

**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 in the RTIP.

**PART ONE: GENERAL PROJECT INFORMATION**

\_\_\_\_\_ RTIP TE      X   ITIP TE Is the project within Caltrans Right of Way? Yes  No .

Are you using Recovery Act TE funds? Yes  No

Does this project partner with or commit to employ the services of a Community Conservation Corps or the California Conservation Corps?    Yes  No  If you answered yes to the above question please list the contact information for the corps.

Corps Name: \_\_\_\_\_ Contact Name: \_\_\_\_\_ Phone number: \_\_\_\_\_

PROJECT TITLE: **CUYAMA ARCHAEOLOGICAL COLLECTIONS**

<p>IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)</p> <p>Rochelle Vierra 50 Higuera Street San Luis Obispo, CA 93401-5415 805-549-3003 Office 805-549-3620 Fax</p>	<p>(Round dollars to nearest thousands)</p> <p>TE FUNDS REQUESTED        \$ <u>      1,224,000</u></p> <p>State Match (11.47%)        \$ <u>      159,000</u></p> <p>Local Match (if Required)    \$ <u>              0</u></p> <p>TOTAL TE PROJECT COST    \$ <u>      1,383,000</u></p> <p><input checked="" type="checkbox"/> TE is a stand-alone project.</p> <p><input type="checkbox"/> TE is part of a larger project.</p>
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<p>Person who can answer questions about this application (Name, title, phone, fax, email)</p> <p>Valerie A. Levulett Senior, Environmental Technical Studies Branch 50 Higuera Street San Luis Obispo, CA 93401-5415 805-549-3669 Val_Levulett@dot.ca.gov</p>	<p>PARTNER(S) (Name, title, agency, address, phone, fax)</p>
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IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

N/A

Total Project Cost \$ \_\_\_\_\_

## PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

From 1968 through 1972, three Division of Highways projects (EA 05-035834, 05-035814, and 05-035824), located in the Cuyama Valley along State Route 166 in both San Luis Obispo and Santa Barbara counties, resulted in archaeological salvage excavations at a total of seven prehistoric sites (Figures 1-4). These seven sites, referred to here collectively as "The Cuyama Valley Sites," include CA-SLO-95 and CA-SLO-576 in San Luis Obispo County and CA-SBA-574, CA-SBA-575, CA-SBA-585, CA-SBA-586, and CA-SBA-587 in Santa Barbara County (Figures 2-4). The three salvage excavations conducted at these sites yielded more than 70 curatorial storage trays and 45 boxes of cultural materials.

Caltrans District 5 proposes to use our on-call Contract Consultants to bring all three of these archaeological collections up to current curation and reporting standards. This will entail gathering all primary documentation on the sites, formally analyzing the previously excavated collections, stabilizing the collections and assembling the associated paperwork for curation, preparing mapping and a report documenting the field work, and data analyses. In addition to radiocarbon dating and x-ray fluorescence of obsidian samples, analysis of the assemblages will incorporate a variety of other standard analytical techniques not routinely available when these materials were collected forty years ago (e.g., obsidian source analysis; analyses of faunal, floral, and soil/flotation samples; and basketry, bone, shell bead and stone artifact analyses).

The Contractor will conduct studies to develop appropriate prehistoric archaeological and geo-archaeological contexts. All work will be documented in and discussed within a regional framework pertinent to the central coast of California, and will provide documentation of previous archaeological work within the Cuyama Valley and the Highway 166 corridor. Similarly, the Contractors will develop ethnographic and historic contexts by conducting studies to document the native history of the project area, using the tools of linguistics, oral interviews, archival research, and appropriate mission records. Archival facilities (e.g. the Santa Barbara Museum of Natural History, the UC Santa Barbara Archaeological Collections Facility, the San Luis Obispo County Archaeological Facility, and Northridge State University) will be visited to gather further information pertaining to the project sites, to collect additional background information, and to review pertinent collections housed at these facilities.

The Contractors will also be responsible for consultations with local archaeologists and local residents who have worked in the area and/or have knowledge pertaining to the acquisition of the archaeological collections. The Contractors will also consult with Native Americans who are affiliated with the project area. The Contractors will conduct field reviews of the project area and document the locations of the seven archaeological sites based on current mapping, terrain, and the current alignment of Highway 166, using current GPS technology in accordance with Caltrans District 5 standards. During these field reviews the Contractors will conduct sufficient geo-archaeological studies to assist them in characterizing the original terrain during site occupation, as well as in documenting the changes that have occurred post-highway construction.

In addition to their technical reports, the Contractors will also develop interpretative panels and a publication -- both intended for a more general audience -- based on the information gleaned from the Cuyama Valley Site collections. The interpretive panels will be installed at local Caltrans Rest Areas; at the Santa Ynez Indian Reservation; at the Visitor Center at the Carrizo Plain National Monument; and at public locations within the community of New Cuyama and Santa Maria. Copies of the interpretive panels will also be made available to the local Native American community and to the general public for display at other appropriate locations (e.g., public libraries, public schools, community centers) upon request. The publication will consist of a summary of the archaeological findings, information pertaining to the life ways of the native people who lived in the Cuyama Valley region, and information on their descendents who still live nearby. This publication will be distributed to local libraries, community centers, schools, city and county facilities and also made available to the public upon request.

## **SPECIFIC CONTRACTOR TASKS**

To meet the objectives of the proposed project, the Contractor will undertake the following specific tasks:

### *1. Archaeological Collections Assessments, Analyses and Stabilization*

The Contractor will work with the seven Cuyama Valley Site collections housed at the University of California at Santa Barbara Repository of Archaeological and Ethnographic Collections. This will include a review of all of the extant documentation relating to the excavation and curation of the materials. The Contractor will stabilize these paper records (including field notes, maps, photographs, sketches, and drawings) and re-catalogue the collections according to current curatorial standards.

The bulk of this task will consist of conducting formal analyses on the collections to maximize their information potential. This will include an examination of all tools, artifacts, and other cultural and biological materials contained in the collections. These analyses will be based on the specific type of material under consideration (e.g., obsidian hydration and obsidian source analysis; soil sample processing for seed remains; radiocarbon dating; temporal diagnostics, etc.). Findings will be written up and summarized according to current professional standards.

### *2. Regional and Site Specific Geoarchaeological Study*

The Contractor will retain a geoarchaeologist to conduct a field review of all seven Cuyama Valley project sites to document their previous location and to assess any remaining remnants of the sites. The geoarchaeologist will characterize the site-specific geoarchaeological context for each of the seven sites as well as the regional geoarchaeological context and history. A full report documenting these findings will be prepared and summarized according to current standards.

### *3. Ethnographic Studies*

The Contractor will conduct extensive and intensive archival research, including a review of late nineteenth- and early twentieth-century ethnographic data (collected by Paul Schumacher, John P. Harrington, William Duncan Strong, and others), and a review of available information on Cuyama Valley collections housed at the UC Berkeley Hearst Museum, the Santa Barbara Museum of Natural History, the Southwest Museum, the Charles Bowers Museum, and other known repositories. The Contractor will also review appropriate mission-era registers and conduct interviews with informants knowledgeable about the project area. All of these in-depth studies will assist in the reconstruction of Cuyama Valley Native American settlement history, land use, place names, and genealogy. Findings will be written up and summarized according to current professional standards.

### *4. Final Technical Report on Findings*

The Contractor will prepare a final technical report summarizing the findings of the analyses of the Cuyama Valley Site collections, the geoarchaeological study, and the ethnographic studies. The report will describe each of the seven Cuyama Valley archaeological sites, including age, setting, geoarchaeological and prehistoric contexts, and content, as well as an assessment of the activities that occurred at each location. The report will include line drawings and photographs of a representative sampling of all artifact types. The Contractor will be in charge of producing 100 copies of the report and assist Caltrans in their distribution to appropriate agencies and archives.

### *5. Public Outreach*

Based on the findings of the above studies, the Contractor will prepare interpretive exhibits on the Native Americans of the Cuyama Valley for the general public. The Contractor will also prepare an illustrated publication intended for a general audience. These materials will be installed at a variety of public locations and also be made available to the public on request.

## Excavated Sites

The seven Cuyama Valley sites have been assigned different temporary numbers, trinomials, and site names over time. These are summarized in Table 1, below. The Ellis Rice Site (CA-SLO-95), Water Tank Site (CA-SB-574), and Cuyama River Site (CA-SB-575), for example, are elements of a larger settlement complex recorded by Paul Schumacher as *Wa-Le-Khe*, during work carried out in 1874 for the US Bureau of Ethnology (See Attachment B).

**Table 1.** Cuyama Valley Sites Excavated by the Division of Highways and their Previous Designations

Current Trinomial	Previously Designated Trinomial	Temporary Number	Site Name	Field Excavation
CA-SLO-95	CA-SLO-379 CA-SLO-94		Ellis Rice Site ( <i>Wa-Le-Khe</i> )	ARI ( <i>Schumacher 1874</i> )
CA-SLO-576		4-ARI-SLO	Madonna Site	ARI; CalPoly (Hoover)
CA-SBA-574	CA-SBA-378		Water Tank Site ( <i>Wa-Le-Khe</i> )	ARI ( <i>Schumacher 1874</i> )
CA-SBA-575	CA-SBA-380 CA-SBA-574		Cuyama River ( <i>Wa-Le-Khe</i> )	ARI ( <i>Schumacher 1874</i> )
CA-SBA-585		4-ARI-SBa-585		ARI; CSUN
CA-SBA-586		4-ARI-SBa-586		ARI; CSUN
CA-SBA-587		ARI-CUY#11		ARI; CSUN

### *SAN LUIS OBISPO COUNTY SITES*

#### **CA-SLO-95: Ellis Rice Site**

*05-SLO-166, PM 23.5-27.2, EA 05-035814*

In 1968, CA-SLO-95 (also cited as CA-SLO-94) was one of three *Wa-Le-Khe* sites (Schumacher 1874) that were the focus of a salvage excavation by Desautels for a Division of Highways realignment and widening project administered by the California Department of Parks and Recreation. ARI completed the salvage excavation prior to construction, but the collections were never analyzed.

The Ellis Rice Site collections and associated field notes, maps, and a draft catalogue are curated at the University of California at Santa Barbara Repository of Archaeological and Ethnographic Collections, under Accession No. 172. As currently archived, the prehistoric archaeological materials include: 9 trays, and 1 small box of human remains in the Ossuary.<sup>1</sup>

#### **CA-SLO-576: Madonna Site**

*05-SLO-166, PM 39.09/39.13, EA 05-035834*

In 1970, Archaeological Research Inc. (ARI), under the sponsorship of Division of Highways contractor Madonna Construction Company, surveyed and excavated CA-SLO-576 prior to realignment of a portion of State Highway 166 in the Cuyama Valley. Although the salvage excavation was completed, the Division of Highways was not able to fund analysis of the materials or preparation of a report. Available documentation on the collection includes an Archaeological Surface Study (Farrar 1970), Archaeological Field Notes (ARI and California State Polytechnic College 1971), SLO-576 Bone Inventory Report (Drayer 1995), and CA-SLO-576 Artifact Catalogue (Hoover 1975).

<sup>1</sup> Restricted-access curatorial storage intended exclusively for prehistoric and historic human remains from an archaeological context.

The Madonna Site collections are curated at the University of California at Santa Barbara Repository of Archaeological and Ethnographic Collections, under Accession No. 577. After the collection was transferred to the University of California at Santa Barbara, the draft catalogue (Hoover 1975) was digitized and the collections were re-bagged and tagged. As currently archived, the prehistoric archaeological materials include: 28,886 catalogued items, 25 trays of artifacts, 2 oversized trays, and 1 box of human remains in the Ossuary.

## ***SANTA BARBARA COUNTY SITES***

### **CA-SBA-574: Water Tank Site**

*SLO/SB-166, PM 23.5-27.2, EA 05-035814*

In 1968, CA-SBA-574 (also cited as CA-SBA-378) was one of three *Wa-Le-Khe* sites (Schumacher 1874) that were the focus of a salvage excavation by Desautels for a Division of Highways realignment and widening project administered by the California Department of Parks and Recreation. ARI completed the salvage excavation prior to construction, but the collections were never analyzed.

The Water Tank Site collections and associated field notes, maps, and a draft catalogue are curated at the University of California at Santa Barbara Repository of Archaeological and Ethnographic Collections, under Accession No. 170. As currently archived, the prehistoric archaeological materials include: 2,363 catalogued items, 17 archival boxes in long-term storage, 15 trays, and 3 small boxes of human remains in the Ossuary.

### **CA-SBA-575: Cuyama River Site**

*SLO/SB-166, PM 23.5-27.2, EA 05-035814*

In 1968, CA-SBA-575 (also cited as CA-SBA-380 and CA-SBA-574) was one of three *Wa-Le-Khe* sites (Schumacher 1874) that were the focus of a salvage excavation by Desautels for a Division of Highways realignment and widening project administered by the California Department of Parks and Recreation. ARI completed the salvage excavation prior to construction, but the collections were never analyzed.

The Cuyama River Site collections and associated field notes, maps, and a draft catalogue are curated at the University of California at Santa Barbara Repository of Archaeological and Ethnographic Collections, under Accession Nos. 171 and 654. As currently archived, the prehistoric archaeological materials recovered include: 2 archival boxes in long-term storage, and 2 trays.

### **CA-SBA-585; CA-SBA-586; CA-SBA-587**

*05-SB-166; PM 27.0-33.1; 05-035824*

In 1970 ARI surveyed a large section of State Route 166 that was proposed for realignment and identified sites within the Area of Potential Effects (APE). In early 1971 ARI returned to two of those sites (CA-SBA-585 and CA-SBA-586) as part of a salvage excavation. In June 1972, the Division of Highways contracted the California State University, Northridge (CSUN), to conduct salvage excavations at CA-SBA-585 and CA-SBA-586, as well as at a third site, CA-SBA-587. The salvage excavations were completed in August 1972, but analysis and reporting were not completed.

Collections and their associated field notes, maps, and a draft catalogue are curated at the University of California at Santa Barbara Repository of Archaeological and Ethnographic Collections. The collections from CA-SBA-585 and CA-SBA-586 excavated in 1971 are curated under Accession No. 214A and include 19 trays. The collections from CA-SBA-585, CA-SBA-586, and CA-SBA-587 excavated in 1972 are curated under Accession No. 214 and include 15 trays, 5 oversized trays, 26 archival boxes in long-term storage, and 1 small box of human remains in the Ossuary.

## NEED AND PURPOSE

One of the five stated goals of the California Department of Transportation is *Stewardship* – the preservation and enhancement of California’s resources and assets. The Cuyama Archaeological Collection Project directly and comprehensively addresses this goal.

The Cuyama Archaeological Collections were originally obtained as part of salvage archaeological excavations in 1968, 1971 and 1972. The excavated materials and field notes were deposited in the University of California at Santa Barbara Repository of Archaeological and Ethnographic Collections, where they have remained for some forty years. In the late 1960s and early 1970s cultural studies – as conducted by the Division of Highways – were still in their infancy, and the agency did not yet accord archaeology the full consideration that it is given today, either in terms of project schedule or budget. As a result, salvage operations were sometimes carried out ahead of imminent construction activities. Formal analyses of the excavated materials and publication of results, however, have never been carried out.

The Cuyama Archaeological Collection is remarkable in many respects: it is the largest collection owned by Caltrans; it is our last unprocessed collection; and it is associated with an extraordinarily rich archaeological and ethnographic record. Sites now known as CA-SLO-95, CA-SB-574, and CA-SB-575, for example, were first identified by Paul Schumacher in 1874 as components of *Wa-Le-Khe*, a complex of settlements that included at least one major village (See Attachment B). Despite the richness of the materials and the length of time these sites have been known to the scientific community, Cuyama Valley’s prehistory and ethnography have not yet been systematically studied.

In its present state, the information potential embodied in the Cuyama Archaeological Collections is locked up and makes no contribution to archaeology, to the public, or to ongoing Caltrans projects in the Cuyama Valley. The California Department of Transportation (Caltrans), created in 1973, has inherited from its predecessor agency the opportunity to do the right thing and to demonstrate good stewardship of these resources to the public in general, and to the Native American and professional archaeological communities in particular. Caltrans recognizes the considerable public benefit that is to be derived from making important archaeological information more widely available.

Archaeological collections from the Cuyama Valley are scarce, and the region is under-represented in the archaeological literature of California. Very little formal archaeological work and very few publications have ever been done on the Cuyama Valley – an important corridor that once connected the prehistoric population centers of the Central Valley and the Central Coast. The seven Cuyama Valley sites subjected to archaeological excavation in the late 1960s and early 1970s – ranging in complexity from simple encampments to large village sites – were all either destroyed or severely impacted as a result of State Route 166 construction. The archaeological assemblages are therefore all that remains of these locations, and they constitute a finite and irreplaceable resource. Undertaking the analysis of the Cuyama Valley Site collections will provide Caltrans, Native Americans, and the archaeological community with valuable information on the prehistoric context of an area where very little is currently known, although the area has been recognized for its importance since Schumacher’s work in 1874. The study will provide data and analyses on significant research questions such as the native settlement history of the Cuyama Valley; the nature of the relationships between inland and coastal native people; migration, trade and marriage patterns; and life way and subsistence practices, as well as the occupational history of this as yet poorly understood area of California’s central coast.

This proposal directly addresses this opportunity. Transportation Enhancement funding would provide the necessary means for conducting the long-delayed data analyses and report preparation for the Cuyama Valley Site excavations, which represent the largest unanalyzed collections within our agency. Until the necessary analyses, reporting, and consultation with local Native Americans and associated ethnographic studies are carried out, the information potential of these materials remains essentially lost not only to the descendants of the inhabitants of those sites, but to the public at large and to the professional archaeological community. The work merits the investment of our time, energy, and financial resources.

## **RELATIONSHIP**

The archaeological collections are the result of prior construction activities along State Route 166 in rural Santa Barbara and San Luis Obispo counties. The Cuyama Valley region experiences a relatively high traffic volume for a rural highway, as it carries the movement of goods and commuters between the Central Valley and the coast. Due to the rugged nature of the terrain, this route is subject to various slip-outs, landslides and washouts, which require emergency work and maintenance. Line of Sight Visibility is often an issue on this highway, and projects requiring curve corrections are currently in the planning and project development stages. As these projects are developed, Caltrans will benefit from having completed these outstanding studies since they will provide the necessary contextual information for State Route 166, the appropriate cultural affiliations, and an assessment of the types of archaeological sites that characterize the route. Therefore the information developed from this proposed study will also assist with future Caltrans projects within the Highway 166 corridor, in addition to meeting our future obligations.

## **CONFORMANCE**

The proposed project is in conformance with the goals and objectives of the Santa Barbara County Association of Governments and the San Luis Obispo County Organization of Governments Regional Transportation Plans. As projects are developed along this corridor, the proposed Transportation Enhancement project will improve Caltrans' and its partners' abilities to achieve cultural resource compliance by providing the necessary background information pertaining to extant archaeological sites within the corridor, as well as providing an established history of consultations with the local Native American community.

## **CONTEXT SENSITIVE SOLUTIONS**

The Caltrans District 5 Director's Policy on Context Sensitive Solutions endorses the use of "innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals."<sup>2</sup> The proposed Cuyama Valley Site study reflects the intent of this policy and our district's commitment to completing archaeological studies initiated forty years ago as part of transportation projects carried out by our predecessor agency, the California Division of Highways, but never finalized due to lack of appropriate funding. The proposed work will bring to light a wealth of significant new information about the history and life ways of the Native people of the Cuyama Valley and add an important new dimension to the history of San Luis Obispo County and Santa Barbara County.

## **ALTERNATIVES CONSIDERED**

The option of eliminating the interpretive exhibits and publication for the general audience, though reducing the budget, would also remove the heart and soul of the project and greatly reduce the public benefit derived. As a result, these interpretive elements are considered integral to the successful completion of the project and have been retained.

The option of analyzing fewer collections would also reduce the budget but would greatly reduce the scientific value of the project. The prehistoric period of the Cuyama Valley is so minimally documented at present that information from even one site constitutes a major contribution to the literature available. The value of the project is best realized, therefore, by analyzing all seven collections and having the opportunity to assess them both individually and collectively.

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<sup>2</sup> Policy No. 22, issued November 29, 2001.

**WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS?**

- 1.  Provision of facilities for pedestrians and bicycles
- 2.  Provision of safety and educational activities for pedestrians and bicyclists.
- 3.  Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- 4.  Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- 5.  Landscaping and other scenic beautification.
- 6.  Historic preservation.
- 7.  Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- 8.  Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- 9.  Inventory, control, and removal of outdoor advertising.
- 10.  Archaeological planning and research.
- 11.  Environmental mitigation
  - (i) To address water pollution due to highway runoff; or
  - (ii) Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- 12.  Establishment of transportation museums.

**PROJECT LOCATION MAPS**

Please see attached Figures 1-3

**PART TWO: FUNDING**

Prepared by: Valerie A. Levulett, Ph.D.

Title: Caltrans District 5 Heritage Resources Coordinator

Agency: California Department of Transportation (Caltrans)

Phone: 805-549-3669

FAX: 805-549-3233

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

	RTIP	ITIP	OTHER
• E&P (PA&ED)	\$ _____	\$ 1,383,000	\$ _____
• PS&E	\$ _____	\$ _____	\$ _____
• Right of Way Capital	\$ _____	\$ _____	\$ _____
• Right of Way Support*	\$ _____	\$ _____	\$ _____
• Construction Support*	\$ _____	\$ _____	\$ _____
• Construction Capital	\$ _____	\$ _____	\$ _____

**TOTAL PROJECT COSTS**

**\$ 1,383,000**

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

**CALTRANS SUPPORT ESTIMATE INFORMATION - OVERSIGHT OF CONTRACT ITEMS- PA&ED PHASE ONLY**

Item	WBS Activity	Work Breakdown Structure (WBS) Activity Description	Hours	PY's	Amount
1	100.10	PROJECT MANAGEMENT - PA&ED COMPONENT	100	0.11	\$15,000.00
2	160	PERFORM PRELIMINARY ENGINEERING STUDIES AND DRAFT PROJECT REPORT	125	0.14	\$17,500.00
3	165	PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	1000	0.57	\$100,000.00
4	175	CIRCULATE DED AND SELECT PREFERRED PROJECT ALTERNATIVE IDENTIFICATION	50	0.03	\$7,500.00
5	180	PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT	50	0.03	\$7,500.00
		<b>SUB-TOTAL</b>	<b>1325</b>	<b>0.75</b>	<b>\$147,500.00</b>

**PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS - SEE ATTACHMENT A**

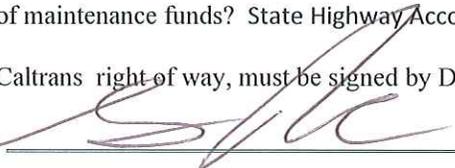
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
	TOTAL FROM ATTACHMENT A				\$ 988,000
	CONTINGENCY (25%)				\$ 247,000
	<b>TOTAL CONSTRUCTION CONTRACT ITEMS</b>				<b>\$ 1,235,000</b>

**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? Caltrans

What is the source of maintenance funds? State Highway Account

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

DDD Maintenance:  Date: 8-30-11

Steve Price, District 5 Deputy District Director, Maintenance

## PART THREE: INFORMATION AND ASSURANCES

Please note the application must be signed by the TE project sponsor below for the project to be considered for funding. The information below is provided to notify all project sponsors of the criteria that shall be used in the selection of eligible TE projects.

### For TE projects proposed for funding from American Recovery and Reinvestment Act of 2009

Assembly Bill X3-20 added Sections 2420-2423 to the Streets and Highways Code which requires that transportation projects proposed for transportation enhancement activities using federal funds provided specifically by the American Recovery and Reinvestment Act of 2009 be programmed and allocated based on the following priorities:

- (1) In programming and allocating these funds, the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a Community Conservation Corps or the California Conservation Corps to construct or undertake the project, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.
- (2) After all eligible projects have been selected pursuant to paragraph (1), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall next give priority to projects that provide facilities for pedestrians and bicyclists, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.
- (3) After all eligible projects have been selected pursuant to paragraph (2), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies may fund any project eligible in accordance with paragraph (35) of subdivision (a) of Section 101 of Title 23 of the United States Code.

### For projects proposed for funding with all federal TE funds

Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. The department, in consultation with Community Conservation Corps, the California Conservation Corps, the commission, regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, developed the following criteria that give priority in the selection of TE projects. The information below is provided to project sponsors to assist them in understanding how projects will be selected. Regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, when selecting candidates for transportation enhancement projects, shall utilize the selection criteria below.

The RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

- (1) TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);
- (2) After all TE eligible projects described in paragraph (1) have been selected for funding; the remaining eligible TE projects may be selected.

TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

- (a) Projects that have been selected and programmed in a RTIP prior to June 25, 2009.
- (b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. "Community Conservation Corps" shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:

- <http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx>
- <http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM>
- [www.calcc.org](http://www.calcc.org)

For the RTPA: Conservation Corps Partner Contact use only:

A corps can participate on the following items of work: \_\_\_\_\_

Name of corps: \_\_\_\_\_ and the contact for the corps is: \_\_\_\_\_

(Name)  
(Phone number)

This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Concurred in by:

\_\_\_\_\_ (Signature) \_\_\_\_\_ Date

California Conservation Corps contact (Print Name) \_\_\_\_\_ Date

California Association of Local Conservation Corps contact (Print Name) \_\_\_\_\_

### RTPA Conservation Corps Partner Contacts For Transportation Enhancement Projects

AGENCY	CCC Contact Title and Name	Phone Number	Email Address
California Conservation Corps	Regional Deputy for Region 2 Virginia Clark	916-341-3147	virginia.clark@ccc.ca.gov
California Association of Local Conservation Corps (representing the Community Conservation Corps)	Association Manager Scott Dosick	916-285-8743	manager@calcc.org

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 regulations or 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 8/31/2011

Printed (Name and Title) RICHARD KRUMHOLZ, District Director

Administering Agency CALTRANS DISTRICT 5

For State Projects:

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

General Instructions

<input checked="" type="checkbox"/> New Project					<input type="checkbox"/> Amendment (Existing Project)		<b>Date:</b>	
<b>District</b>		<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>		<b>TCRP No.</b>
05		1A880	0512000035		2342			
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>				
SB	166	Var	Var	Caltrans				
SLO	166	Var	Var	<b>MPO</b>		<b>Element</b>		
<b>Project Mgr/Contact</b>			<b>Phone</b>		<b>E-mail Address</b>			
Rochelle Vierra			805-549-3003		rochelle_vierra@dot.ca.gov			
<b>Project Title</b>								
Cuyama Archaeological Collections								
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>								
In Santa Barbara and San Luis Obispo Counties along Route 166 in Cuyama Valley at various locations between Post Miles 23.5 - 39.13.								
<b>Component</b>		<b>Implementing Agency</b>					<b>Reimbursements</b>	
PA&ED		Caltrans						
PS&E		Caltrans						
Right of Way		Caltrans						
Construction		Caltrans						
<b>Legislative Districts</b>								
<b>Assembly:</b>				<b>Senate:</b>				
<b>Congressional:</b>								
<b>Purpose and Need</b>								
From 1968-1972, three Division of Highway projects located in the Cuyama Valley along SR 166 in both SLO and SB counties resulted in archaeological salvage excavations at a total of seven prehistoric sites. The three salvage excavations conducted at these sites yielded more than 70 curatorial storage trays and 45 boxes of cultural materials. The purpose and need is to bring all three of these archaeological collections up to current curation and reporting standards.								
<b>Project Benefits</b>								
Technical reports, interpretative panels and a publication will be produced. The publications will provide data and analyses on significant research questions regarding the Cuyama Valley native settlement history, including relationships between inland and coastal native people, migration, trade and marriage patterns and life way and sussistence practices, as well as the occupational history of this area.								
<b>Project Milestone</b>							<b>Proposed</b>	
Project Study Report Approved							07/01/12	
Begin Environmental (PA&ED) Phase							07/01/12	
Circulate Draft Environmental Document					<b>Document Type</b>   N/A			
Draft Project Report							02/01/15	
End Environmental Phase (PA&ED Milestone)							07/01/15	
Begin Design (PS&E) Phase								
End Design Phase (Ready to List for Advertisement Milestone)								
Begin Right of Way Phase								
End Right of Way Phase (Right of Way Certification Milestone)								
Begin Construction Phase (Contract Award Milestone)								
End Construction Phase (Construction Contract Acceptance Milestone)								
Begin Closeout Phase								
End Closeout Phase (Closeout Report)								

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date:

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB SLO	166 166	1A880	0512000035	2342	
<b>Project Title:</b> Cuyama Archaeological Collections						

Proposed Total Project Cost									Notes
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)		1,383						1,383	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>1,383</b>						<b>1,383</b>	

Fund No. 1:	ITIP-TE								Program Code
Proposed Funding									20.10.025.700
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)		1,383						1,383	Caltrans
PS&E									New 2012 ITIP-TE project.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>1,383</b>						<b>1,383</b>	

Fund No. 2:									Program Code
Proposed Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 3:									Program Code
Proposed Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 6/11)

Date:

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB SLO	166 166	1A880	0512000035	2342	
<b>Project Title:</b> Cuyama Archaeological Collections						

<b>Fund No. 4:</b>									<b>Program Code</b>
<b>Proposed Funding</b>									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Proposed Funding</b>									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 6:</b>									<b>Program Code</b>
<b>Proposed Funding</b>									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 7:</b>									<b>Program Code</b>
<b>Proposed Funding</b>									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									