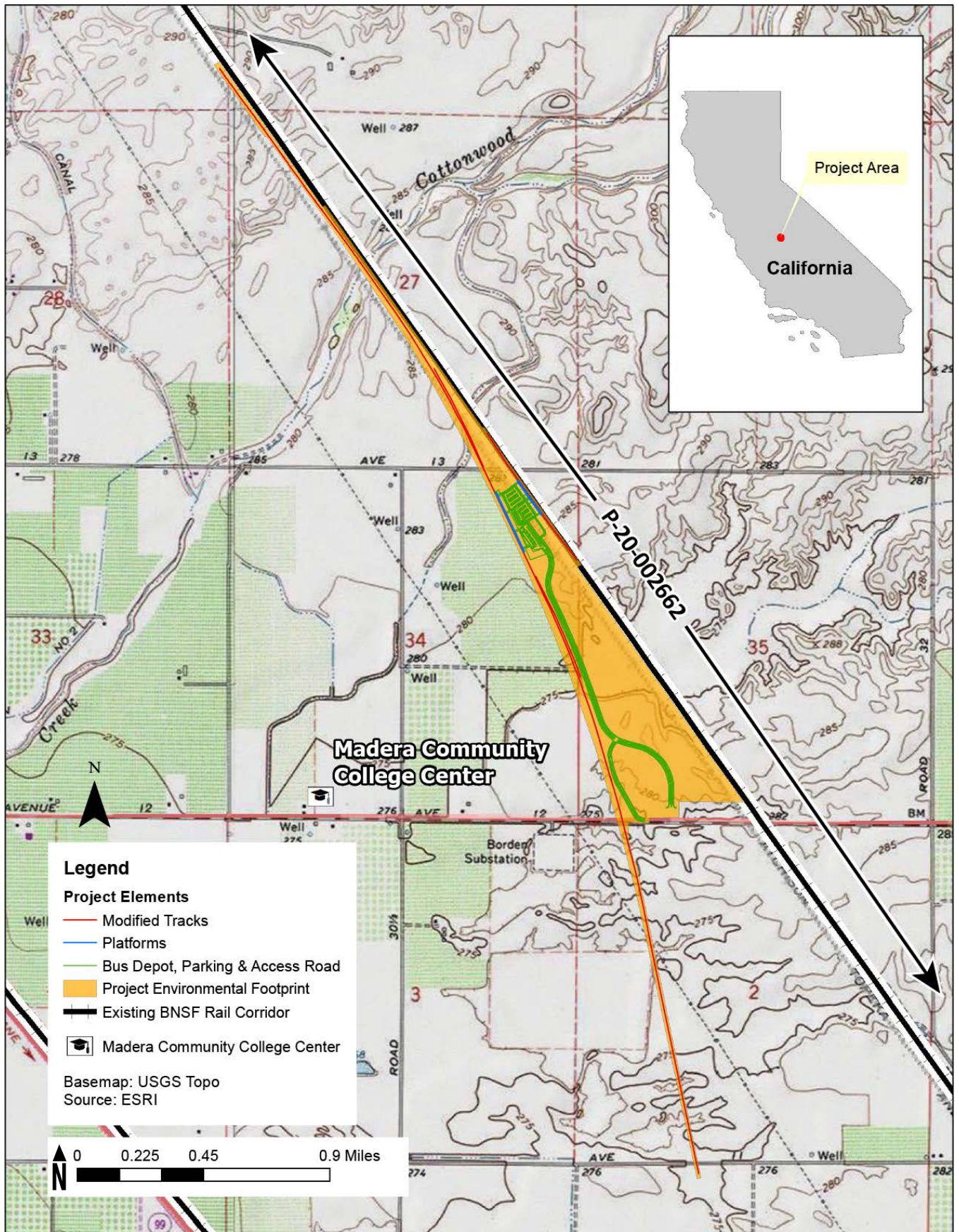
Figure 3 – Soils

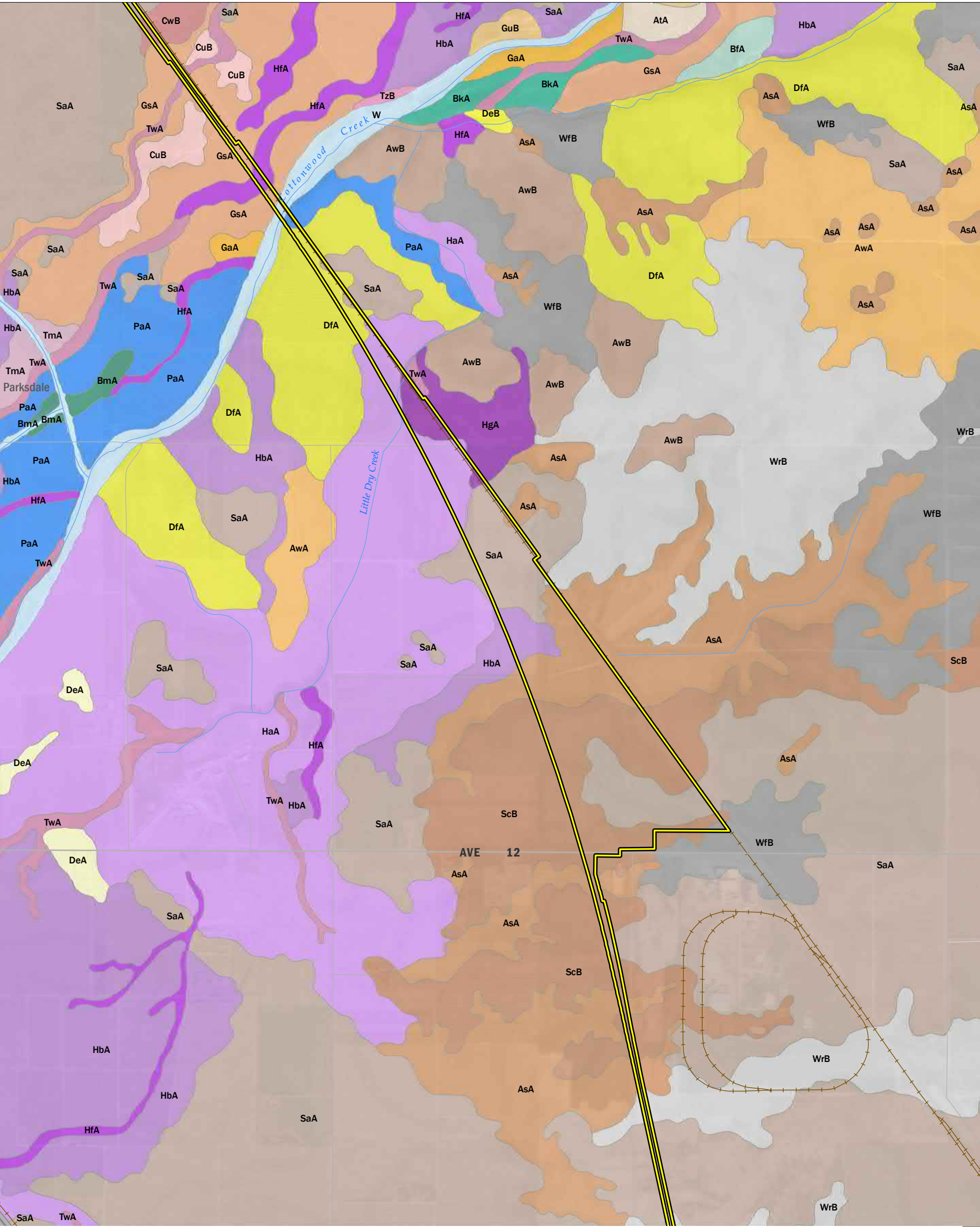
Figure 4 – Geology

B – Southern San Joaquin Valley Information Center (SSJVIC) Records Search Results

C – Native American Outreach Correspondence

Attachment A – Maps





- CEQA Study Area

NRCS Soil Types within the Study Area

AsA - Alamo clay, 0 to 1 percent slopes

CwB - Cometa-Whitney sandy loams, 3 to 8 percent slopes

DfA - Delhi sand, moderately deep and deep over hardpan, 0 to 3 percent slopes

GsA - Greenfield fine sandy loam, 0 to 3 percent slopes

HaA - Hanford fine sandy loam, 0 to 1 percent slopes

HbA - Hanford fine sandy loam, moderately deep and deep over hardpan, 0 to 1 percent slopes

HfA - Hanford sandy loam, 0 to 3 percent slopes

NRCS Soil Types outside the Study Area

AtA

AtB

AwA

AwB

BfA

BkA

BmA

CuB

CuC

DeA

DeB

GaA

GuB

HdA

MtB

TmA

TzB

HgA - Hanford sandy loam, moderately deep and deep over hardpan, 0 to 3 percent slopes

PaA - Pachappa fine sandy loam, 0 to 1 percent slopes

SaA - San Joaquin sandy loam, 0 to 3 percent slopes, MLRA 17

ScB - San Joaquin-Whitney sandy loams, 0 to 8 percent slopes

TwA - Tujunga loamy sand, 0 to 3 percent slopes

Water

WrB - Whitney and Rocklin sandy loams, 3 to 8 percent slopes

WfB - Whitney fine sandy loam, 3 to 8 percent slopes
-
- AECOM
Madera Relocated Station
- FIGURE 3
Soils

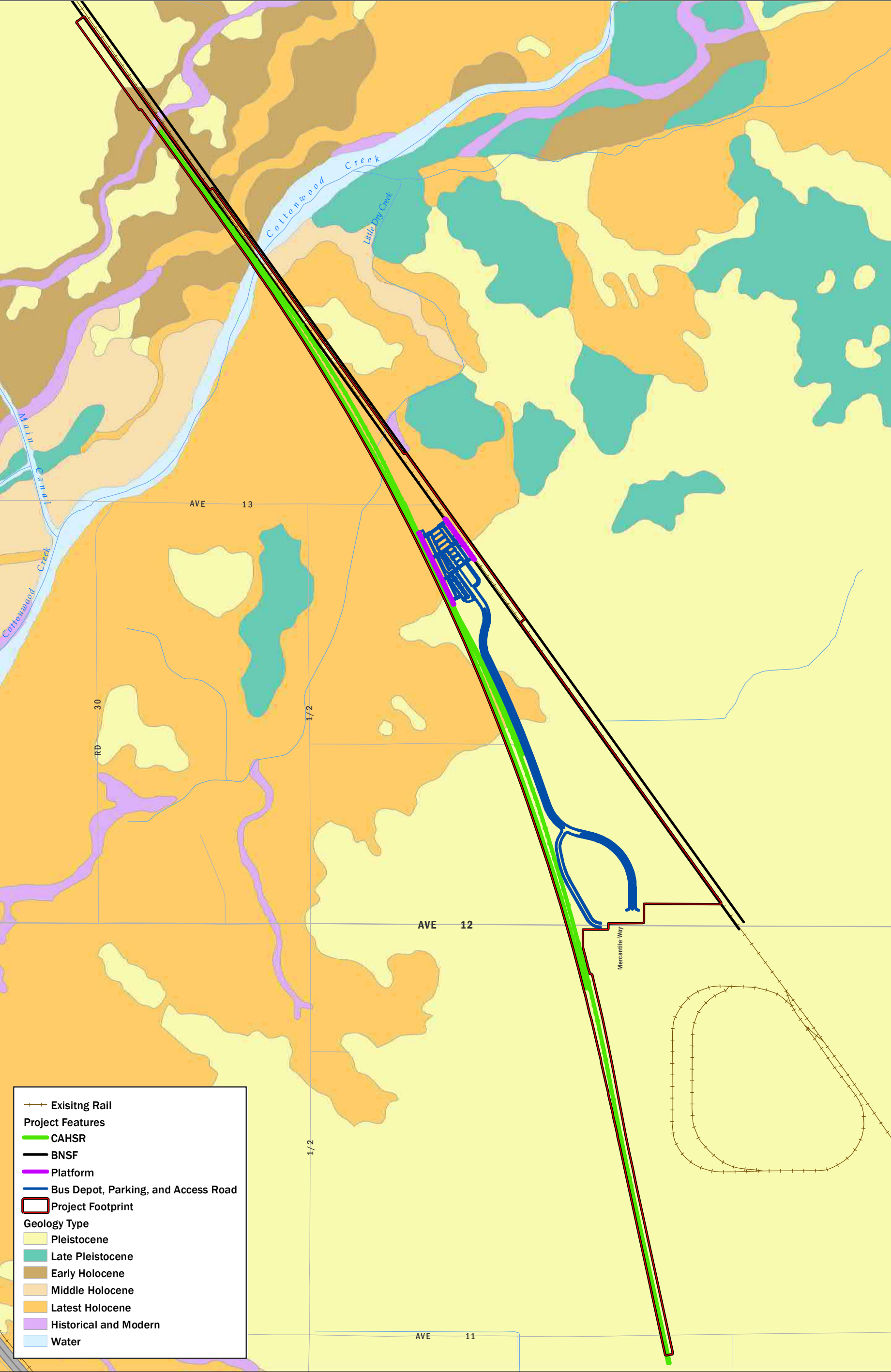


FIGURE 4
Geology

Attachment B – SSJVIC Results

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: 106 **IC FILE NO.:** _____

To: South Central Coastal Information Center

Print Name: Karin G. Beck Date: March 23, 2020

Affiliation: AECOM

Address: 300 Lakeside Drive, Suite 400

City: Oakland State: CA Zip: 94612

Phone: 510-874-1787 Fax: _____ Email: karin.beck@aecom.com

Billing Address (if different than above): USAPImaging@AECOM.COM

Billing Email: USAPImaging@AECOM.COM Billing Phone: _____

Project Name / Reference: Madera Station Relocation ISMND

Project Street Address: _____

County or Counties: Madera

Township/Range/UTMs: T11S/R18E, Section 34

USGS 7.5' Quad(s): Gregg

PRIORITY RESPONSE (Additional Fee): yes ☐ / no ☐

TOTAL FEE NOT TO EXCEED: \$ _____

(If blank, the Information Center will contact you if the fee is expected to exceed \$1,000.00)

Special Instructions:

If no reports appear within the project footprint, please provide a report from the 0.5-mile buffer for background information.

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes ☐ / no ☐

Notes: _____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the \$150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the [OHP website](#).

1. Map Format Choice:

Select One: Custom GIS Maps ☐ GIS Data ☐ Custom GIS Maps and GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no."

2. Location Information:

	Within project area	Within <u>0.5</u> mi. radius
ARCHAEOLOGICAL Resource Locations¹	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
NON-ARCHAEOLOGICAL Resource Locations	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Report Locations¹	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
"Other" Report Locations²	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>

3. Database Information:

(contact the IC for product examples, or visit the [SSJVIC website](#) for examples)

	Within project area	Within <u>0.5</u> mi. radius
ARCHAEOLOGICAL Resource Database¹		
List (PDF format)	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Detail (PDF format)	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Excel Spreadsheet	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
NON-ARCHAEOLOGICAL Resource Database		
List (PDF format)	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Detail (PDF format)	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Excel Spreadsheet	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Report Database¹		
List (PDF format)	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Detail (PDF format)	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Excel Spreadsheet	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Include "Other" Reports ²	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>

4. Document PDFs (paper copy only upon request):

	Within project area	Within <u>0.5</u> mi. radius
ARCHAEOLOGICAL Resource Records ¹	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
NON-ARCHAEOLOGICAL Resource Records	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
Reports ¹	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>
"Other" Reports ²	yes <input type="checkbox"/> / no <input type="checkbox"/>	yes <input type="checkbox"/> / no <input type="checkbox"/>

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

Within project area Within 0.5 mi. radius**OHP Built Environment Resources Directory³:**

Directory listing only (Excel format)

Associated documentation⁴yes ☐ / no ☐yes ☐ / no ☐yes ☐ / no ☐yes ☐ / no ☐**OHP Archaeological Resources Directory^{1,5}:**

Directory listing only (Excel format)

Associated documentation⁴yes ☐ / no ☐yes ☐ / no ☐yes ☐ / no ☐yes ☐ / no ☐**California Inventory of Historic Resources (1976):**

Directory listing only (PDF format)

Associated documentation⁴yes ☐ / no ☐yes ☐ / no ☐yes ☐ / no ☐yes ☐ / no ☐

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the [OHP website](#) and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey
Ethnographic Information
Historical Literature
Historical Maps
Local Inventories
GLO and/or Rancho Plat Maps
Shipwreck Inventory
Soil Survey Maps

yes ☐ / no ☐
 yes ☐ / no ☐
 yes ☐ / no ☐
 yes ☐ / no ☐
 yes ☐ / no ☐
 yes ☐ / no ☐
 yes ☐ / no ☐
 yes ☐ / no ☐

¹ In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

² "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

³ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

⁴ Associated documentation will vary by resource. Contact the IC for further details.

⁵ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.



4/6/2020

Karin Beck
AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612

Re: Madera Station Relocation ISMND
Records Search File No.: 20-131

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Gregg USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format:

☒ custom GIS maps ☐ shapefiles

Resources within project area:	None
Resources within 0.5 mile radius:	P-20-002308, 002662
Reports within project area:	MA-00739
Reports within 0.5 mile radius:	MA-01256

Note: Report locations in the project radius were not mapped per the Data Request Form.

Resource Database Printout (list):

☐ enclosed ☒ not requested ☐ nothing listed

Resource Database Printout (details):

☒ enclosed ☐ not requested ☐ nothing listed

Resource Digital Database Records:

☐ enclosed ☒ not requested ☐ nothing listed

Report Database Printout (list):

☐ enclosed ☒ not requested ☐ nothing listed

Report Database Printout (details):

☒ enclosed ☐ not requested ☐ nothing listed

Report Digital Database Records:

☐ enclosed ☒ not requested ☐ nothing listed

Resource Record Copies:

☐ enclosed ☒ not requested ☐ nothing listed

Report Copies:

☒ enclosed ☐ not requested ☐ nothing listed

OHP Built Environment Resources Directory:

☒ enclosed ☐ not requested ☐ nothing listed

Archaeological Determinations of Eligibility:

☐ enclosed ☐ not requested ☒ nothing listed

CA Inventory of Historic Resources (1976):

☐ enclosed ☒ not requested ☐ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see
<http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see
<http://historicalmaps.arcgis.com/usgs/>

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see
<http://www.glorerecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1> and/or
<http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items>

Shipwreck Inventory: Not available at SSJVIC; please see
<http://www.slc.ca.gov/Info/Shipwrecks.html>

Soil Survey Maps: Not available at SSJVIC; please see
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

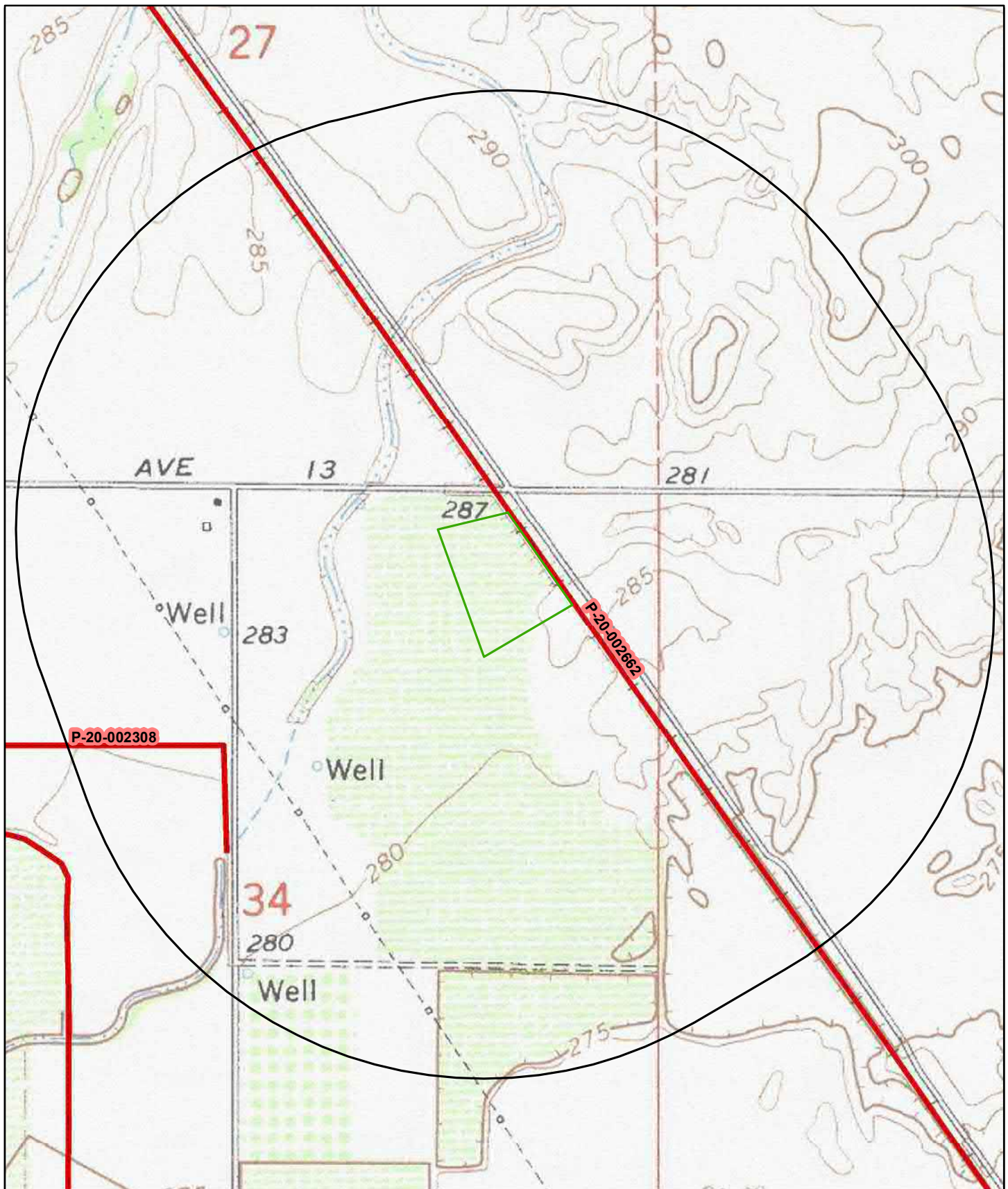
Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

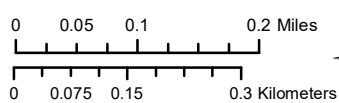
Sincerely,



Celeste M. Thomson  Digitally signed by Celeste M. Thomson
Date: 2020.04.06 12:16:49 -07'00'

Celeste M. Thomson
Coordinator

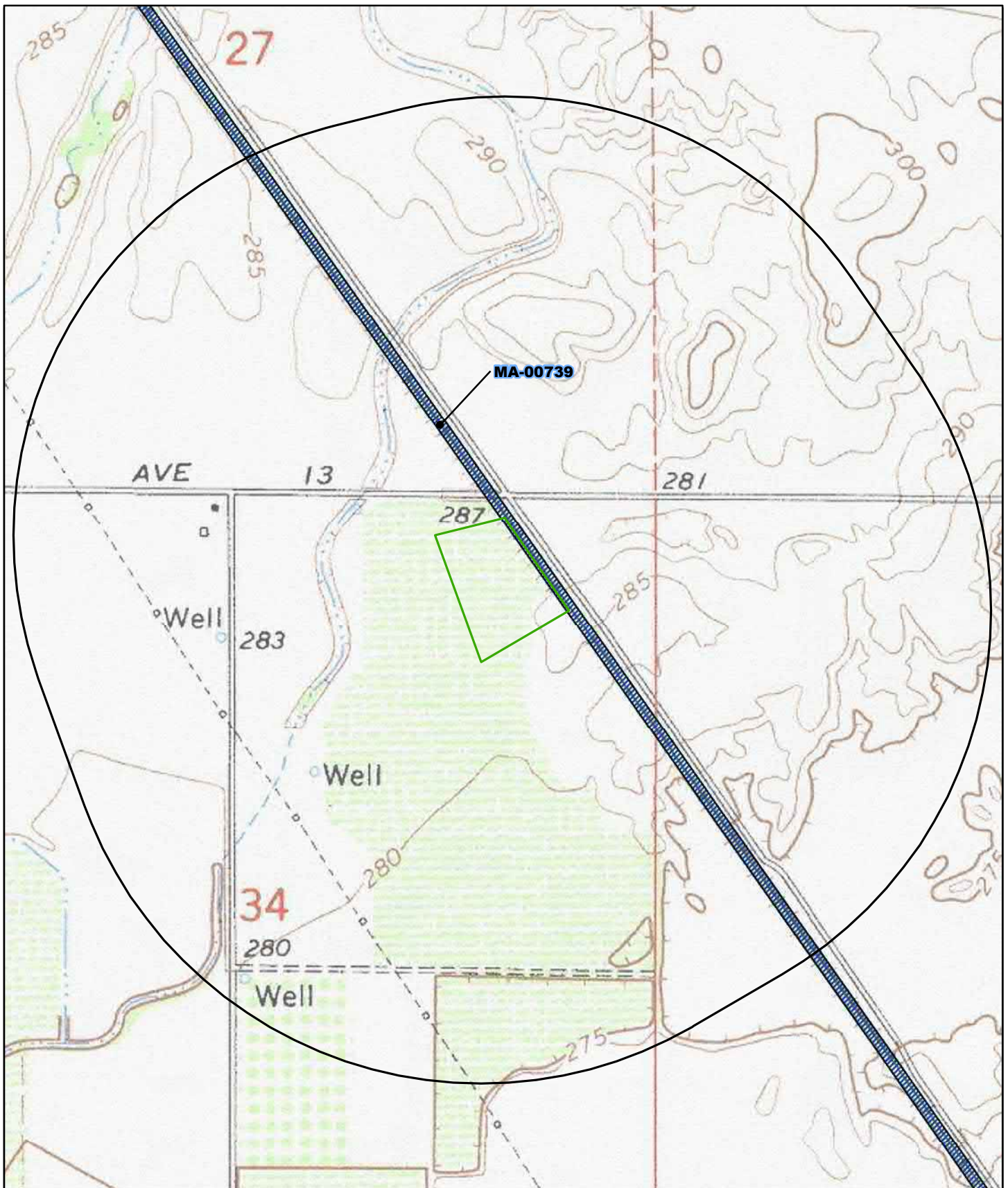


May depict confidential cultural resource locations.
Do not distribute.

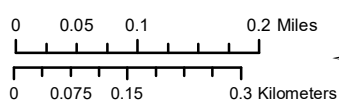




-  Project Area
-  Record Search radius

SSJV Information Center Record Search 20-131
Requester: Karin G. Beck, AECOM
Project Name: Madera Station Relocation ISMND
USGS 7.5' Quad(s): Gregg
County: Madera
Resources Only



May depict confidential cultural resource locations.
Do not distribute.



-  Project Area
-  Record Search radius

SSJV Information Center Record Search 20-131
Requester: Karin G. Beck, AECOM
Project Name: Madera Station Relocation ISMND
USGS 7.5' Quad(s): Gregg
County: Madera
Reports Only

Report Detail: MA-01256

SSJVIC Record Search 20-131

Identifiers

Report No.: MA-01256

Other IDs:

Cross-refs:

Citation information

Author(s): Asselin, Katie

Year: 2015 (Sep)

Title: Additional Cultural Resources Services for the Lotus Solar Project, Madera County, California

Affiliation: Applied EarthWorks, Inc.

No. pages: 6

No. maps: 3

Attributes: Archaeological, Field study

Inventory size: 6.5 acres

Disclosure: Not for publication

Collections: No

General notes

NEGATIVE

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): Madera

USGS quad(s): Gregg

Address:

PLSS: T11S R18E Sec. 34, 35 MDBM

Database record metadata

	<i>Date</i>	<i>User</i>	
<i>Entered:</i>	6/30/2017	User	
<i>Last modified:</i>	6/30/2017	User	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	6/30/2017	User	report entered: cls
	6/30/2017	User	report mapped: cls
<i>Record status:</i>	Database Complete		

Resource Detail: P-20-002308

SSJVIC Record Search 20-131

Identifying information

Primary No.: P-20-002308

Trinomial: CA-MAD-002649H

Name: Madera Canal; Madera Irrigation District; MID; MID Lateral 6.2 Segments

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	Resource Name	Madera Canal; Madera Irrigation District; MID
	Resource Name	MID Lateral 6.2 Segments

Cross-refs: See also 20-002393
See also 20-002402
See also 20-003017
Subsumes 20-002488
Subsumes 20-002491
Subsumes 20-003018
Subsumes 20-003105

Attributes

Resource type: Structure

Age: Historic

Information base: Survey

Attribute codes: AH06 (Water conveyance system); AH08 (Dams); HP20 (Canal/aqueduct)

Disclosure: Not for publication

Collections: No

Accession no(s):

Facility:

General notes

Multiple resources included segments of the Madera Canal and portions of the ancillary Madera Irrigation District canals in a way that made it necessary to subsume all records related to the Madera Canal and Madera Irrigation District in one record.

Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
8/6/1992	Unknown	JRP Historical Consulting Services	
3/30/2005		Applied EarthWorks, Inc.	[UPDATE]
1/28/2009	Joseph Freeman and Rebecca Flores	JRP Historical Consulting, LLC	[UPDATE]
11/2/2013	Mark Kile	Culturescape	[SUPPLEMENT] X 2
12/15/2016	HDR EOC, Inc.	HDR EOC, Inc.	[UPDATE]
3/2/2016	K. Asselin	Applied EarthWorks, Inc.	[SUPPLEMENT]
5/2/2014	R. Scott Baxter	ESA	[SUPPLEMENT]
3/1/2005	G. Roark, C. Fish	Jones & Stokes	[SUPPLEMENT]
8/30/2000	Karana Hattersley-Drayton	Caltrans	[SUPPLEMENT] X 2
1/25/2016	Brandon Patterson	Garcia and Associates	[SUPPLEMENT]
11/22/2016	Mark Kile	Culturescape	[UPDATE]
11/22/2016	Mark Kile	Culturescape	[UPDATE]
12/20/2016	Katherine Anderson	ESA	Update

Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
MA-01203	2014	Cultural Resource Inventory for Madera ID Water Conservation 13-MPRO-11 MID Job #27- 13-2, Madera County, California	Culturescape
MA-01254	2016	Cultural Resources Inventory Report for the Pacific Gas and Electric Company Aerial Transmission Line, Madera Canal Lateral 24.2 Project, Madera County, California	Garcia and Associates
MA-01257	2016	Cultural Resource Inventory for Madera Irrigation	Culturescape

Resource Detail: P-20-002308

SSJVIC Record Search 20-131

		District Water Conservation 16-SCAO-170 Madera Irrigation District Lateral 24.2-17.0 Pipeline Improvement Project, and 16-SCAO- 171 Madera Irrigation District Water Conservation and Canal Automation Improvement Project	
MA-01266	2017	Historic Architectural Survey Report (HASR) Addendum for the MID Lateral 6.2 Canal	California High-Speed Rail Authority
MA-01267	2017	Cultural Resources Technical Report Avenue 26 and Road 29 Rehabilitation Project CA Flap Mad 26(1), Madera County, California	HDR, Inc
MA-01287	2017	Section 106 consultation for the Tesoro Viejo Development Project, Madera County (CEO File Number SPK-2006-00425)	Army Corps of Engineers

Location information

County: Madera

USGS quad(s): Berenda, Biola, Bonita Ranch, Chowchilla, Daulton, Firebaugh NE, Friant, Gravelly Ford, Gregg, Herndon, Kismet, Lanes Bridge, Little Table Mountain, Madera, Millerton Lake West

Address:

PLSS: T11S R20E Sec. 15 MDBM
T11S R20E Sec. 16 MDBM
T11S R20E Sec. 21 MDBM
T11S R20E Sec. 22 MDBM
T11S R20E Sec. 23 MDBM
T11S R19E Sec. 1 MDBM
T10S R16E Sec. 19 MDBM
T10S R16E Sec. 30 MDBM
T10S R16E Sec. 14 MDBM
T10S R16E Sec. 15 MDBM
T10S R17E Sec. 16 MDBM

UTMs: Zone 10 750367mE 4105466mN NAD83 (Lateral 32.9-9.9 Head)
Zone 10 750146mE 4105453mN NAD83 (Lateral 32.2-9.9W-0.1 Head)
Zone 10 748758mE 4105409mN NAD83 (Lateral 32.2-9W-1.0 Head)
Zone 10 747958mE 4105349mN NAD83 (Lateral 32.2-9.9W-1.5 Head)
Zone 10 747129mE 4105329mN NAD83 (Lateral 32.2-9.9W-2.0 Head)
Zone 10 750455mE 4103021mN NAD83 (Downstream lateral 32.2 Basin)
Zone 10 750457mE 4103049mN NAD83 (Lateral 32.2 Basin Pump Station)
Zone 10 752013mE 4101484mN NAD83 (Lateral 32.2-13.2 Head)
Zone 10 754842mE 4095027mN NAD83 (Lateral 24.2-17.0 Head)
Zone 10 751535mE 4094070mN NAD83 (Lateral 24.2-17.0-2.3 Head)
Zone 10 754945mE 4091058mN NAD83 (Lateral 24.2-19.5 Head)
Zone 10 760341mE 4103991mN NAD83 (Lateral 24.3 Head)
Zone 10 759729mE 4101939mN NAD83 (Lateral 24.2-8.9 Head)
Zone 10 759729mE 4101698mN NAD83 (Lateral 24.2-9.0 Head)
Zone 10 759958mE 4096292mN NAD83 (Lateral 24.2-13.2 Head)
Zone 11 234125mE 4086366mN NAD83 (Lateral 6.2-14.5 Head)
Zone 11 234916mE 4086517mN NAD83 (Lateral 6.2-9.2 Head)
Zone 11 242131mE 4087285mN NAD83 (Lateral 6.2-9.2 Head)
Zone 11 238875mE 4083591mN NAD83 (Lateral 6.2-9.2-5.0 Head)
Zone 11 240518mE 4084769mN NAD83 (Lateral 6.2-9.2-3.2 Head)

Management status

Database record metadata

Date	User	
Entered: 3/14/2011	ssjvic	
Last modified: 9/5/2019	cthompson	
IC actions: Date	User	Action taken
3/3/2017	User	subsumed all related records, updated GIS: cls

Resource Detail: P-20-002308

SSJVIC Record Search 20-131

3/3/2017	User	entered supplement: cls
6/5/2014	cthompson	Updated: CT
6/16/2017	User	entered update: cls
11/7/2011	ssjvic	Entered quad: JMW
5/11/2018	User	Update entered by: DB
5/2/2012	ssjvic	Updated Primary: CG
8/5/2014	user	Entered location: MMB
3/14/2011	ssjvic	Entered primary: CLC
3/14/2011	ssjvic	Recordation points plotted: CLC
3/14/2011	ssjvic	Lanes Bridge

Record status: Verified

Resource Detail: P-20-002662

SSJVIC Record Search 20-131

Identifying information

Primary No.: P-20-002662

Trinomial:

Name: Atchison, Topeka, and Santa Fe Railroad; Burlington Northern Santa Fe Railway

Other IDs: Type	Name
Resource Name	Atchison, Topeka, and Santa Fe Railroad
Resource Name	Burlington Northern Santa Fe Railway

Cross-refs: Extends into another county as 15-000560
Extends into another county as 16-000120
Extends into another county as 54-004632

Attributes

Resource type: Site

Age: Historic

Information base: Survey

Attribute codes: AH07 (Roads/trails/railroad grades); HP39 (Other) - railroad

Disclosure: Not for publication

Collections: No

Accession no(s):

Facility:

General notes

Only some portions of this railroad have been formally recorded; the entire railroad has been mapped for number continuity.

Recording events

Date	Recorder(s)	Affiliation	Notes
1/16/2009	Josh Smallwood	CRM TECH	
12/15/2016	HDR EOC, Inc.	HDR EOC, Inc.	Supplement

Associated reports

Report No.	Year	Title	Affiliation
MA-01112	2009	Historic Property Survey Report for the Gregg Double Track Project, Burlington Northern Santa Fe Railway, Stockton Subdivision, Northern California Division, Gregg-Trigo, Madera County, California	CRM TECH
MA-01267	2017	Cultural Resources Technical Report Avenue 26 and Road 29 Rehabilitation Project CA Flap Mad 26(1), Madera County, California	HDR, Inc

Location information

County: Madera

USGS quad(s): Berenda, Gregg, Herndon, Kismet, Le Grand, Madera

Address:

PLSS: T12S R18E Sec. 12 MDBM
T12S R18E Sec. 13 MDBM
T12S R19E Sec. 18 MDBM
T12S R19E Sec. 19 MDBM
T12S R19E Sec. 20 MDBM
T12S R19E Sec. 28 MDBM
T12S R19E Sec. 29 MDBM
T9S R17E Sec. 19 MDBM

UTMs: Zone 11 236336mE 4088573mN NAD83 (NAD not listed)
Zone 11 240750mE 4082201mN NAD83 (NAD not listed)
Zone 11 753057mE 4112781mN NAD83 (NW extent (2016 recording))
Zone 11 753077mE 4112751mN NAD83 (SE extent (2016 recording))

Resource Detail: P-20-002662

SSJVIC Record Search 20-131

Management status

Database record metadata

<i>Date</i>	<i>User</i>	
<i>Entered:</i> 4/15/2011	ssjvic	
<i>Last modified:</i> 9/5/2019	cthomson	
<i>IC actions: Date</i>	<i>User</i>	<i>Action taken</i>
4/15/2011	ssjvic	Entered primary: CLC
4/15/2011	ssjvic	Resource mapped: CLC
4/15/2011	ssjvic	Gregg and Herndon
5/25/2016	user1	updated database ST
2/6/2017	User	entered supplement: cls
2/6/2017	User	resource mapped in entirety: cls
11/9/2011	ssjvic	Entered quad: JMW
8/7/2014	user	Entered location: MMB
6/5/2019	dbuehler	Linked other counties

Record status: Database Complete

State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # Madera HDR-3 P-20-002662
HRI #
Trinominal
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 5

*Resource Name or #: Madera HDR-3

P1. Other Identifier: Burlington Northern Santa Fe (BNSF) Railroad, formerly the Atchison, Topeka, and Santa Fe (AT & SF), and the San Francisco & San Joaquin Valley (SF & SJV)

P2. Location: ☒ Not for Publication ☐ Unrestricted

*a. County: Madera and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Le Grand Date: 1983 T9SR17E N/ A ¼ of N/ A ¼ of Sec 19 M.D.B.M.

c. Address: 21021 Avenue 26 City: Chowchilla Zip: 93610

d. UTM: Zone: 11S; NAD83; northwestern extent: 753057 mE/ 4112781 mN (G.P.S.) to
southeastern extent: 753077 mE/ 4112751 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 299 ft.
From CA-99 in Chowchilla travel east on Avenue 26 for approximately 5.5 miles to reach the railroad crossing.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The resource is a 115 foot segment section of the AT & SF Railroad at the Avenue 26 crossing in Chowchilla, CA. While most of the railroads throughout California were built during the 1870s and 1880s, the SF & SJV Railroad was constructed from 1895 to 1898. The line connected Stockton and Bakersfield and linked to the second transcontinental line in Bakersfield. The SF & SJV Railroad was a competitor of the Southern Pacific Railroad and ran parallel to that line throughout the Central Valley. Construction of this rail line was facilitated by a desire to break the monopoly the Southern Pacific had over the agriculture industry in the Central Valley. With the completion of this line the Central Californian economic base was freed from what it viewed as tyranny and because of this relief the railroad was informally known as "The People's Railroad" and the "Valley Road." In 1899 the AT & SF Railroad acquired the SF & SJV Railroad and operated the line until 1996 when the railroad was merged with the Burlington Northern Railroad, incorporated, and renamed the BNSF. The railroad segment currently consists of a double track standard gauge rail lines with creosote treated railroad ties.

***P3b. Resource Attributes:** HP39. Railroad, AH7. Roads/trails/railroad grades

***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☒ Other (Isolates, etc.)



P5b. Description of Photo:
Site overview facing north.

***P6. Date Constructed/Age and Sources:** ☒ Historic
☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Burlington Northern Santa Fe
Railroad Company
2650 Lou Menk Drive
Fort Worth, TX 76131

***P8. Recorded by:**
HDR EOC, Inc. 8690 Balboa Avenue,
Suite 200, San Diego, CA 92123

***P9. Date Recorded:** 2016-12-15

***P10. Survey Type:** Intensive Survey

***P11. Report Citation:** Michael Connolly and Wayne Glennly 2017. *Cultural Resources Report: Avenue 26 and Road 29 Rehabilitation Project CA FLAP MAD 26(1), Madera County, California*. Prepared by HDR, Inc. for the Federal Highway Administration, Central Federal Lands Highway Division.

***Attachments:** ☐ NONE ☒ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Madera HDR-3

*NRHP Status Code

Page 2 of 5

B: Burlington Northern Santa Fe (BNSF) Railroad

B1. Historic Name: Atchison, Topeka, and Santa Fe (AT & SF), and the San Francisco & San Joaquin Valley (SF & SJV) Railroads; informal names: "People's Railroad" and "Valley Railroad."

B2. Common Name: Burlington Northern Santa Fe (BNSF) Railroad

B3. Original Use: Agricultural transport and transportation through the Central Valley of California to break the Southern Pacific Railroad's monopoly.

B4. Present Use: Freight Transport through the Central Valley.

*B5. Architectural Style: N/ A

*B6. Construction History: The SF & SJV Railroad was constructed from 1895 to 1898. The line connected Stockton and Bakersfield and linked to the second transcontinental line in Bakersfield. The SF & SJV Railroad was a competitor of the Southern Pacific Railroad and ran parallel to that line throughout the Central Valley. Construction of this rail line was facilitated by a desire to break the monopoly the Southern Pacific had over the agriculture industry in the Central Valley. With the completion of this line the Central Californian economic base was freed from what it viewed as tyranny and because of this relief the railroad was informally known as "The People's Railroad" and the "Valley Road." In 1899 the AT & SF Railroad acquired the SF & SJV Railroad and operated the line until 1996 when the railroad was merged with the Burlington Northern Railroad, incorporated, and renamed the BNSF.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date: N/ A

Original Location: N/ A

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: The San Francisco & San Joaquin Valley Railroad Company

*B10. Significance: See Below

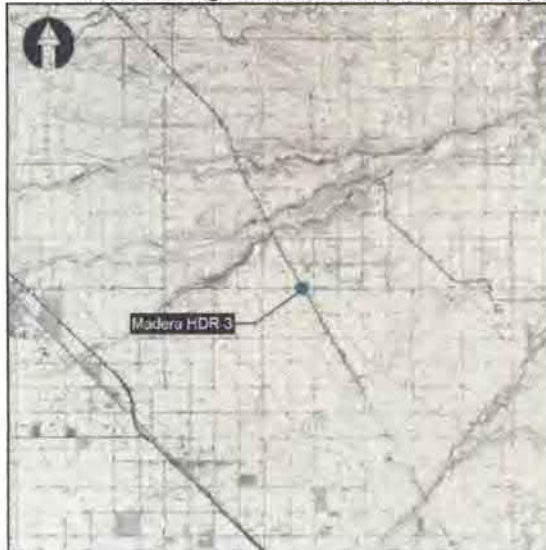
Theme: Municipal Recreation Facility

Area: Chowchilla, CA

Period of Significance: 1895-present

Property Type: Railroad

Applicable Criteria: CRHR Criterion 1



Madera HDR-3 does not qualify for listing in the NRHP under Criteria A through D or the CRHR under Criteria 2 through 4 because it is not associated with any significant events at a national level, is not associated with any significant personages at a state or national level, does not embody any distinctive characteristics of design, and is unlikely to yield any information important in history or prehistory. However, Madera HDR-3 does qualify for the CRHR under Criterion 1 through its direct relationship to breaking the monopoly of the Southern Pacific Railroad in California. The development of this resource forced the Southern Pacific Railroad to lower its extortionate rates for passenger and freight travel through the Central Valley bringing economic relief to Californians in the region.

Although Madera HDR-3 is significant under Criterion 1 of the CRHR, it does not retain enough substantial historic integrity to convey this significance. Routine maintenance and repairs since the track was completed in 1898 have modernized the resource and removed the integrity of design, materials, workmanship, and feeling. Typically, all rails, railroad ties, and ballast are replaced on a main line track every 20 years on average. The materials are repurposed on branch lines with less traffic (FOBNSF

2014). The rail line is still in the midst of farms, orchards, and ranch lands just as it was during the early 20th century. However, the integrity of setting has been reduced because the town of Medano, which was near this location, is no longer present. Only the integrity of location and association remain intact because the alignment of the track has not been altered and the resource still maintains its historic connection with breaking the Southern Pacific Railroad's monopoly. Therefore, Madera HDR-3 is assessed as ineligible for the NRHP based on a lack of significance and the CRHR based on a lack of integrity.

(This space reserved for official comments.)

B11. Additional Resource Attributes: HP39. Railroad, AH7. Roads/trails/railroad grades

*B12. References: - Please see Continuation.

B13. Remarks: Currently work is scheduled to take place on Avenue 26; however, the work will not affect the railroad.

*B14. Evaluator: M. Connolly

*Date of Evaluation: 12-15-2016

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-20-002662

HRI#

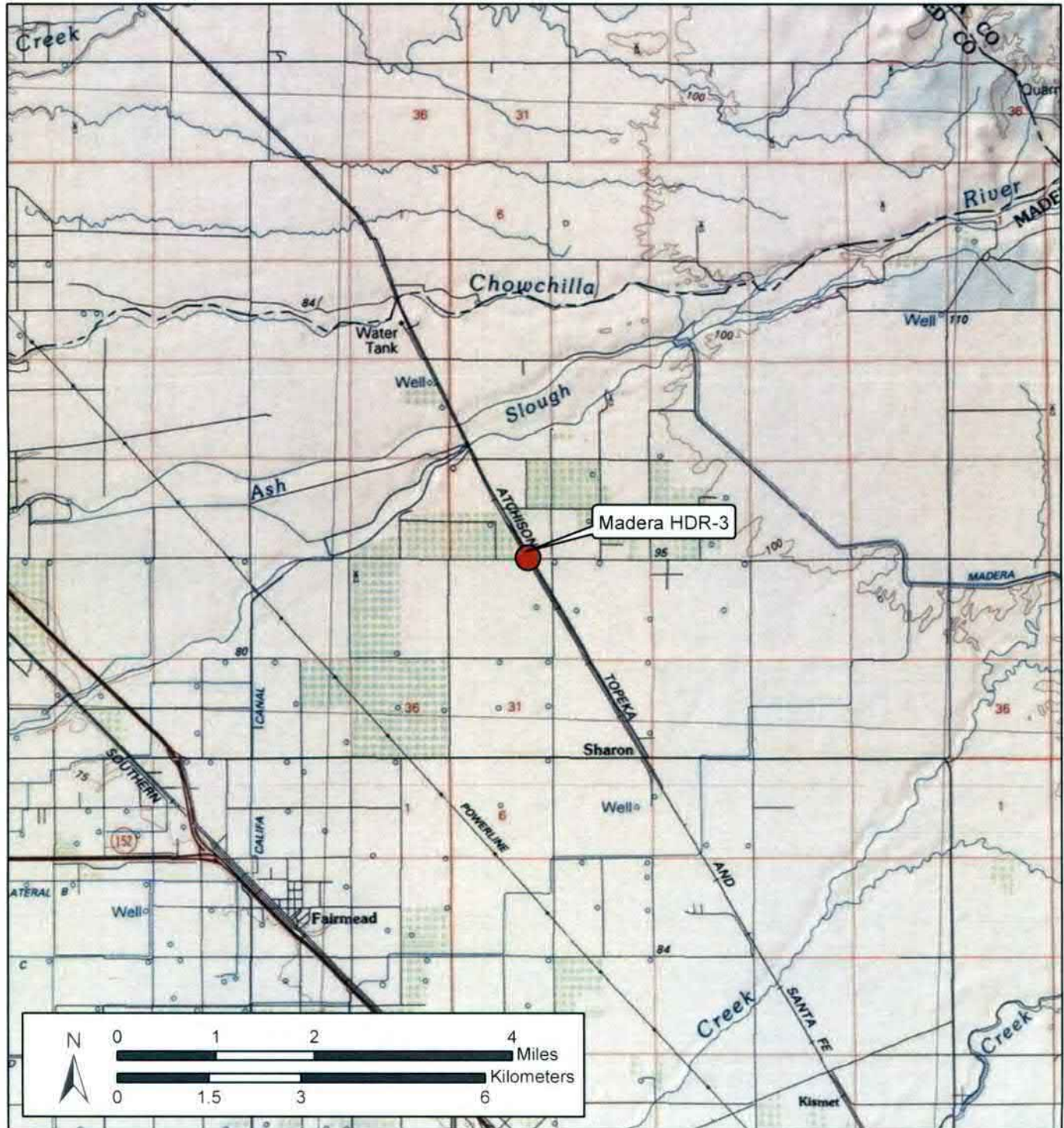
Trinomial:

LOCATION MAP

Page 3 of 5

*Resource Name or #: Madera HDR-3

*Map Name: Merced, CA 30x 60 min Quadrangle *Scale: 1:100,000 *Date of Map: 1983



SKETCH MAP

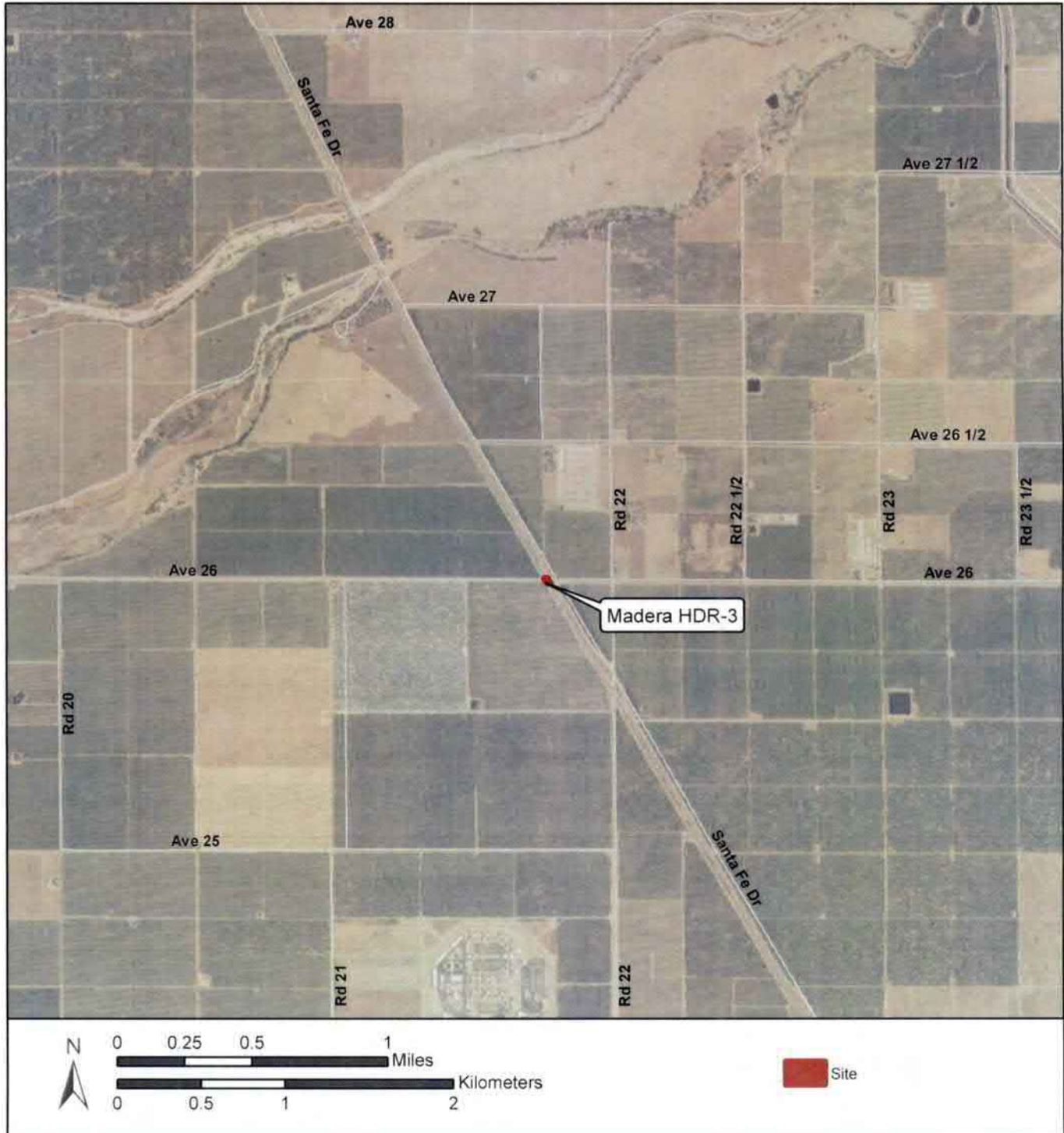
Page 4 of 5

*Resource Name or #: Madera HDR-3

*Drawn By: HDR

*Scale: 1:32,000

*Date of Map: 2017



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-20-002662
HRI#
Trinomial

Page 5 of 5

*Resource Name or # Madera HDR-3

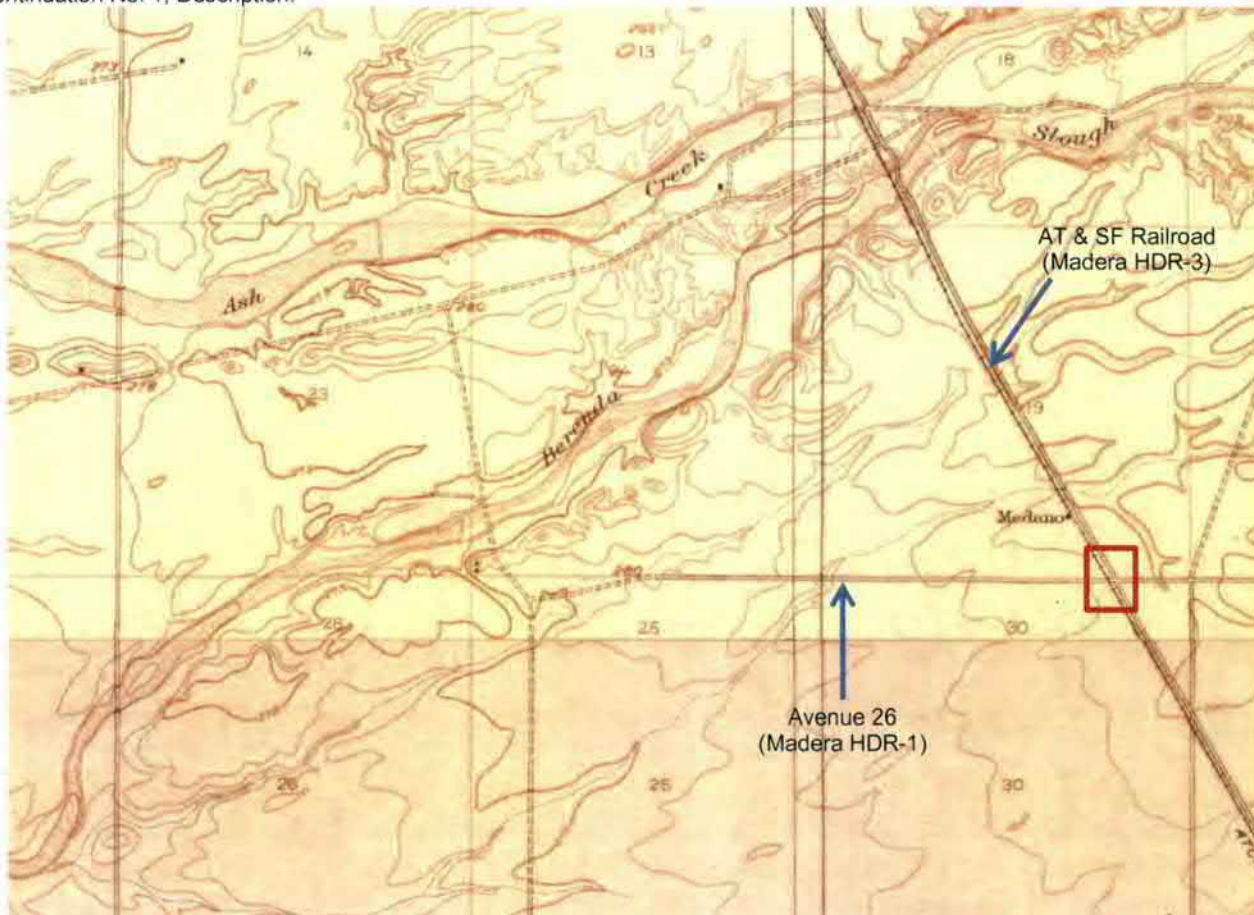
*Recorded by: HDR-EOC

*Date: 2016-12-15

☒ Continuation

☐ Update

Continuation No. 1, Description:



Above is an excerpt from a 1918 topographic map depicting the AT & SF Railroad discussed in this record. Avenue 26 crosses the railroad from east to west and the now abandoned town of Medano is located along the tracks just north of Avenue 26. The segment of the railroad discussed in this record is outlined in red.

References:

Blaszak, Michael

1995 ATSF History, Santa Fe: A Chronology. <http://atsfirc.qstation.org/atsfhist.html>. Accessed on 30 December 2016.

Friends of BNSF (FOBNSF)

2014 A day on the rails with Tie Production Gang 06. <https://www.friendsofbnsf.com/content/day-the-rails-tie-production-gang-06>. Accessed on 04 January 2017.

Hayes, Derek

2007 Historical Atlas of California, University of California Press, Berkeley.

Hooper, Ken

2014 History: Bakersfield freed from railroad tyranny. http://www.bakersfield.com/bakersfield_life/history-bakersfield-freed-from-railroad-tyranny/article. Accessed on 30 December 2016.

Trains

2006 BNSF Railway merger family tree: A genealogy of the well-known railroads that make up today's system. <http://trn.trains.com/railroads/railroad-history/2006/06/>. Accessed on 30 December 2016.

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 20-002662

HRI #

Trinomial

NRHP Status Code 6Z

Other Listings

Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or # (Assigned by recorder) CRM TECH 2310-1H

P1. Other Identifier: Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway

*P2. Location: ☒ Not for Publication ☐ Unrestricted

*a. County Madera

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quads Gregg and Herndon, Calif.

Date 1978

T12S; R18E; Sec 12 and 13; M.D. B.M.

T12S; R19E, Sec 18, 19, 20, 28, and 29; M.D. B.M.

Elevation: Approx. 270 feet above mean sea level

c. Address N/A

City

Zip Code

d. UTM: Zone 11; A: 236,336 mE/ 4,088,573 mN; B: 240,750 mE/ 4,082,201 mN

UTM Derivation: USGS Quad ☒ GPS

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad (BNSF Mile Post 1008.9 to 1013.9) extends from roughly Avenue 7 northwesterly to Avenue 11, near the rural communities of Gregg and Trigo.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of a five-mile segment of the BNSF line situated between MP 1008.9 and MP 1013.9. The primary component of the site is a single standard-gauge track laid on a raised bed of earth and crushed rock ballast, and portions of the line are accompanied by sidings for passing trains. Other associated features recorded as part of the site include two historic-period concrete culverts (one of them stamped with the year 1926) and a short segment of an abandoned telegraph line near MP 1012.7. Both of the culverts are built of poured, board-formed cast concrete, and are plain (Continued on p. 5)

*P3b. Resource Attributes: (List attributes and codes) HP37: Railroad

*P4. Resources Present: Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐
Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

(See pp. 6-7)



P5b. Description of Photo: (view, date, accession #)
Photos taken on January 16, 2009

*P6. Date Constructed/Age of Sources:

☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:

Burlington Northern Santa Fe Railway
Company, 2650 Lou Menk Drive, Fort Worth,
TX 76131

*P8. Recorded by: (Name, affiliation, and address)

Josh Smallwood, CRM TECH, 1016 E. Cooley
Drive, Suite A/B, Colton, CA 92324

*P9. Date Recorded: January 16, 2009

*P10. Survey Type: Project-related survey for
CEQA- and Section 106-compliance purposes

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Michael Hogan, and Josh Smallwood (2009): Archaeological Survey Report/Historical Resource Evaluation Report: Gregg Double Track Project, Burlington Northern Santa Fe Railway, Stockton Subdivision, Northern California Division, Gregg-Trigo, Madera County, California, MP 1008.9 to 1013.9. On file, Southern San Joaquin Valley Information Center, California State University, Bakersfield.

*Attachments: ☐ None ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Resource Record ☐ Milling Station Record
☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 7

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CRM TECH 2310-1H

B1. Historic Name: San Francisco and San Joaquin Valley Railway; Atchison, Topeka and Santa Fe Railway

B2. Common Name: Burlington Northern Santa Fe Railway

B3. Original Use: Railroad B4. Present Use: Railroad

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations) This segment of the BNSF line was originally constructed in 1895-1897 as a part of the San Francisco and San Joaquin Valley (SF&SV) Railway, which ran from Stockton to Bakersfield. The associated telegraph system evidently dated to the same period. The line was later acquired by the Atchison, Topeka and Santa Fe (ATSF) Railway Company in 1899 and became a part of the ATSF's first line to reach the port of San Francisco. Since then, it has served as a part of the ATSF/BNSF mainline across the Central Valley. The rails, ties, ballast, and other operational components have evidently been replaced and/or upgraded repeatedly since the original construction in the 1890s.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:

*B8. Related Features: Bridges, culverts, and other common railroad features (see pp. 5-7)

B9a. Architect: N/A b. Builder: San Francisco and San Joaquin Valley Railway Company

*B10. Significance: Theme Railroad transportation Area California
Period of Significance 1890s Property Type Railroad Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This segment of railroad line appears to meet Criterion A for the National Register of Historic Places and Criterion 1 for the California Register of Historical Resources because it is closely associated with an important event in 19th-century California history, namely the arrival of a second transcontinental railroad system in the Central Valley. The ATSF "invasion" spelled the end of the Southern Pacific Railway Company's virtual monopoly on modern transportation in California, which left profound and far-reaching impacts on the political, economic, and social life of the state. Most directly, the coming of a competing rail system served as a major boost to the growth of the Central Valley and the entire state.

However, as stated above, most of the physical components of the site have since been replaced or upgraded repeatedly in order to sustain continuous service through the past 110 years. As a result, other than the aspect of location, the existing railway and its associated features, as
(Continued on p. 5)

B11. Additional Resource Attributes: (List attributes and codes) HP20: Culverts

*B12. References: Lee Gustafson and Philip Serpico (1996): Santa Fe Coast Lines Depots, Valley Division (Omni Publications, Palmdale, California); Hemingray Database: Hemingray-21 (CD 145) and Hemingray-42 (CD 154) Telegraph Insulators (Http://www.hemingray.info/database).

B13. Remarks:

*B14. Evaluator: Bai "Tom" Tang and Josh Smallwood

*Date of Evaluation: January 2009

(Sketch Map with north arrow required.)

(See pp. 3-4)

(This space reserved for official comments.)

LOCATION MAP

Trinomial

Page 3 of 7

*Resource Name or # (Assigned by recorder) CRM TECH 2310-1H

*Map Name: Gregg, Calif. *Scale: 1:24,000 *Date of Map: 1965, photorevised 1978



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 20-002662

HRI #

Trinomial

Page 5 of 7

Resource name or # (Assigned by recorder) CRM TECH 2310-1H

Recorded by Josh Smallwood

*Date January 16, 2009

☒ Continuation ☐ Update

*P3a. **Description** (continued): in appearance. The only artifacts observed along this segment of the railway were aqua-glass and plastic insulators and coils of copper wire lying around the abandoned telegraph poles. Based on their design and markings, "Hemingray-21" and "Hemingray-42", the glass insulators date to the 1900s-1960s, and the plastic ones are later. The physical features associated with the railway have all been replaced and upgraded over the years, and many of them are clearly modern in origin. Consequently, the existing railway exhibits no particular historical characteristics, as can be expected from an active rail line that remains in use today.

*B10. **Significance** (continued): working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. In addition, this segment of railway is not known to be an important or notable example of a type, period, region, or method of construction, it is not directly associated with the life of an important person, and it demonstrates little potential for any important archaeological data.

The abandoned telegraph line along the railway is in a state of disuse, neglect, and deterioration, and has also been altered over the years through various upgrades, resulting in a loss of historical integrity. The only features along this segment of railway that are relatively intact are the two concrete culverts that appear to date to at least the 1920s. As relatively minor structures of standard design and construction, the culverts alone do not convey any distinctive sense of history, nor do they represent an important example of their type, period, region, or method of construction.

Based on these considerations, Site 20-002662 does not appear to be eligible for listing in the National Register or the California Register.

CONTINUATION SHEET

Primary # 20-002662

HRI #

Trinomial

Page 6 of 7

Resource name or # (Assigned by recorder) CRM TECH 2310-1H

Photo Taken by Josh Smallwood

*Date January 16, 2009

☒ Continuation ☐ Update



Typical view of the existing railroad line

CONTINUATION SHEET

Primary # 20-002662

HRI #

Trinomial

Page 7 of 7

Resource name or # (Assigned by recorder) CRM TECH 2310-1H

Photo Taken by Josh Smallwood

*Date January 16, 2009

☒ Continuation

☐ Update



Abandoned telegraph line along the southwest side of the railroad track



Concrete culvert with date stamp of 1926

Attachment C – Native American Outreach

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Madera Station Relocation ISMND

County: Madera

USGS Quadrangle Name: Gregg Quad

Township: 11S **Range:** 18E **Section(s):** 34

Company/Firm/Agency: AECOM

Street Address: 300 Lakeside Drive, Suite 400

City: Oakland **Zip:** 94612

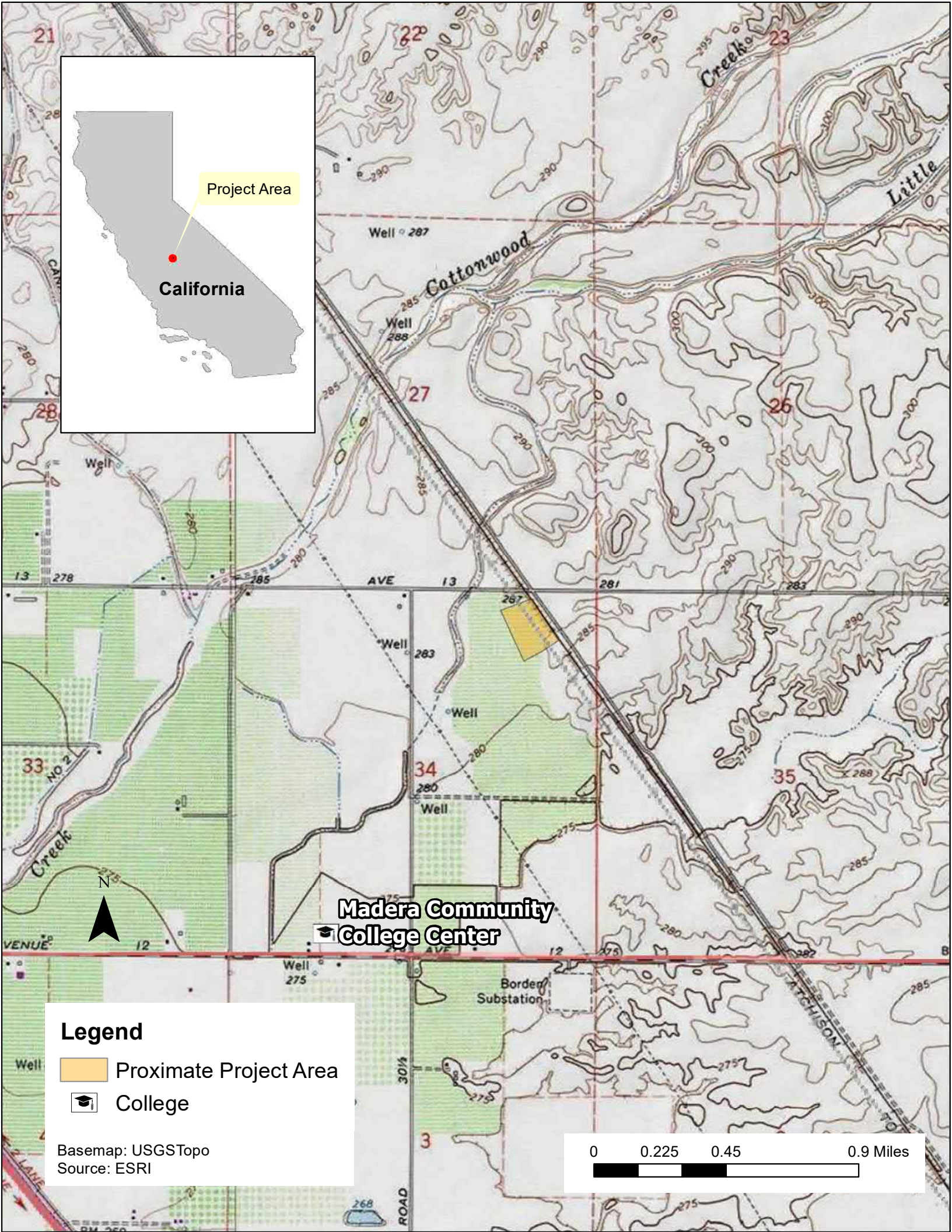
Phone: 510-874-1787

Fax: _____

Email: karin.beck@aecom.com

Project Description:

AB 52 and SLF search needed for an IS-MND. Madera Station will be relocated to new area that is closer to High Speed Rail and the Madera community in general.



Legend

 Proximate Project Area

 College

Basemap: USGSTopo
Source: ESRI

0 0.225 0.45 0.9 Miles





NATIVE AMERICAN HERITAGE COMMISSION

March 24, 2020

Karin Beck
AECOM

Via Email to: karin.beck@aecom.com

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
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COMMISSIONER
Marshall McKay
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William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Joseph Myers
Pomo

COMMISSIONER
**Julie Tumamait-
Stenslie**
Chumash

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

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

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

Dear Ms. Beck:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

If you have any questions, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Native American Contact List
Madera County
3/24/2020**

***North Fork Rancheria of Mono
Indians***

Elaine Fink, Chairperson
P.O. Box 929
North Fork, CA, 93643
Phone: (559) 877 - 2461
Fax: (559) 877-2467
efink@nfr-nsn.gov

Mono

North Valley Yokuts Tribe

Katherine Perez, Chairperson
P.O. Box 717
Linden, CA, 95236
Phone: (209) 887 - 3415
canutes@verizon.net

Costanoan
Northern Valley
Yokut

Southern Sierra Miwuk Nation

William Leonard, Chairperson
P.O. Box 186
Mariposa, CA, 95338
Phone: (209) 628 - 8603

Miwok
Northern Valley
Yokut
Paiute

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Madera Station, Madera County.

Supervisor **Vito Chiesa**, Chair, Stanislaus County
Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
Councilmember **Kevin Romick**, City of Oakley
Supervisor **Rodrigo Espinoza**, Merced County
Supervisor **Bob Elliott**, San Joaquin County
Supervisor **Doug Verboon**, Kings County
Supervisor **Brett Frazier**, Madera County
Supervisor **Sal Quintero**, Fresno County
Supervisor **Amy Shuklian**, Tulare County



San Joaquin

Joint Powers Authority

Alternate **Richard O'Brien**, City of Riverbank
Alternate **Don Nottoli**, Sacramento County

Alternate **David Hudson**, City of San Ramon
Alternate **Daron McDaniel**, Merced County
Alternate **Doug Kuehne**, City of Lodi
Alternate **Martin Devine**, City of Hanford
Alternate **Andrew Medellin**, City of Madera
Alternate **Rey Leon**, City of Huron
Alternate **Bob Link**, City of Visalia

North Fork Rancheria of Mono Indians

Elaine Fink, Chairperson
P.O. Box 929
North Fork, CA, 93643
Email: efink@nfr-nsn.gov

April 20, 2020

RE: Madera Station Relocation Project, Madera County

Chairperson Fink:

The San Joaquin Joint Powers Authority (SJPA) proposes the Madera Station Relocation Project (Project) to improve rail service within Madera County and the San Joaquin Valley Region. The project would relocate the existing Madera San Joaquins Station (Station) to a site southeast of the City of Madera near Avenue 12 and just northeast of Madera Community College Center (see attached figure). The relocated Station site is located within a wedge-shaped piece of land between the existing BNSF Stockton Subdivision corridor to the east, and the California High Speed Rail Project tracks (currently under construction) to the west.

The relocated Station would include a single platform of approximately 600 feet in length to serve the San Joaquins Rail Service and would include a canopy or canopies to offer protection from the elements for waiting passengers. In order to access the new station, the project would also include additional trackwork, a bus depot, a surface parking lot, and an access road from Avenue 12. The existing Madera San Joaquins Station would no longer be used for operations, but no physical changes to the existing Madera Station is proposed under this project.

In addition, the Project includes new high-speed rail facilities at the relocated Station site for the California High-Speed Rail Project. These facilities would include trackwork and crossovers, as well as additional parking and an expanded number of bus bays.

The Project site is depicted on the U.S. Geological Survey 7.5-minute *Gregg, California* quadrangle. A records search was conducted at the Southern San Joaquin Valley Information Center at California State University, Bakersfield, in Bakersfield, California. There are no recorded resources within the project area or within a 0.5-mile buffer area. The Sacred Lands File search at the Native American Heritage Commission came back negative.

SJPA would like to provide you with an opportunity to communicate concerns you might have regarding places within the Project area that may be important to your community. SJPA requests your participation in the identification and protection of cultural resources, sacred lands, or other heritage sites within the above described Project area with the understanding that you or other members of the community might possess specialized knowledge of the area.

(page 1 of 2)

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission
Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments

(page 2 of 2)

If you have any information or concerns about the Project, please contact me at dan@sjjpa.com or at (209) 944-6266. I look forward to hearing from you.

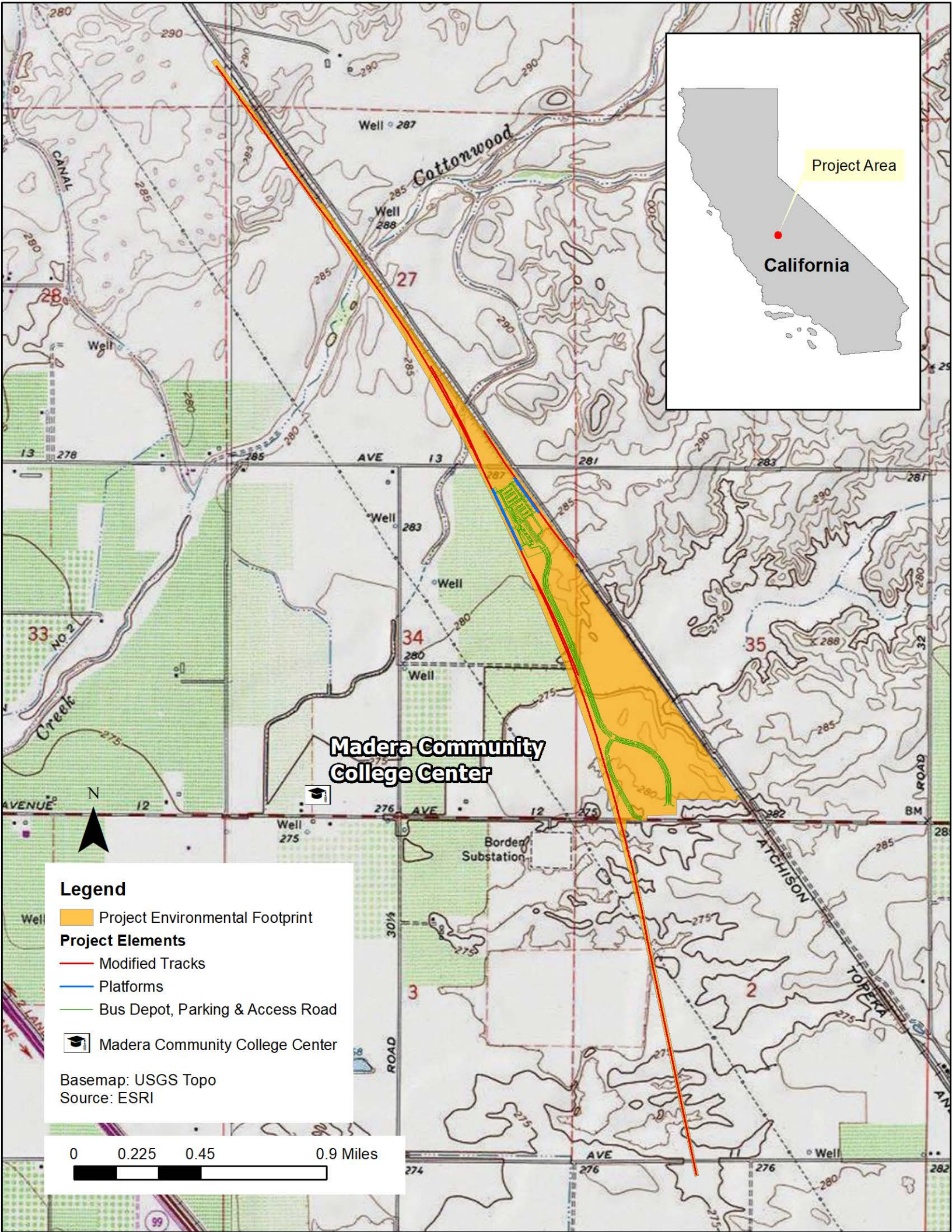
Sincerely,

A handwritten signature in blue ink, appearing to read "Dan A. Leavitt".

Dan Leavitt
Manager of Regional Initiatives
San Joaquin Joint Powers Authority

Enclosures:

Project Site Map (USGS Topo Basemap)
Project Location Map








Project Area

California

Madera Community College Center

Legend

-  Project Environmental Footprint
- Project Elements**
 -  Modified Tracks
 -  Platforms
 -  Bus Depot, Parking & Access Road
 -  Madera Community College Center

Basemap: USGS Topo
Source: ESRI

0 0.225 0.45 0.9 Miles

Madera Station Relocation Project: Project Location Map



Supervisor **Vito Chiesa**, Chair, Stanislaus County
Councilmember **Patrick Hume**, Vice-Chair, City of Elk Grove
Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
Councilmember **Kevin Romick**, City of Oakley
Supervisor **Rodrigo Espinoza**, Merced County
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Supervisor **Amy Shuklian**, Tulare County



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Alternate **Bob Link**, City of Visalia

North Valley Yokuts Tribe

Katherine Perez, Chairperson
P.O. Box 717
Linden, CA 95236
Email: canutes@verizon.net

April 20, 2020

RE: Madera Station Relocation Project, Madera County

Chairperson Perez:

The San Joaquin Joint Powers Authority (SJPA) proposes the Madera Station Relocation Project (Project) to improve rail service within Madera County and the San Joaquin Valley Region. The project would relocate the existing Madera San Joaquins Station (Station) to a site southeast of the City of Madera near Avenue 12 and just northeast of Madera Community College Center (see attached figure). The relocated Station site is located within a wedge-shaped piece of land between the existing BNSF Stockton Subdivision corridor to the east, and the California High Speed Rail Project tracks (currently under construction) to the west.

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In addition, the Project includes new high-speed rail facilities at the relocated Station site for the California High-Speed Rail Project. These facilities would include trackwork and crossovers, as well as additional parking and an expanded number of bus bays.

The Project site is depicted on the U.S. Geological Survey 7.5-minute *Gregg, California* quadrangle. A records search was conducted at the Southern San Joaquin Valley Information Center at California State University, Bakersfield, in Bakersfield, California. There are no recorded resources within the project area or within a 0.5-mile buffer area. The Sacred Lands File search at the Native American Heritage Commission came back negative.

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(page 1 of 2)

MEMBER AGENCIES

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(page 2 of 2)

If you have any information or concerns about the Project, please contact me at dan@sjjpa.com or at (209) 944-6266. I look forward to hearing from you.

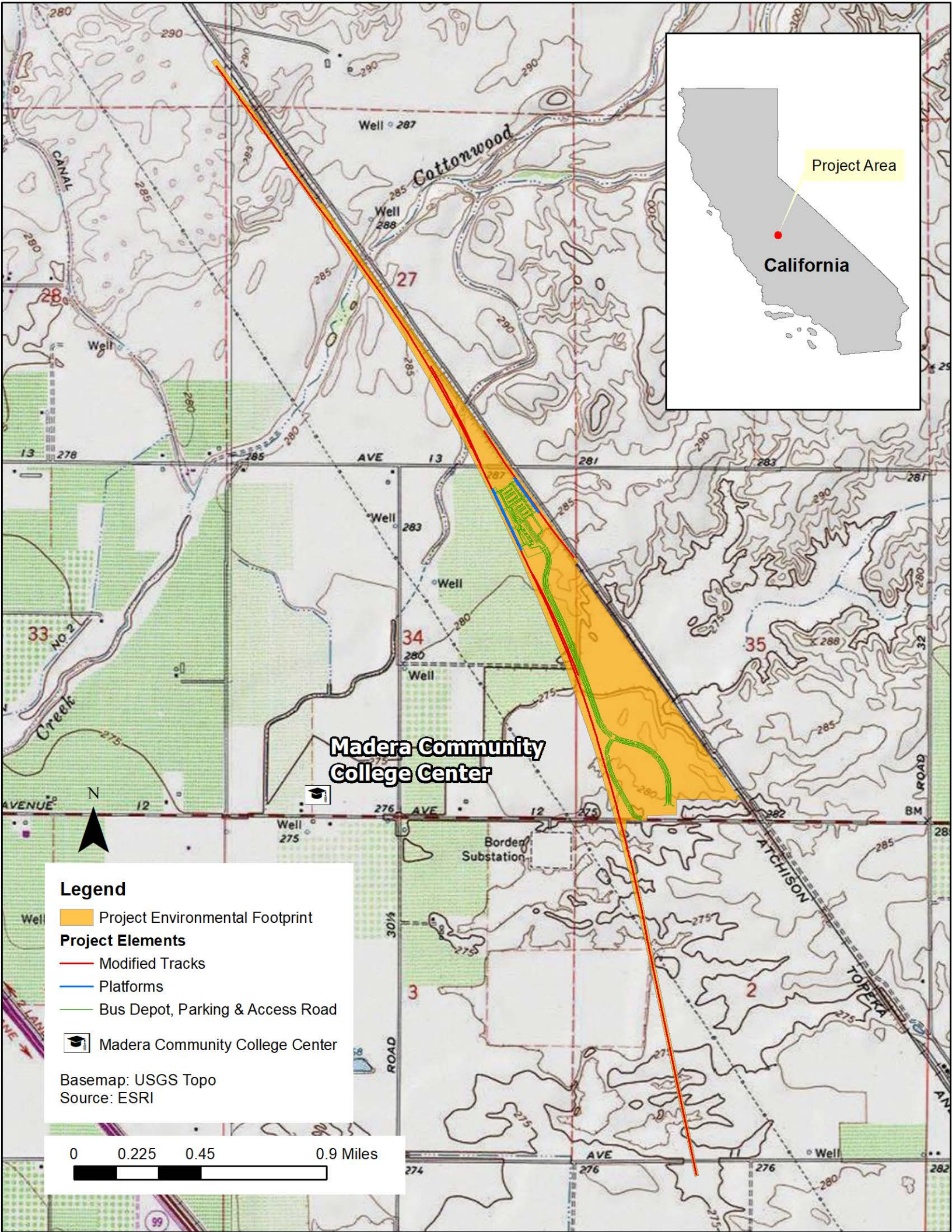
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Dan Leavitt
Manager of Regional Initiatives
San Joaquin Joint Powers Authority

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Project Location Map



Project Area

California

Madera Community College Center

Legend

-  Project Environmental Footprint
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 -  Madera Community College Center

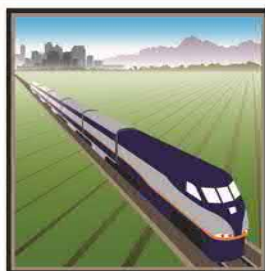
Basemap: USGS Topo
Source: ESRI

0 0.225 0.45 0.9 Miles

Madera Station Relocation Project: Project Location Map



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Supervisor **Scott Haggerty**, Vice-Chair, Alameda County
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Alternate **Andrew Medellin**, City of Madera
Alternate **Rey Leon**, City of Huron
Alternate **Bob Link**, City of Visalia

Southern Sierra Miwuk Nation

William Leonard, Chairperson
P.O. Box 186
Mariposa, CA 95236

April 20, 2020

RE: Madera Station Relocation Project, Madera County

Chairperson Leonard:

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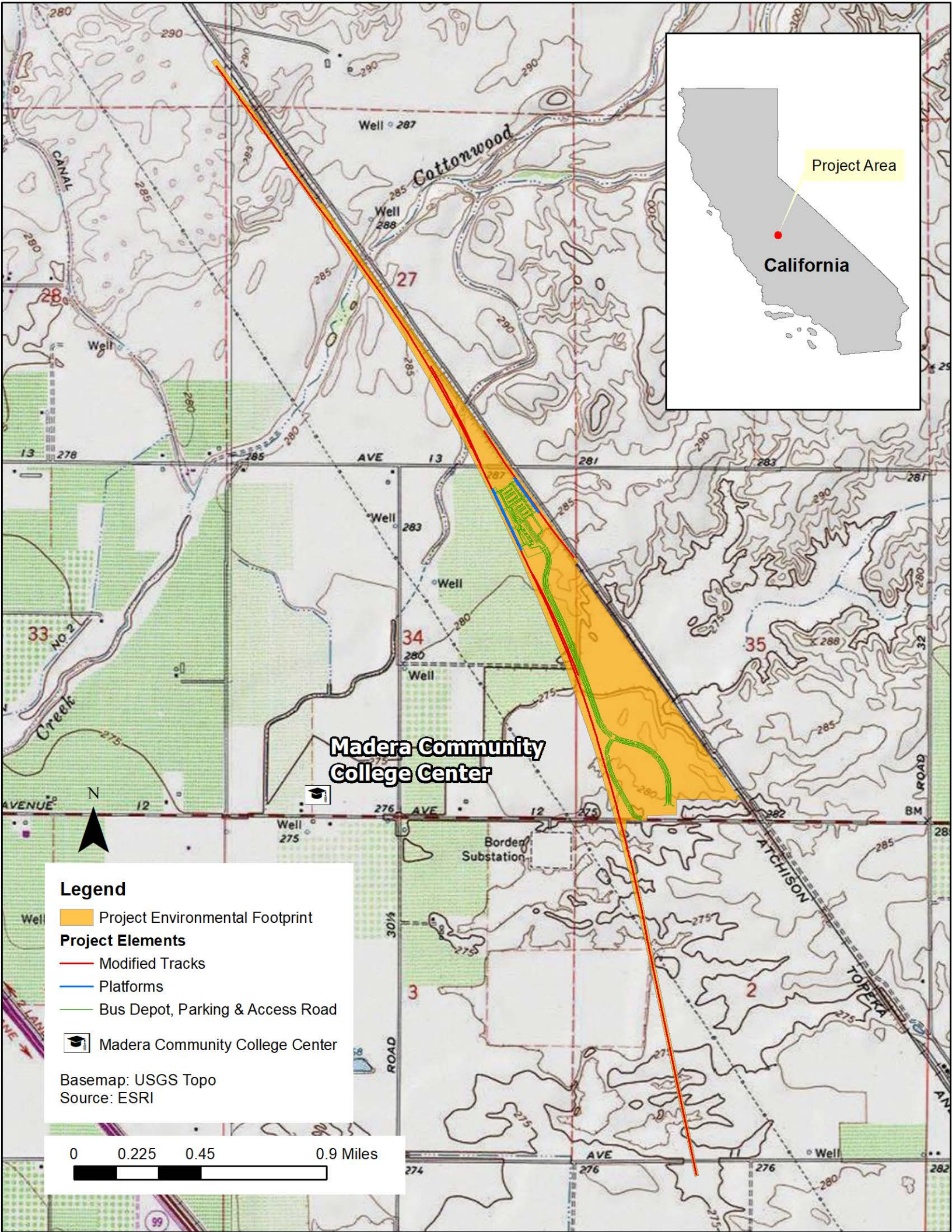
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Dan Leavitt
Manager of Regional Initiatives
San Joaquin Joint Powers Authority

Enclosures:

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Project Location Map

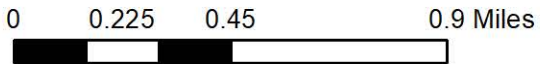


Madera Community College Center

Legend

-  Project Environmental Footprint
- Project Elements**
-  Modified Tracks
-  Platforms
-  Bus Depot, Parking & Access Road
-  Madera Community College Center

Basemap: USGS Topo
Source: ESRI



Madera Station Relocation Project: Project Location Map



MADERA RELOCATED STATION PROJECT Hello my name is Charlotte and I am contacting you on behalf of the San Joaquin Joint Powers Authority (SJJP). In order to improve service to Madera County the SJJP has proposed to relocate the Madera Station closer to the Madera Community College Center and near the CA High speed train Madera station. A letter was sent last month on April 21st requesting additional information or concerns about you may have on the project, and we are just following up because we haven't received a reply. If you have any questions please contact Dan Leavitt at dan@sjjpa.com or at (209) 944-6266.

Recipient	Tribe	Phone Number	Response or Voice message	Comments
Elaine Fink, Chairperson North Fork Rancheria of Mono Indians	North Fork Rancheria of Mono	(559) 877- 2461	Responded	Left a message with David Taylor the admin assistant.
Katherine Perez, Chairperson North Valley Yokuts Tribe	North Valley Yokuts Tribe	(209) 887- 3415	Voice message	
William Leonard, Chairperson Southern Sierra Miwuk Nation	Southern Sierra Miwuk Nation	(209) 628 - 8603	n/a	The message box was full and could not take a message.