Transportation Enhancement (TE) Application (PSR Equivalent)

TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes. All projects must have an approved eligible application prior to programming.

PART ONE: GENERAL PROJECT INFORMATION

RTIP TE  ITIP TE  SHOPP TE

PROJECT TITLE: Kashaya Pomo Cultural Landscape Project

IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)

Susan Simpson, Environmental Maintenance Liaison
Caltrans District 4 Maintenance Division
111 Grand Ave
Oakland, CA 94623-0660
Phone: 510-286-4436
Fax:

(Round dollars to nearest thousands)

TE FUNDS REQUESTED $955,000.00
Required Local Match $85,000.00
TOTAL TE PROJECT COST $680,000.00

☐ TE is part of a larger project.

Person who can answer questions about this application (Name, title, phone, fax, email)

Katherine M. Dowdall, Associate Archaeologist
Caltrans District 4, Environmental Planning
111 Grand Ave
Oakland, CA 94623-0660
Phone: 510-236-5610
Fax: 510-236-5600

PARTNER(S) (Name, title, agency, address, phone, fax)

Eric Wilder, Tribal Chairperson
Kashaya Band of Pomo Indians
(707-291-2737)
P.O. Box 6525
Santa Rosa, CA 95403

Gary Shannon, State Landscape Architect
(707-869-2374)
E. Breck Parkman, State Archaeologist
(707-938-9543, ext. 19)
California State Parks
363 Third Street
Sonoma, CA 95476

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES
(Describe the project's location, limits of work, size, etc. Not the justification or benefits).

Caltrans proposes two TE sponsored cultural trails in District 4 on Route 1 in Sonoma County and a planning document from which they will be derived. The planning document will consist of identifying and evaluating a unique Native American cultural landscape for inclusion in the NRHP as an historic district by means of conducting ethnohistoric and archaeological documentary research, ethnographic interviews with tribal elders, and generating a cultural landscape report to be submitted to the California SHPO for concurrence. The cultural landscape report will be used as a planning and coordination tool by Caltrans, State Parks, and the Kashaya Pomo tribe. The report will also be used as the basis for rehabilitating native vegetation used by the Kashaya and for the two interpretive elements of this TE project: 1) for Caltrans to create a cultural trail for motorists and bicyclists with a 32 page directory of viewing areas from existing Route 1 turn-outs, including entrances to State and regional parks; 2) as the basis for creating a pedestrian cultural trail adjacent to Route 1 in Salt Point State Park.

The project is located on the Interregional Road System (IRRS) along Route 1 in Sonoma County from PM 12.45 at Salmon Creek to PM 58.53 at the Gualala River. This approximately 46 mile stretch of highway encompasses that portion of Federally recognized Kashaya Pomo tribal territory that is within Caltrans right of way. It includes over 40 Kashaya traditional places that are still actively used or considered sacred by tribal members. Many more of approximately 200 known Kashaya traditional places can be viewed from Route 1. The Kashaya Pomo Ocean Trail is overlain by Route 1 and many other Kashaya trails intersect Route 1.

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

Route 1 in northern Sonoma County is a two-lane rural highway that has numerous emergency storm damage repair projects annually many of which require a closure of one or both lanes to traffic. Although the Maintenance Division is the chief steward of resources in the Caltrans right of way, Maintenance emergency storm damage repairs have very restricted funding which neither requires nor supports comprehensive environmental studies. This portion of...
Route 1 requires maximum routine maintenance due to its geologic instability and high energy storm conditions. The maintenance challenges have been to repair storm damage in a timely manner, as well as provide for appropriate mitigation and erosion control measures. State Park lands comprise a proportionately large area of the coastline where these maintenance activities occur. Parks policy requires native vegetation in any erosion control measures and revegetation plans.

This portion of Route 1 is also the most culturally sensitive area in District 4 – both archaeologically and ethnographically. Kashaya tribal scholars have extensive knowledge of native plant communities and their traditional uses. This ethno-botanical tradition is part of the Kashaya cultural landscape and like all cultural landscapes it is comprised of a series of interrelated traditional places (including archaeological sites). Traditional places have not received any formal identification although the TE rural highways project is currently identifying all archaeological sites along Route 1 in Sonoma County. Beyond the TE rural highways survey, there is a great need to identify Kashaya traditional places and evaluate the entire area as a cultural landscape worthy of historic district status on the NRHP and the California Register. It would then be possible during Maintenance emergency storm damage repairs and routine maintenance activities, to determine the NRHP significance of traditional Kashaya places and archaeological sites as contributing elements to the cultural landscape. The cultural landscape report would become part of a Sonoma Coast Management Plan an used for coordination with State Parks in implementing storm damage repair activities, erosion control measures, and revegetation. The Kashaya Pomo tribe would also be using the cultural landscape report for their planning needs. An MOU between SHPO, Caltrans, State Parks, and the Kashaya Pomo will ensure successful coordination.

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Cultural trails – The development of cultural trails will support heritage tourism on the Sonoma Coast. Trail users will spend money in the area. Trails will bring more visitors into the community. School groups will be able to use both the motorist/cycling cultural trail and the pedestrian trail.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

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The proposed project will encourage intermodal connections (auto/bike/pedestrian) at existing turn-outs and trail-heads along SR 1, including entrances to State parklands, and specifically creating a new pedestrian cultural trail in Salt Point State Park.

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The District's Route Concept for this segment of State Route 1 (throughout Sonoma County) is to remain a 2 lane conventional highway (2C) for the 25 year planning horizon. This also corresponds with the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP/T-2030). Primary investment in this corridor will be focused on maintenance (including frequent storm damage), spot operational improvements, and transportation enhancement activities. The proposed project is also consistent with the goals and intent of the Draft US 101 Corridor Enhancement Plan, a prototype that the District intends to expand to all Interregional Corridors for use in all planning & programming considerations.

CONTEXT SENSITIVE SOLUTIONS

This project is a continuation of the planning, and development process, and builds upon the established community relationships that have coordinated highway projects on State Route 1 over the past ten years. Ongoing storm damage repairs along Highway 1 through Sonoma County precipitated a collaborative strategy among the State Departments of Transportation, Fish and Game, State Parks, Sonoma County Permits and Resource Management, The Kashaya Pomo, and
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Highway projects located in this highly sensitive environment, even those whose purpose and need are storm damage repair, require the implementation of context sensitive solutions. Through ongoing cooperative effort, the mutual goals of collaborating agencies have been achieved, both immediate and long range. Among these are:

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- Respect for local Native American traditional values in the implementation of cultural resources fieldwork.
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The Kashaya cultural landscape project is the result of the coordinating entities’ recognition that a management plan would facilitate FHWA’s and Caltrans’ projects on over fifty miles of geologically unstable Coast Highway 1. Such a plan, using the cultural landscape study as a resources baseline, would formalize in a written management plan, the context sensitive practices that Caltrans has taken the lead in implementing for all Route 1 projects in Sonoma County.

ALTERNATIVES CONSIDERED

Alternative 1.
For approximately half the estimated cost ($300,000.00) of Alternative 1, a downscoped cultural landscape study could be conducted and an initial planning document completed for the central-most portion of the Kashaya Pomo cultural landscape. The Salt Point Archaeological District is a pre-existing historic district within the boundaries of Alternative 1. It would be expanded to include the completed cultural landscape study. The Alternative 1 project area would encompass 21 miles from PM 50.8 to PM 29.8 and still include both Salt Point State Park and Fort Ross State Historic Park. The motorized and bicycling cultural trail would be downscoped to the Alternative 2 project limits. The proposed pedestrian trail in Salt Point State Park would remain unchanged from its original scope. The number of copies of all documents would remain the same.

Alternative 2.
Route 1 traverses two counties in District 4 which were the traditional territories of two federally recognized tribes, the Kashaya Pomo to the north and the Federated Indians of the Graton Rancheria to the south. A cultural landscape study of Route 1 from the San Francisco Bay to the Gualala River would identify traditional cultural properties and ethnographic sites along the highway corridor through Marin and Sonoma Counties. The route passes through the Golden Gate National Recreation Area where an interpretive program there offers the public an opportunity to experience the cultural traditions of the Federated Indians of the Graton Rancheria in their tribal territory.

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS? (May be more than one.)
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

2. Provision of safety and educational activities for pedestrians and bicyclists
6. Historic Preservation
10. Archaeological Planning and Research

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

Exhibit 1. Project Area
Exhibit 2. Alternative 1
Exhibit 3. Alternative 2
Exhibit 4. Pomo Trail System
PART TWO: FUNDING

Prepared by: Katherine M. Dowdall

Agency: Caltrans

Title: Associate Environmental Planner, Archaeology

Phone: 510-286-5610

FAX: 510-286-5600

PROJECT COMPONENT COSTS (round to nearest $1,000s)

<table>
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<th>Component</th>
<th>RTIP</th>
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<th>SHOPP</th>
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<td>Construction Capital</td>
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Proposed year of Construction: 07/06 (MM/YY)

TOTAL PROJECT COSTS: $680,000.00

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

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<tr>
<th>Item</th>
<th>Description</th>
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<th>Quantity</th>
<th>Unit Price</th>
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TOTAL BUDGET: $492,000

CONTINGENCY (25%): $123,000.00

TOTAL CONSTRUCTION CONTRACT ITEMS: $615,000.00
*3, 8 HOUR DAYS PER MONTH FOR 3 NATIVE AMERICAN CONSULTANTS FOR 3 YEARS

**3, 8 HOUR DAYS PER MONTH FOR 2 ETHNOGRAPHERS/ARCHAEOLOGISTS FOR 3 YEARS

**SCHEDULE:**

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**MAINTENANCE** (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain?

What is the source of maintenance funds?

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

<table>
<thead>
<tr>
<th>DDD Maintenance:</th>
<th>Date:</th>
</tr>
</thead>
</table>

TE Application
Jan. 2005

Page 5
PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed____________________________________ Date________________

(TEA Administering Agency Representative)

Printed (Name and Title)________________________________________

Administering Agency__________________________________________
ATTACHMENT

LIST OF PARTNERS

Kashaya Band of Pomo Indians
Eric Wilder, Tribal Chairperson
(707-291-7737)
P.O. Box 6525
Santa Rosa, CA 95403

California State Parks
Gary Shannon, State Landscape Architect
(707-869-1374)
E. Breck Parkman, State Archaeologist
(707-938-9548, ext. 19)
363 Third Street
Sonoma, CA 95476

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.
Exhibit 4. Pomo Trail System (adapted from Peri, Patterson, and McMurray 1985).
Transportation Enhancement (TE) Application (PSR Equivalent)

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http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

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10. Archaeological Planning and Research

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Exhibit 1. Project Area
Exhibit 2. Alternative 1
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PART TWO: FUNDING

Prepared by: Katherine M. Dowdall
Title: Associate Environmental Planner, Archaeology
Agency: Caltrans
Phone: 510-286-5610
FAX: 510-286-5600

PROJECT COMPONENT COSTS (round to nearest $1,000s)

<table>
<thead>
<tr>
<th>Item</th>
<th>RTIP</th>
<th>ITIP</th>
<th>SHOPP</th>
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<td>PS&amp;E</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Right of Way Capital</td>
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<td>$</td>
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<tr>
<td>Right of Way Support*</td>
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<tr>
<td>Construction Support*</td>
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<tr>
<td>Construction Capital</td>
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Proposed year of Construction 07/06 (MM/YY)

TOTAL PROJECT COSTS $680,000.00

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
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<td>INTERVIEWS</td>
<td>NATIVE AMERICAN CONSULTANTS</td>
<td>HR.</td>
<td>2592*</td>
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<td>$103,680.00</td>
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<td>INTERVIEWERS/AUTHORS</td>
<td>ETHNOGRAPHERS/ARCHAEOLOGISTS</td>
<td>HR.</td>
<td>1728**</td>
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<td>$129,600.00</td>
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<td>DOCUMENT WRITING</td>
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<td>LS</td>
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TOTAL BUDGET $492,000

CONTINGENCY (25%) $123,000.00

TOTAL CONSTRUCTION CONTRACT ITEMS $615,000.00
*3, 8 HOUR DAYS PER MONTH FOR 3 NATIVE AMERICAN CONSULTANTS FOR 3 YEARS
** 3, 8 HOUR DAYS PER MONTH FOR 2 ETHNOGRAPHERS/ARCHAEOLOGISTS FOR 3 YEARS

SCHEDULE:

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<th>06/07</th>
<th>07/08</th>
<th>08/09</th>
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<td>INTERPRETATION OF DATA</td>
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<td>DRAFT PLANS FOR TRAILS</td>
<td>FINAL PLANS FOR TRAILS</td>
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<tr>
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<td>DRAFT PLANS FOR SIGNS</td>
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<tr>
<td></td>
<td>DRAFT MOU</td>
<td>FINAL MOU</td>
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</table>

**MAINTENANCE** (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).
Who will maintain?

What is the source of maintenance funds?

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

<table>
<thead>
<tr>
<th>DDD Maintenance:</th>
<th>Date:</th>
</tr>
</thead>
</table>

TE Application
Jan. 2005
Page 5
PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed

(TEA Administering Agency Representative)

Date

Printed (Name and Title)

Administering Agency
ATTACHMENT

LIST OF PARTNERS

Kashaya Band of Pomo Indians
Eric Wilder, Tribal Chairperson
(707-291-2737)
P.O. Box 6525
Santa Rosa, CA 95403

California State Parks
Gary Shannon, State Landscape Architect
(707-869-2374)
E. Breck Parkman, State Archaeologist
(707-938-9548, ext. 19)
363 Third Street
Sonoma, CA 95476

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.
Exhibit 4. Pomo Trail System (adapted from Peri, Patterson, and McMurray 1985).