

DRAFT INTEGRATED GENERAL REEVALUATION REPORT AND ENVIRONMENTAL IMPACT STATEMENT

SAN FRANCISCO BAY TO STOCKTON, CALIFORNIA NAVIGATION STUDY

APPENDIX H: Cultural Resources Consultation



APRIL 2019



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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Julianne Polanco SHPO
Division of Historical Resources
State Historic Preservation Officer
California Office of historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816-7100

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Ms. Polanco:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

The San Francisco Bay to Stockton Project was originally authorized by Congress in the Rivers and Harbors Act of 1965. The original authorization allowed for 45-foot depths, but the channels were only constructed to 35 feet. The study was originally scoped for a 78-mile-long navigation project to include the John F. Baldwin and Stockton channels, but has since been re-scoped to a total of 13.3 miles in the Pinole Shoal and Suisun Bay Channels to Avon (Figures 1 and 2).

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For the purposes of this study, the Area of Potential Effects (APE) for this project is considered to be a 0.25-mile buffer around project features including the existing federal navigation channels, the dredge placement areas, the Bulls Head Reach sediment trap, the underwater rock outcrop. Due to the location of the APE, the project was determined to have a potential for containing intact cultural resources.

The TSP plan would dredge a total of approximately 1.7 million cubic yards (cy) of material. Of that total amount, approximately 1,443,900 cy material would be placed in the Cullinan Ranch Site and roughly 159,000 cy of material would be used in Montezuma Wetlands Restoration Site (MWRS). Additional dredge material will be placed within existing O&M in-bay placement sites SF-10 and SF-16, which have a combined capacity of 700,000 cubic yards per year.

The MWRS is a privately owned, ongoing restoration project that accepts both wetland cover and wetland non-cover (foundation) quality material from new work and O&M projects. This site is currently accepting sediment and has an operating off-loader in place. The project site comprises approximately 2,400 acres at the eastern edge of Suisun Marsh, approximately 17 miles southeast of Fairfield, California. The Cullinan Ranch Tidal Restoration Project is a permitted wetland restoration site that comprises more than 1,500 acres and is located in western Solano County near the city of Vallejo. It is located between State Highway 37 and Dutchman Slough. It is a permitted beneficial reuse site and available to receive wetland cover sediment.

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A number of previously conducted cultural resource investigations have been completed within the proposed dredge placement sites at MWRS and at the Cullinan Ranch Tidal Restoration Project. The results of these investigations are reported in *Archaeological Survey Report, Montezuma Wetlands Project, Solano County, California* (Self 1993); *Supplementary Archaeological Survey of the Montezuma Wetlands Project* (Self 2001); *Cultural Resource Report for the Napa Marsh Unit (Cullinan Ranch) Tidal Restoration Project, San Pablo Bay National Wildlife Refuge, Solano County California* (Valentine 1997). Preliminary analysis of the data for these areas indicates that one historic property the Mare Island Naval Shipyard National Register District (48-001582) extends into Cullinan Ranch Tidal Restoration Area. However, no contributing elements of the district are located within Cullinan Ranch property.

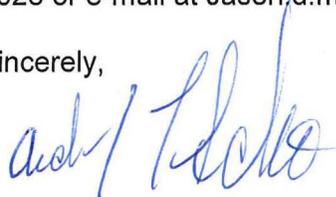
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Based on the results of previously conducted cultural resource surveys of the MWRS and Cullinan Ranch placement areas and their current use for beneficial dredge material placement, the Corps believes that this undertaking has no potential to adversely affect historic properties within these placement areas. Due to the timing of the San Francisco to Stockton Navigation Improvement project planning, the Corps is currently unable to identify and evaluate cultural resources and determine effects within submerged portions of the TSP on historic properties prior to completion of the EIS/EIR. Therefore; pursuant to 54 U.S.C. 306108 and § 800.4(b)(2), the Corps is deferring final identification and evaluation of historic properties until after project approval, additional funding becomes available, and prior to construction by executing a Programmatic Agreement with the California State Historic Preservation Office (SHPO) and the Advisory Council of Historic Preservation (ACHP), if inclined to participate.

Pursuant to Section 106 of the NHPA (54 U.S.C. 306108) and respective implementing regulations (36 CFR 800), the Corps kindly requests your office to participate in the development of a programmatic agreement for the San Francisco to Stockton Navigation Improvement project. Please provide any comments within 30 calendar days of receipt of this letter. If there are any questions, please contact Jason D. Moser, PhD at 904-232-3028 or e-mail at Jason.d.moser@usace.army.mil

Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

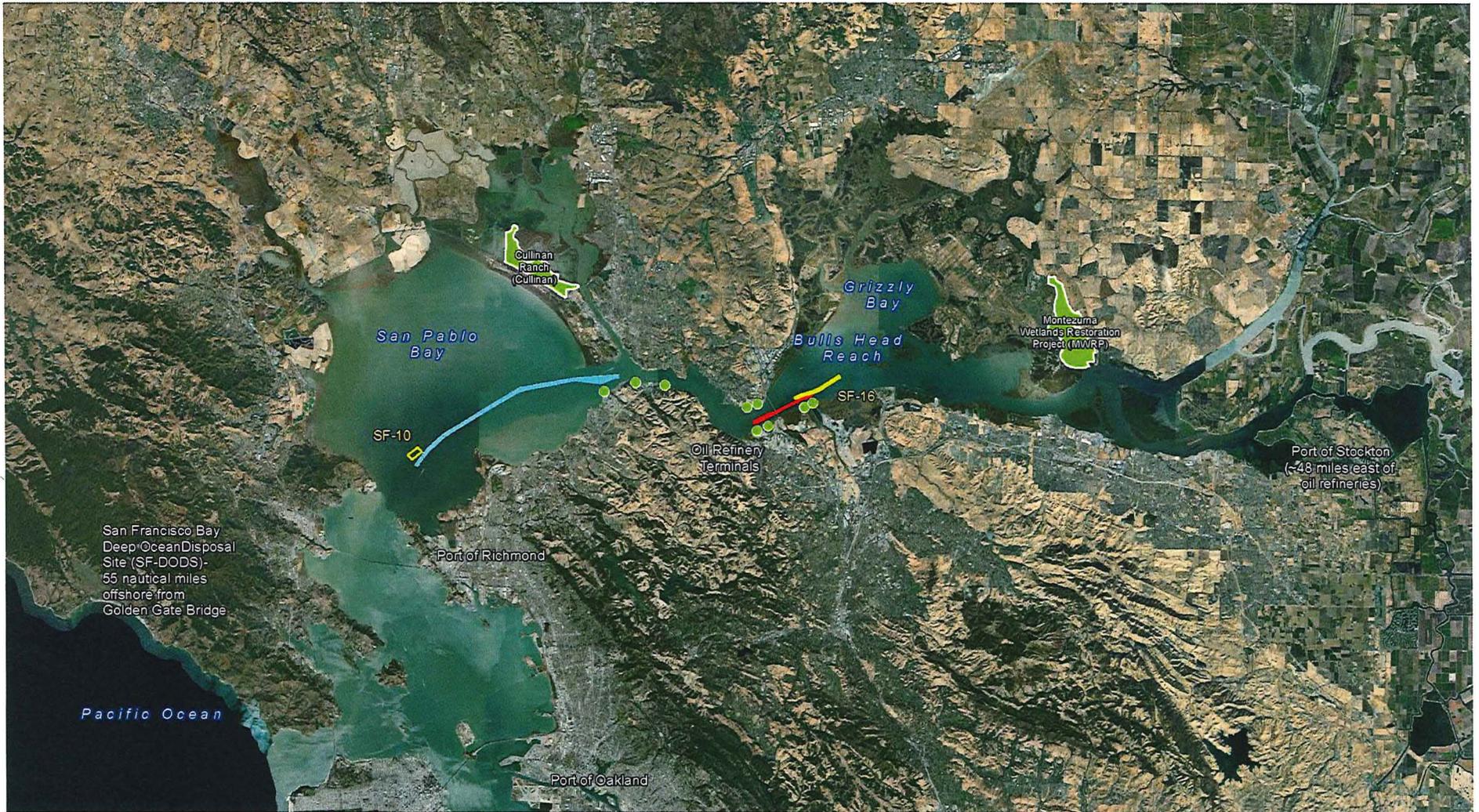


Figure 1. General location of the TSP features.

Figure 2 Removed from letter to protect potential cultural resource locations.



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REPLY TO
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Planning and Policy Division
Environmental Branch

JAN 31 2019

Irenne Zwierlein, Chairperson
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Ms. Zwierlein:

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure



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Planning and Policy Division
Environmental Branch

Patricia Hermosillo, Chairperson
Cloverdale Rancheria of Pomo Indians
555 S. Cloverdale Blvd., Suite A
Cloverdale, CA 95425

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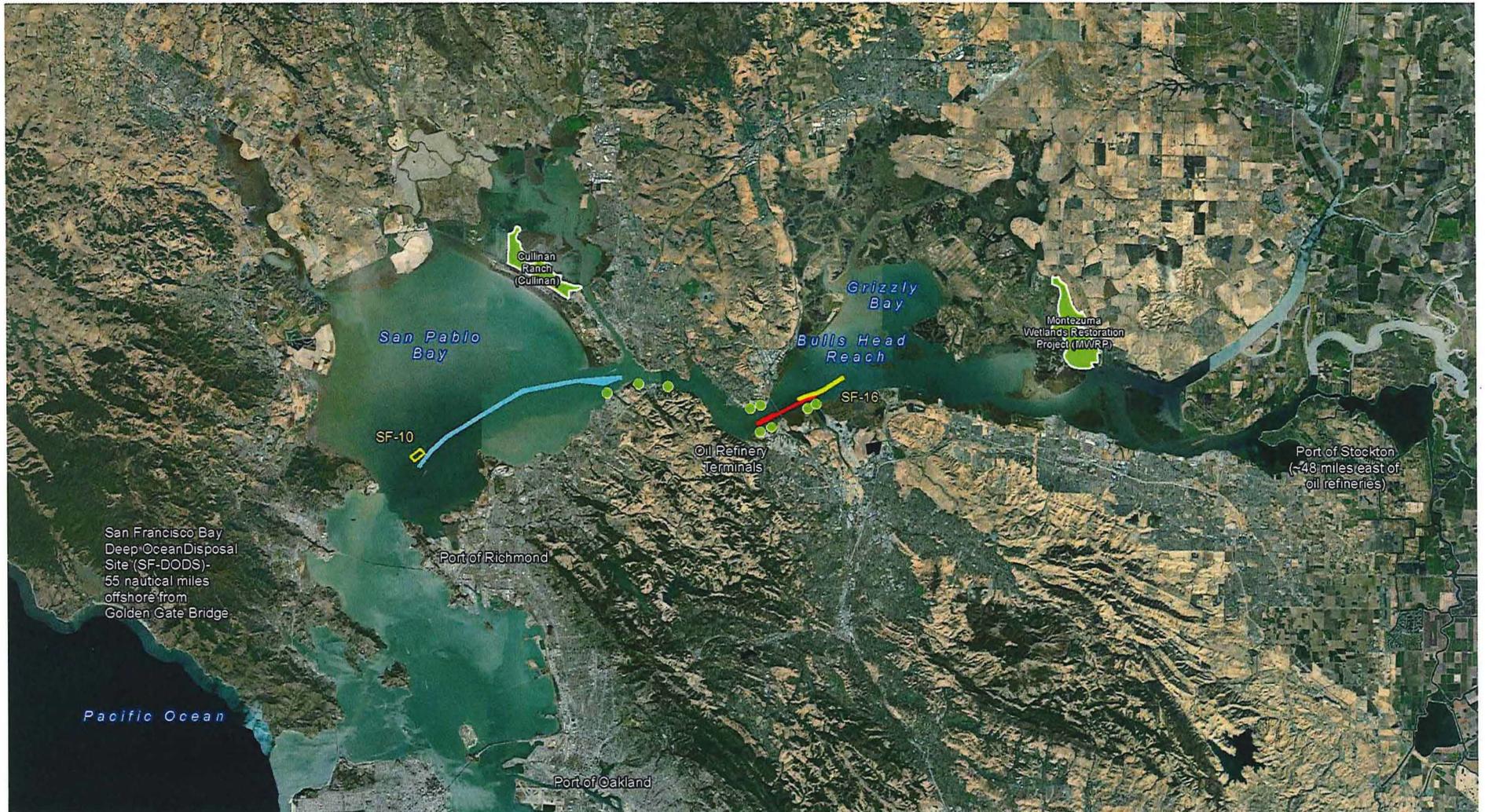


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Tony Cerda, Chairperson
Coastanoan Rumsen Carmel Tribe
244 E. 1st Street
Pomona, CA 91766

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Based on the results of previously conducted cultural resource surveys of the MWRS and Cullinan Ranch placement areas and their current use for beneficial dredge material placement, the Corps believes that this undertaking has no potential to adversely affect historic properties within these placement areas. Due to the timing of the San Francisco to Stockton Navigation Improvement project planning, the Corps is currently unable to identify and evaluate cultural resources and determine effects within submerged portions of the TSP on historic properties prior to completion of the EIS/EIR. Therefore; pursuant to 54 U.S.C. 306108 and § 800.4(b)(2), the Corps is deferring final identification and evaluation of historic properties until after project approval, additional funding becomes available, and prior to construction by executing a Programmatic Agreement for this project.

Pursuant to Section 106 of the NHPA (54 U.S.C. 306108) and respective implementing regulations (36 CFR 800), the Corps kindly requests the comments of the Coastanoan Rumsen Carmel Tribe on the San Francisco Bay to Stockton Navigation Improvement project. If interested in participating in future consultation, please provide any comments within 30 calendar days of receipt of this letter. If there are any questions, please contact Jason D. Moser, Ph.D. at 904-232-3028 or e-mail at Jason.d.moser@usace.army.mil

Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure



Figure 1. General location of the TSP features.



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Charlie Wright, Chairperson
Cortina Rancheria – Kletsel Dehe Band of Wintun Indians
P.O. Box 1630
Williams CA, CA 94928

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Wright:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

The San Francisco Bay to Stockton Project was originally authorized by Congress in the Rivers and Harbors Act of 1965. The original authorization allowed for 45-foot depths, but the channels were only constructed to 35 feet. The study was originally scoped for a 78-mile-long navigation project to include the John F. Baldwin and Stockton channels, but has since been re-scoped to a total of 13.3 miles in the Pinole Shoal and Suisun Bay Channels to Avon (Figures 1 and 2).

The Tentatively Selected Plan (TSP) has been identified as the 38-foot depth with widening of the sideslopes alternative. Proposed TSP project features include:

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- Level the rock outcropping located to the west of Pinole Shoal from a peak of 39.7 feet MLLW to 43 feet MLLW.

For the purposes of this study, the Area of Potential Effects (APE) for this project is considered to be a 0.25-mile buffer around project features including the existing federal navigation channels, the dredge placement areas, the Bulls Head Reach sediment trap, the underwater rock outcrop. Due to the location of the APE, the project was determined to have a potential for containing intact cultural resources.

The TSP plan would dredge a total of approximately 1.7 million cubic yards (cy) of material. Of that total amount, approximately 1,443,900 cy material would be placed in the Cullinan Ranch Site and roughly 159,000 cy of material would be used in Montezuma Wetlands Restoration Site (MWRS). Additional dredge material will be placed within existing O&M in-bay placement sites SF-10 and SF-16, which have a combined capacity of 700,000 cubic yards per year.

The MWRS is a privately owned, ongoing restoration project that accepts both wetland cover and wetland non-cover (foundation) quality material from new work and O&M projects. This site is currently accepting sediment and has an operating off-loader in place. The project site comprises approximately 2,400 acres at the eastern edge of Suisun Marsh, approximately 17 miles southeast of Fairfield, California. The Cullinan Ranch Tidal Restoration Project is a permitted wetland restoration site that comprises more than 1,500 acres and is located in western Solano County near the city of Vallejo. It is located between State Highway 37 and Dutchman Slough. It is a permitted beneficial reuse site and available to receive wetland cover sediment.

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

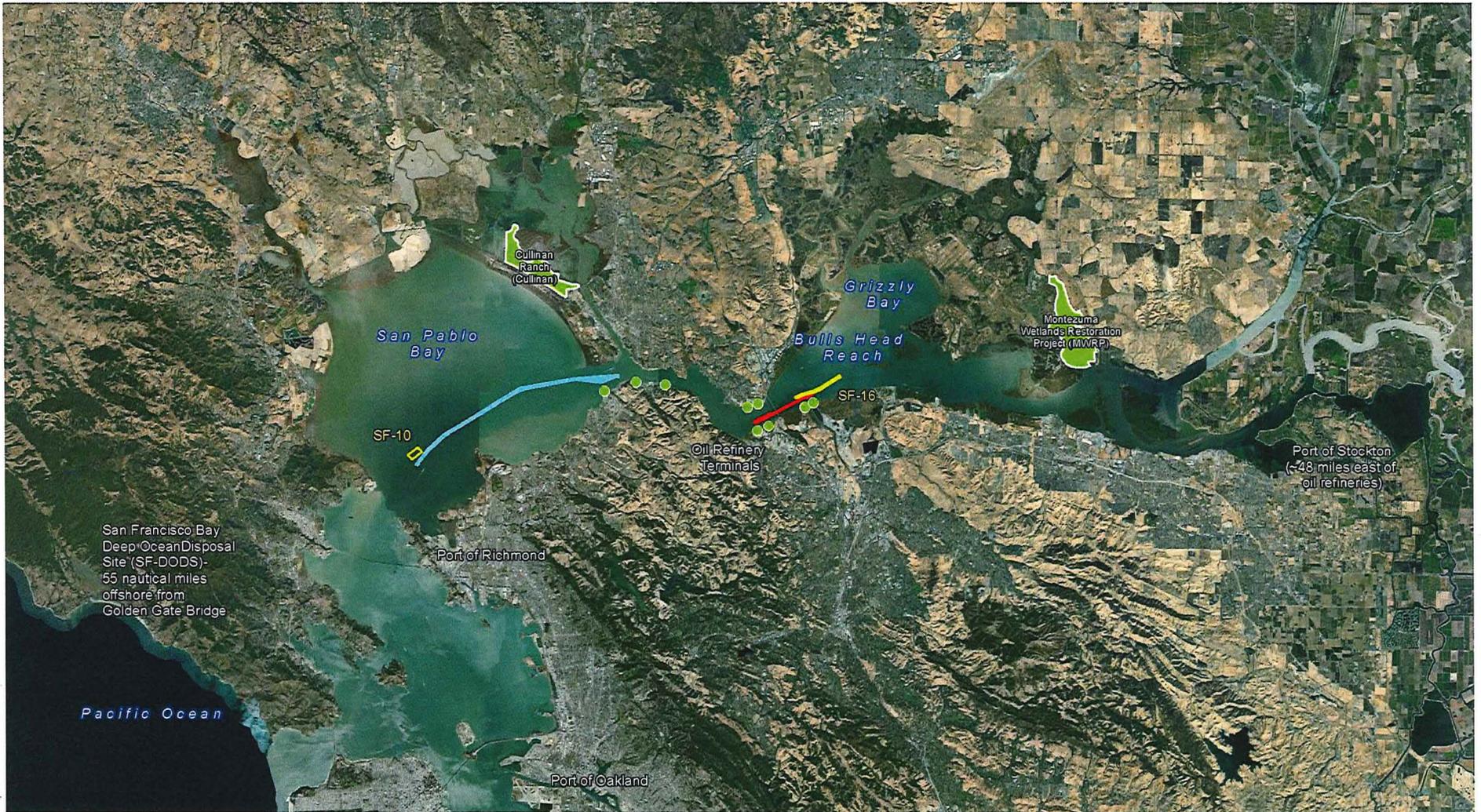


Figure 1. General location of the TSP features.



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Chris Wright, Chairperson
Dry Creek Rancheria Band of Pomo Indians
P.O. Box 607
Geyserville, CA 95441

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Wright:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

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For the purposes of this study, the Area of Potential Effects (APE) for this project is considered to be a 0.25-mile buffer around project features including the existing federal navigation channels, the dredge placement areas, the Bulls Head Reach sediment trap, the underwater rock outcrop. Due to the location of the APE, the project was determined to have a potential for containing intact cultural resources.

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure



Figure 1. General location of the TSP features.



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Gene Buvelot
Federated Indians of Graton Rancheria
6400 Redwood Drive, Ste 300
Rohnert Park, CA 94928

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Buvelot:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

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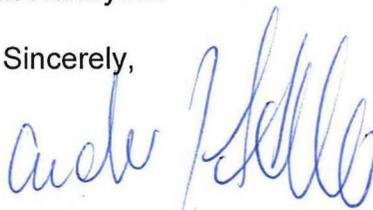
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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

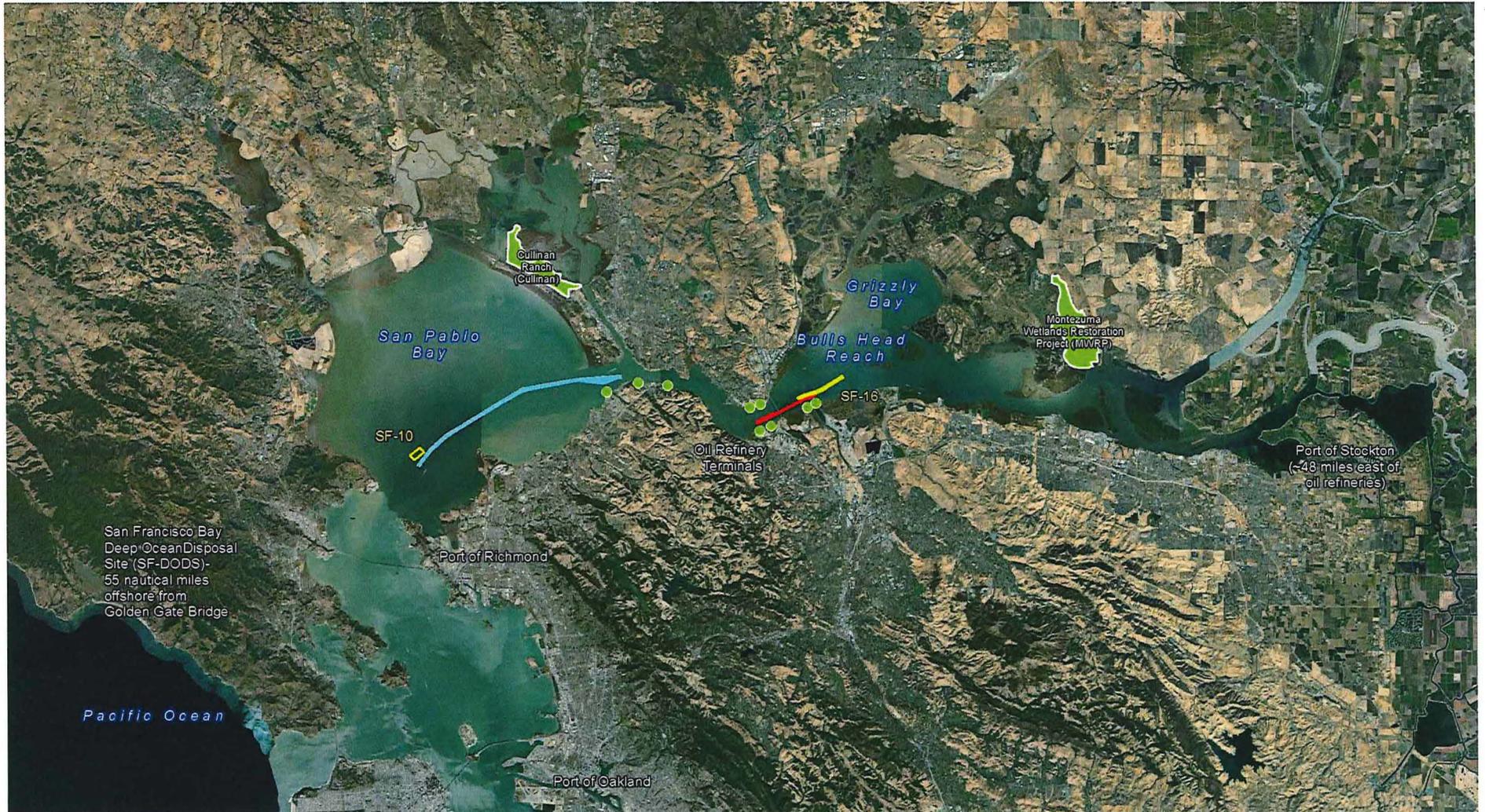


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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Ann Marie Sayers, Chairperson
Indian Canyon Mutsun Band of Costanoan
P.O. Box 28
Hollister, CA 95024

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Ms. Sayers:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

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A number of previously conducted cultural resource investigations have been completed within the proposed dredge placement sites at MWRS and at the Cullinan Ranch Tidal Restoration Project. The results of these investigations are reported in *Archaeological Survey Report, Montezuma Wetlands Project, Solano County, California* (Self 1993); *Supplementary Archaeological Survey of the Montezuma Wetlands Project* (Self 2001); *Cultural Resource Report for the Napa Marsh Unit (Cullinan Ranch) Tidal Restoration Project, San Pablo Bay National Wildlife Refuge, Solano County California* (Valentine 1997). Preliminary analysis of the data for these areas indicates that one historic property the Mare Island Naval Shipyard National Register District (48-001582) extends into Cullinan Ranch Tidal Restoration Area. However, no contributing elements of the district are located within Cullinan Ranch property.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA) (36 CFR § 800.8), the Corps is employing a phased process to identify and evaluate historic properties and assess effects. Once the project has been approved by the Assistant Secretary of the Army (ASA(CW)) and the appropriate funding obligated, ongoing consultation and consideration of effects will occur during PED as the APE may be subject to change based on final designs or modifications of project features. Cultural resources assessments will be conducted in areas that have not been previously surveyed with a high potential for containing historic properties. During PED and prior to construction, these surveys and a final determination of effects for any historic properties within the APE will be coordinated with your office. Discovery of historic properties may also lead to the development of avoidance, minimization, and/or mitigation plans in consultation with your office.

Based on the results of previously conducted cultural resource surveys of the MWRS and Cullinan Ranch placement areas and their current use for beneficial dredge material placement, the Corps believes that this undertaking has no potential to adversely affect historic properties within these placement areas. Due to the timing of the San Francisco to Stockton Navigation Improvement project planning, the Corps is currently unable to identify and evaluate cultural resources and determine effects within submerged portions of the TSP on historic properties prior to completion of the EIS/EIR. Therefore; pursuant to 54 U.S.C. 306108 and § 800.4(b)(2), the Corps is deferring final identification and evaluation of historic properties until after project approval, additional funding becomes available, and prior to construction by executing a Programmatic Agreement for this project.

Pursuant to Section 106 of the NHPA (54 U.S.C. 306108) and respective implementing regulations (36 CFR 800), the Corps kindly requests the comments of the Indian Canyon Mutsun Band of Costanoan on the San Francisco Bay to Stockton Navigation Improvement project. If interested in participating in future consultation, please provide any comments within 30 calendar days of receipt of this letter. If there are any questions, please contact Jason D. Moser, Ph.D. at 904-232-3028 or e-mail at Jason.d.moser@usace.army.mil

Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

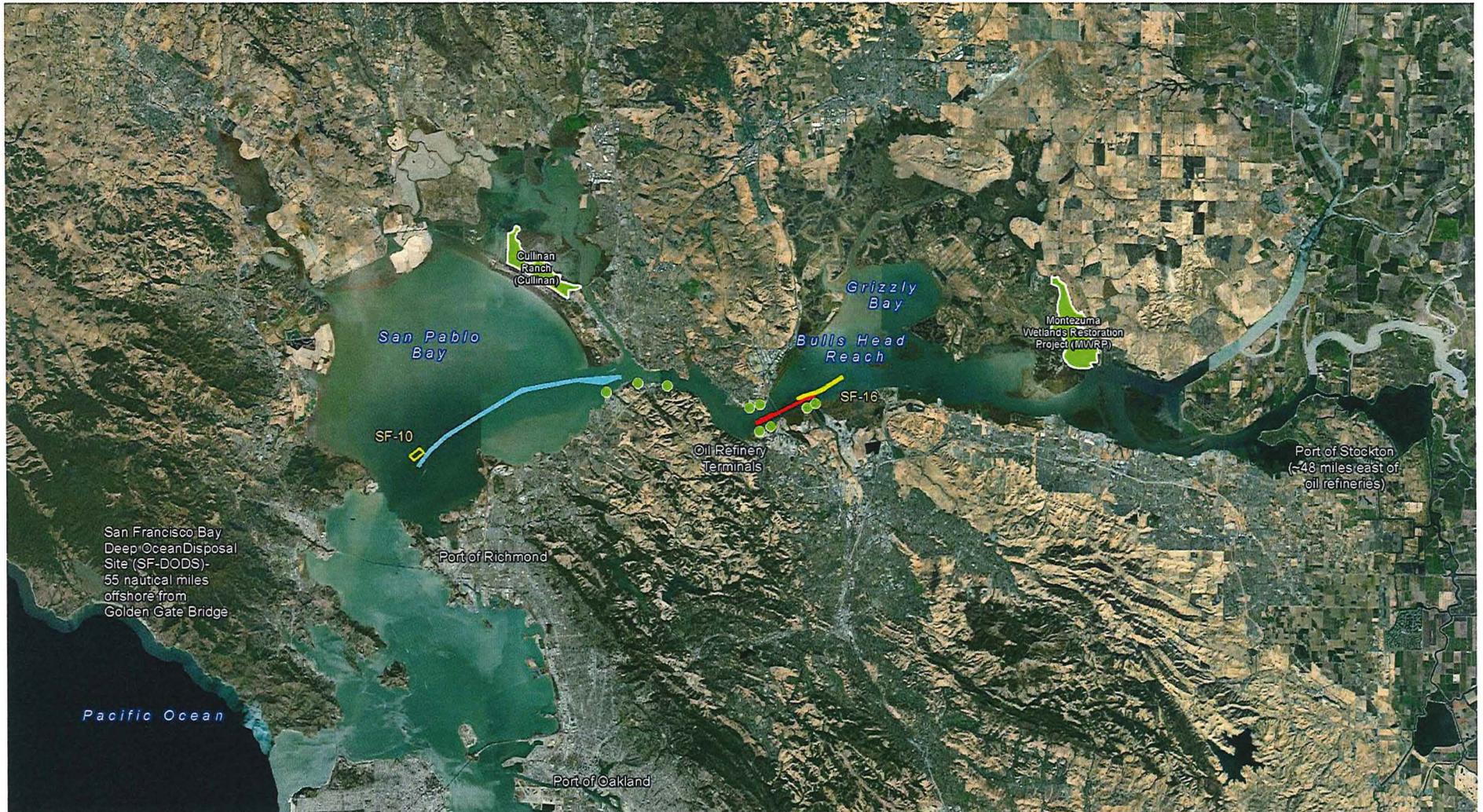


Figure 1. General location of the TSP features.



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Dino Franklin Jr., Chairperson
Kashia Band of Pomo Indians of the Stewarts Point Ranchero
1420 Guerneville Rd. Ste 1
Santa Rosa, CA 95403

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Franklin:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

The San Francisco Bay to Stockton Project was originally authorized by Congress in the Rivers and Harbors Act of 1965. The original authorization allowed for 45-foot depths, but the channels were only constructed to 35 feet. The study was originally scoped for a 78-mile-long navigation project to include the John F. Baldwin and Stockton channels, but has since been re-scoped to a total of 13.3 miles in the Pinole Shoal and Suisun Bay Channels to Avon (Figures 1 and 2).

The Tentatively Selected Plan (TSP) has been identified as the 38-foot depth with widening of the sideslopes alternative. Proposed TSP project features include:

- Deepen the existing maintained channel depth of the Pinole Shoal Channel and Bulls Head Reach Portion of the Suisun Bay Channel from -35 feet to -38 feet Mean Lower Low Water (MLLW), with approximately 13.2 miles of new regulatory depths.
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- Level the rock outcropping located to the west of Pinole Shoal from a peak of 39.7 feet MLLW to 43 feet MLLW.

For the purposes of this study, the Area of Potential Effects (APE) for this project is considered to be a 0.25-mile buffer around project features including the existing federal navigation channels, the dredge placement areas, the Bulls Head Reach sediment trap, the underwater rock outcrop. Due to the location of the APE, the project was determined to have a potential for containing intact cultural resources.

The TSP plan would dredge a total of approximately 1.7 million cubic yards (cy) of material. Of that total amount, approximately 1,443,900 cy material would be placed in the Cullinan Ranch Site and roughly 159,000 cy of material would be used in Montezuma Wetlands Restoration Site (MWRS). Additional dredge material will be placed within existing O&M in-bay placement sites SF-10 and SF-16, which have a combined capacity of 700,000 cubic yards per year.

The MWRS is a privately owned, ongoing restoration project that accepts both wetland cover and wetland non-cover (foundation) quality material from new work and O&M projects. This site is currently accepting sediment and has an operating off-loader in place. The project site comprises approximately 2,400 acres at the eastern edge of Suisun Marsh, approximately 17 miles southeast of Fairfield, California. The Cullinan Ranch Tidal Restoration Project is a permitted wetland restoration site that comprises more than 1,500 acres and is located in western Solano County near the city of Vallejo. It is located between State Highway 37 and Dutchman Slough. It is a permitted beneficial reuse site and available to receive wetland cover sediment.

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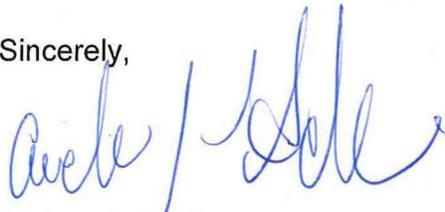
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Pursuant to Section 106 of the NHPA (54 U.S.C. 306108) and respective implementing regulations (36 CFR 800), the Corps kindly requests the comments of the Kashia Band of Pomo Indians of the Stewarts Point Ranchero on the San Francisco Bay to Stockton Navigation Improvement project. If interested in participating in future consultation, please provide any comments within 30 calendar days of receipt of this letter. If there are any questions, please contact Jason D. Moser, Ph.D. at 904-232-3028 or e-mail at Jason.d.moser@usace.army.mil

Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

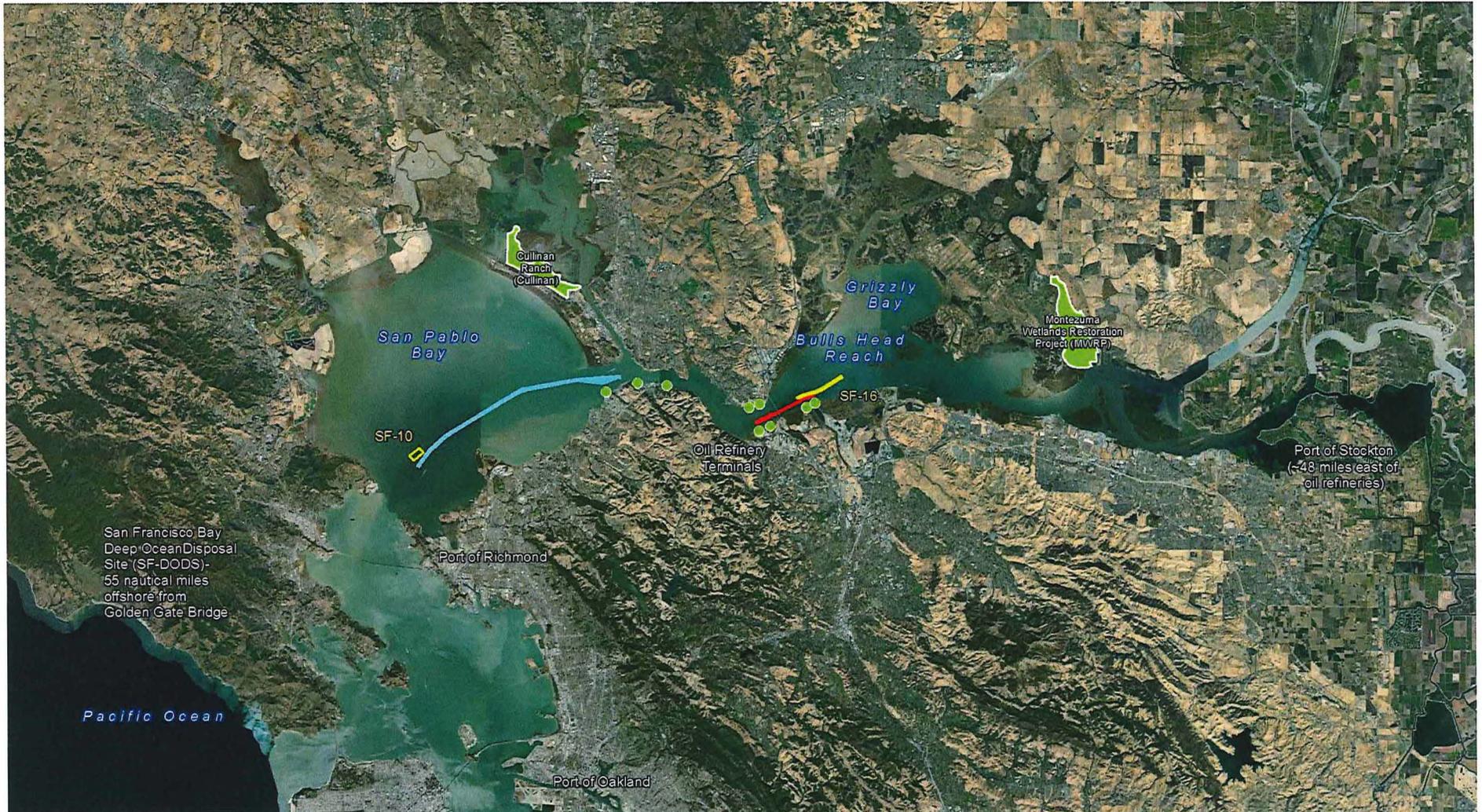


Figure 1. General location of the TSP features.



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Marjorie Mejia., Chairperson
Lytton Rancheria
437 Aviation Blvd.
Santa Rosa, CA 95403

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Ms. Mejia:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

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For the purposes of this study, the Area of Potential Effects (APE) for this project is considered to be a 0.25-mile buffer around project features including the existing federal navigation channels, the dredge placement areas, the Bulls Head Reach sediment trap, the underwater rock outcrop. Due to the location of the APE, the project was determined to have a potential for containing intact cultural resources.

The TSP plan would dredge a total of approximately 1.7 million cubic yards (cy) of material. Of that total amount, approximately 1,443,900 cy material would be placed in the Cullinan Ranch Site and roughly 159,000 cy of material would be used in Montezuma Wetlands Restoration Site (MWRS). Additional dredge material will be placed within existing O&M in-bay placement sites SF-10 and SF-16, which have a combined capacity of 700,000 cubic yards per year.

The MWRS is a privately owned, ongoing restoration project that accepts both wetland cover and wetland non-cover (foundation) quality material from new work and O&M projects. This site is currently accepting sediment and has an operating off-loader in place. The project site comprises approximately 2,400 acres at the eastern edge of Suisun Marsh, approximately 17 miles southeast of Fairfield, California. The Cullinan Ranch Tidal Restoration Project is a permitted wetland restoration site that comprises more than 1,500 acres and is located in western Solano County near the city of Vallejo. It is located between State Highway 37 and Dutchman Slough. It is a permitted beneficial reuse site and available to receive wetland cover sediment.

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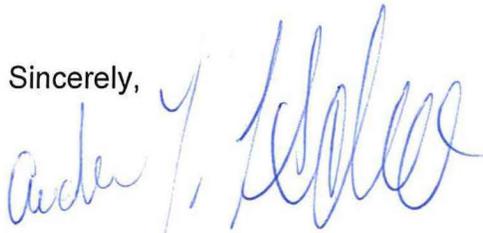
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Pursuant to Section 106 of the NHPA (54 U.S.C. 306108) and respective implementing regulations (36 CFR 800), the Corps kindly requests the comments of the Lytton Rancheria on the San Francisco Bay to Stockton Navigation Improvement project. If interested in participating in future consultation, please provide any comments within 30 calendar days of receipt of this letter. If there are any questions, please contact Jason D. Moser, Ph.D. at 904-232-3028 or e-mail at Jason.d.moser@usace.army.mil

Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

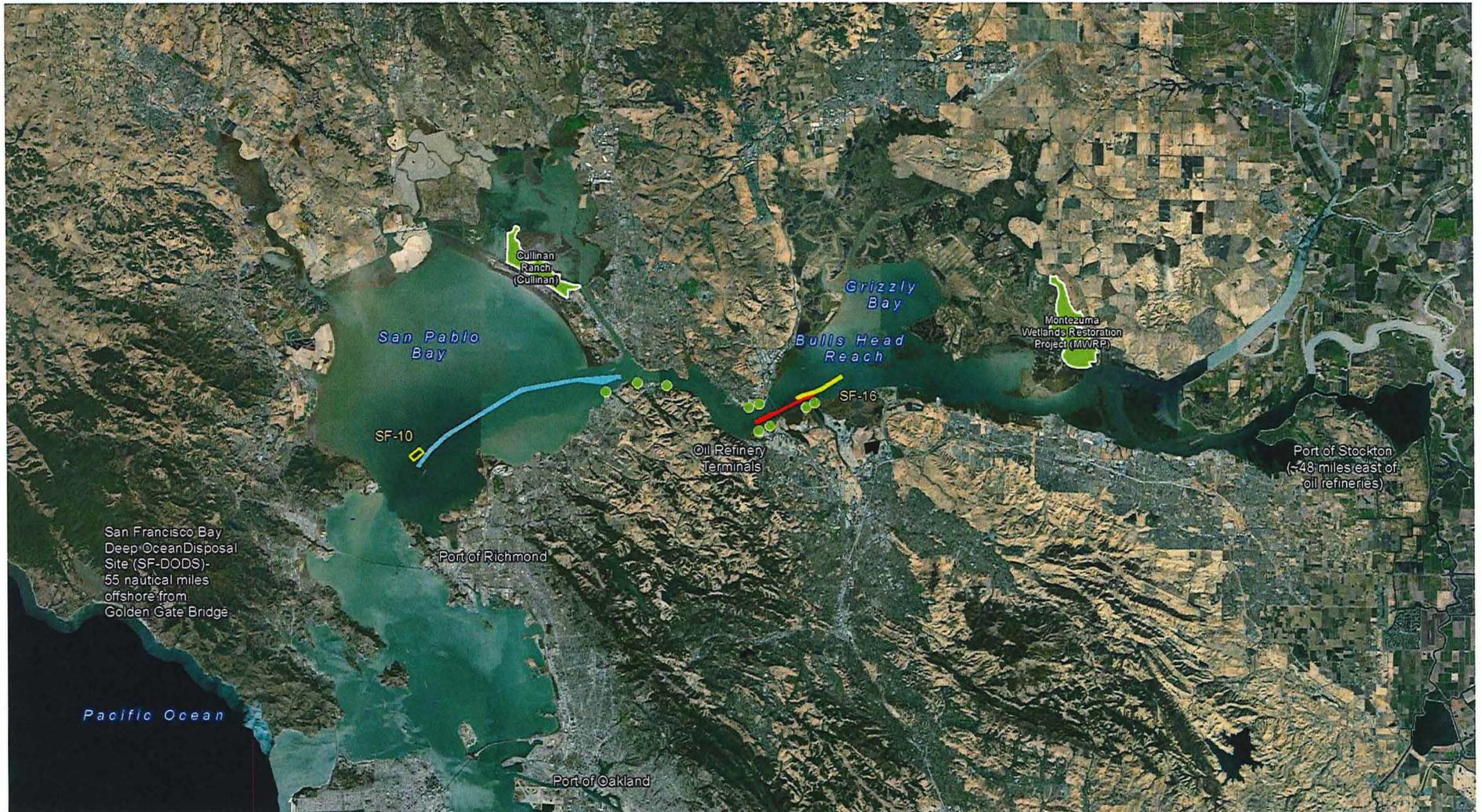


Figure 1. General location of the TSP features.



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Jose Simon III, Chairperson
Middletown Rancheria
P.O. Box 1035
Middletown, CA 95461

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Simon:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

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For the purposes of this study, the Area of Potential Effects (APE) for this project is considered to be a 0.25-mile buffer around project features including the existing federal navigation channels, the dredge placement areas, the Bulls Head Reach sediment trap, the underwater rock outcrop. Due to the location of the APE, the project was determined to have a potential for containing intact cultural resources.

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

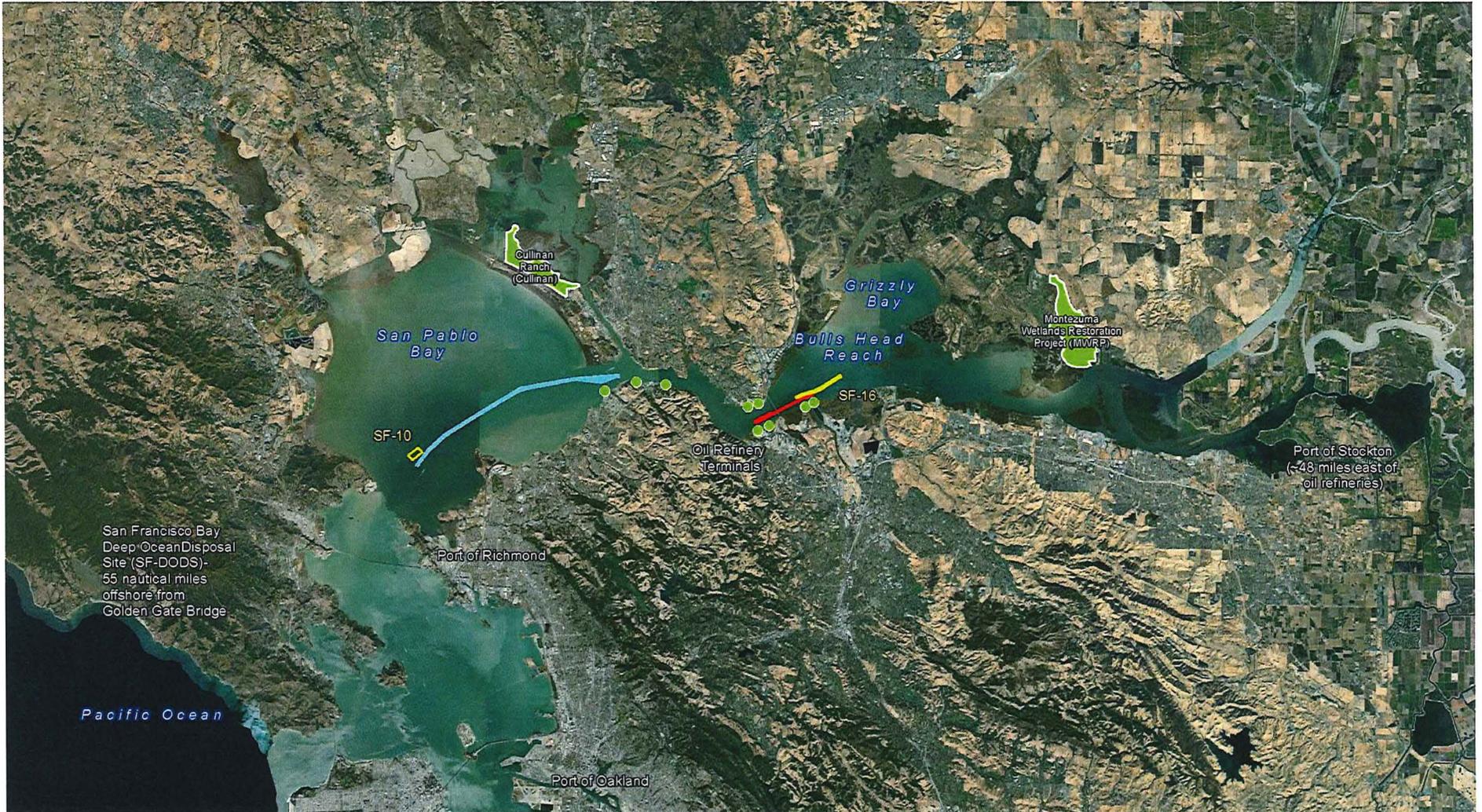


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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Scott Gabaldon, Chairperson
Mishewal-Wappo Tribe of Alexander Valley
2275 Silk Road
Windsor, CA 95492

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Gabaldon:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

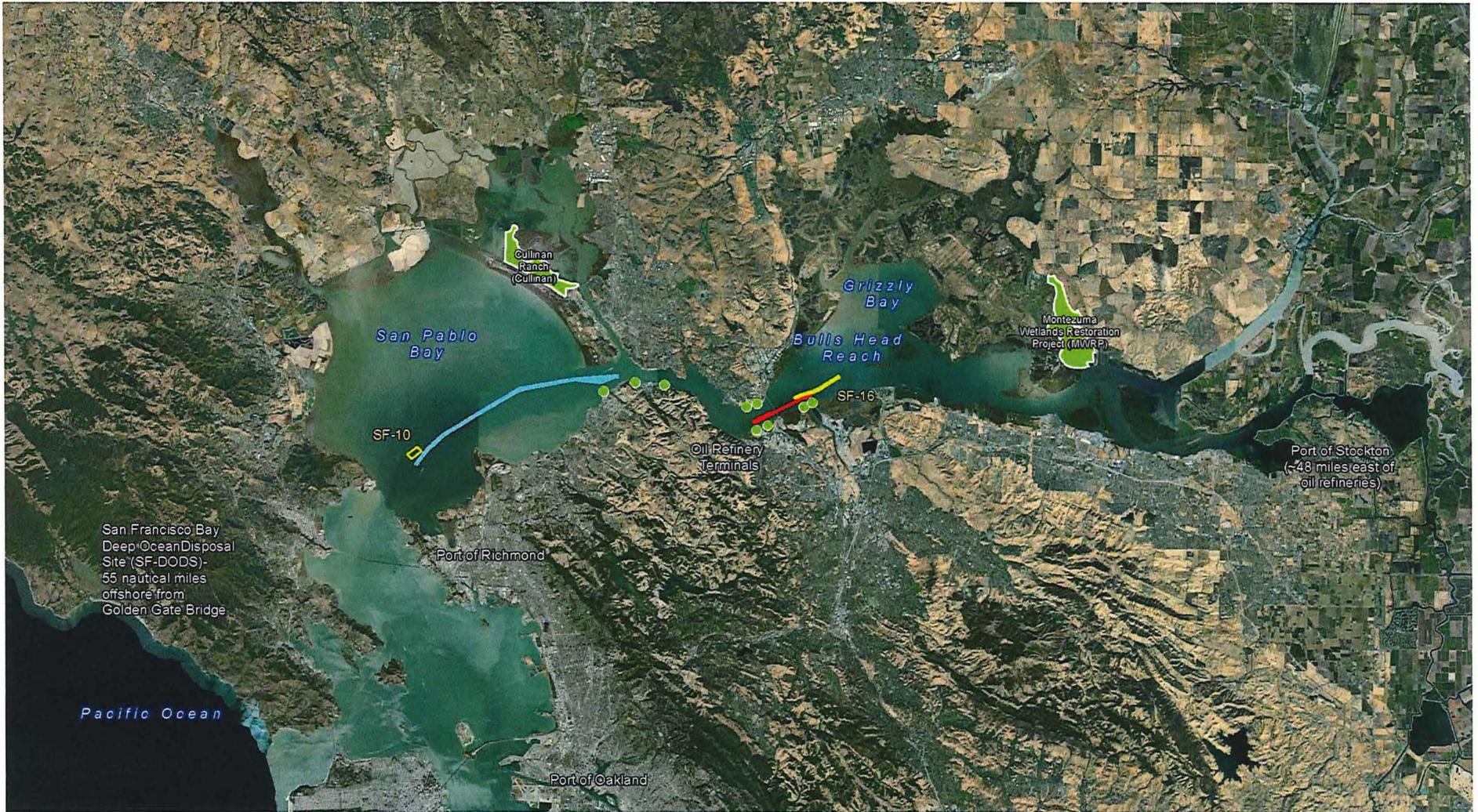


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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Monica Arellano, Vice Chairwoman
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road, Suite 232
Castro Valley, CA 94546

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Ms. Arellano:

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Sincerely,



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Acting Chief, Environmental Branch

Enclosure

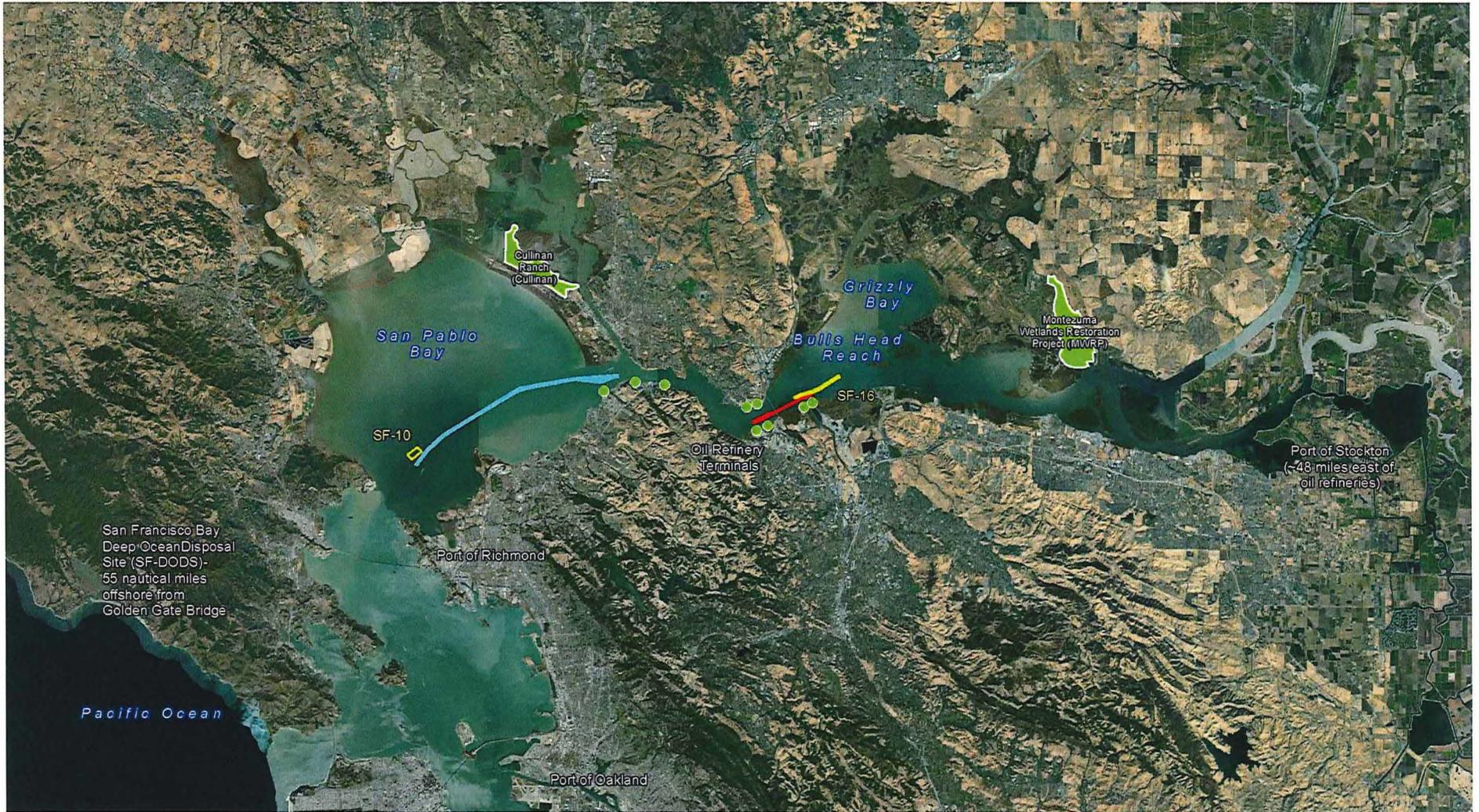


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JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
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REPLY TO
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Planning and Policy Division
Environmental Branch

JAN 31 2019

Charlene Nijmeh, Chairperson
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road, Suite 232
Castro Valley, CA 94546

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

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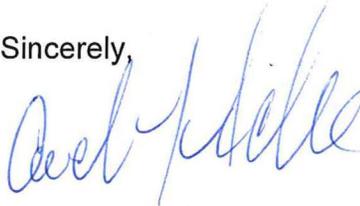
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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

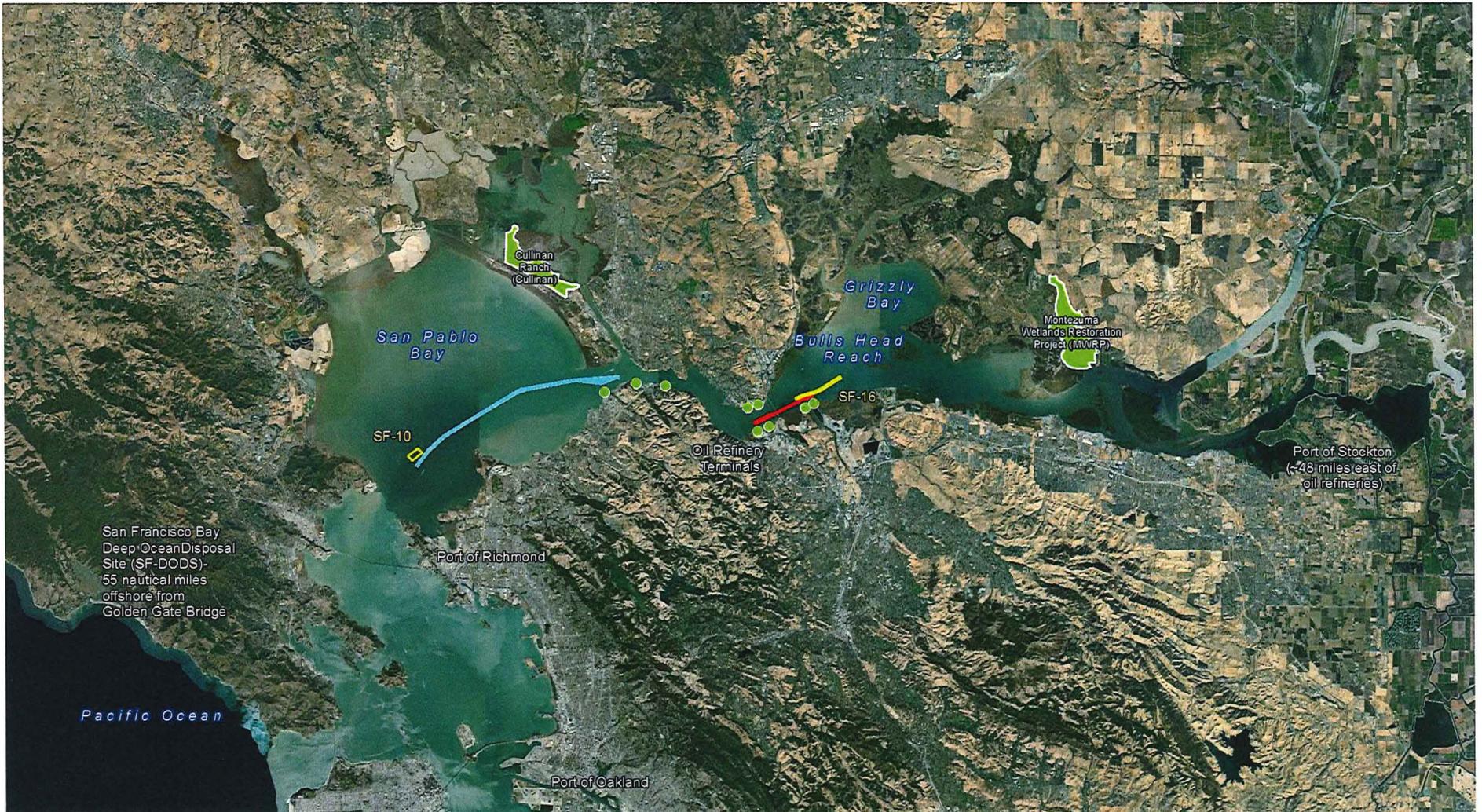


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REPLY TO
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Environmental Branch

JAN 31 2019

Monica Arellano, Vice Chairwoman
Muwekma Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road, Suite 232
Castro Valley, CA 94546

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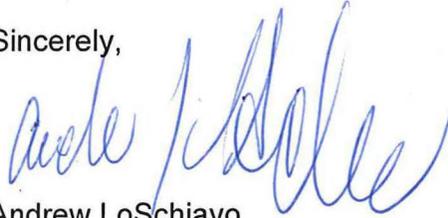
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Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure



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JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Katherine Erolinda Perez, Chairperson
North Valley Yokuts Tribe
P.O. Box 717
Linden, CA 95236

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Ms. Perez:

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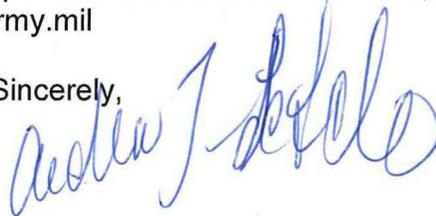
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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

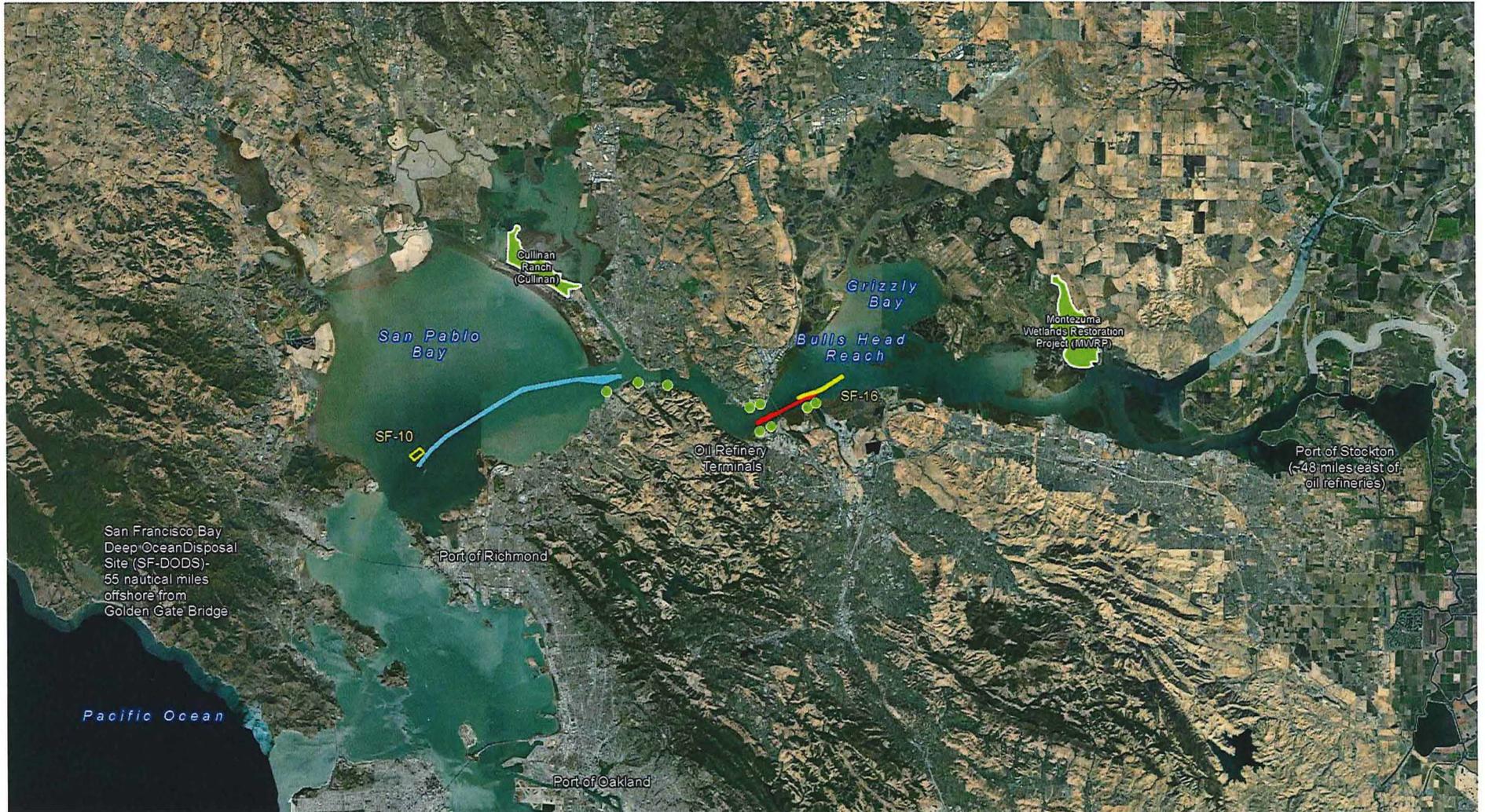


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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Andrew Galvan
The Ohlone Indian Tribe
P.O. Box 3388
Fremont, CA 94539

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Galvan:

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

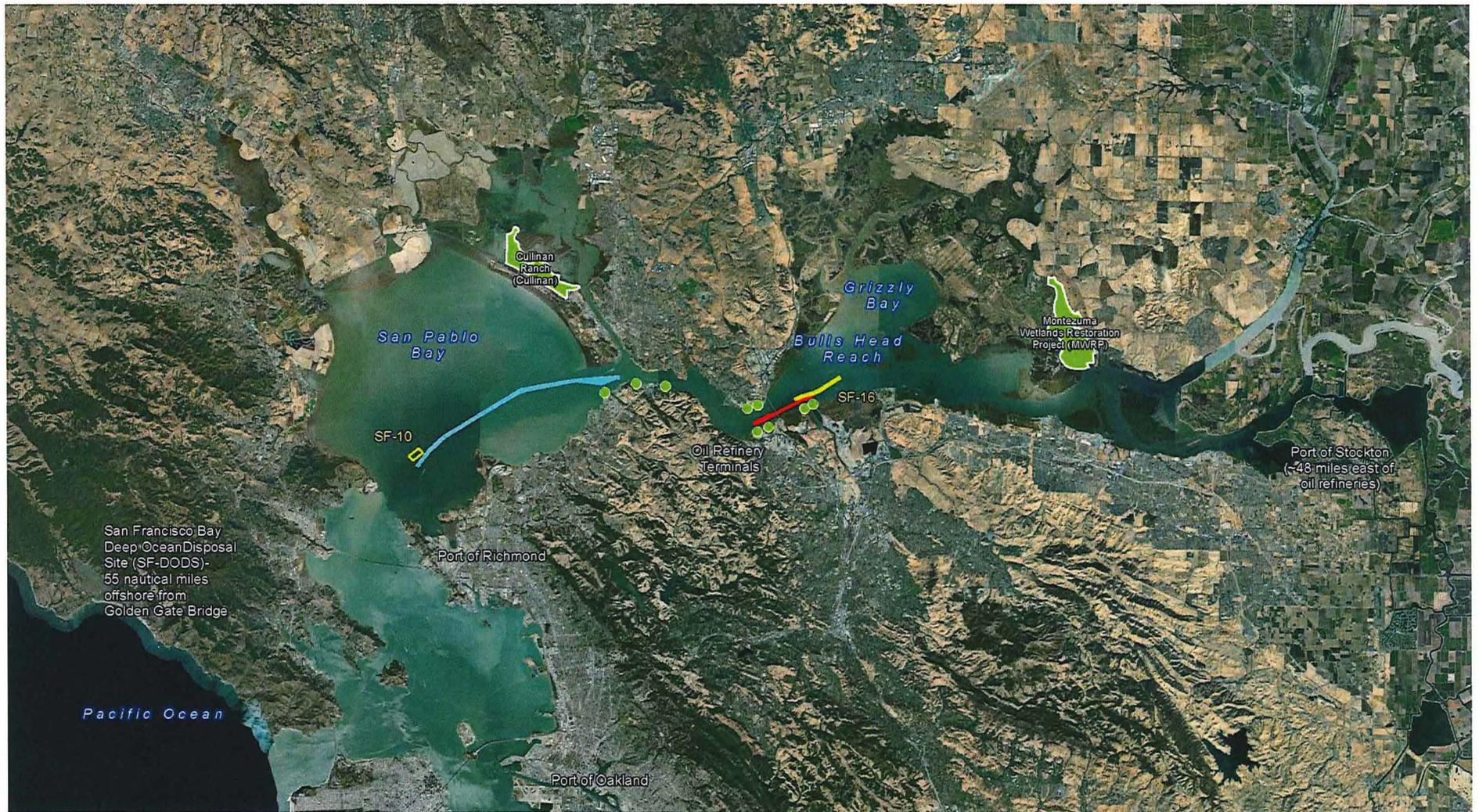


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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Gene Whitehouse, Chairperson
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Whitehouse:

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

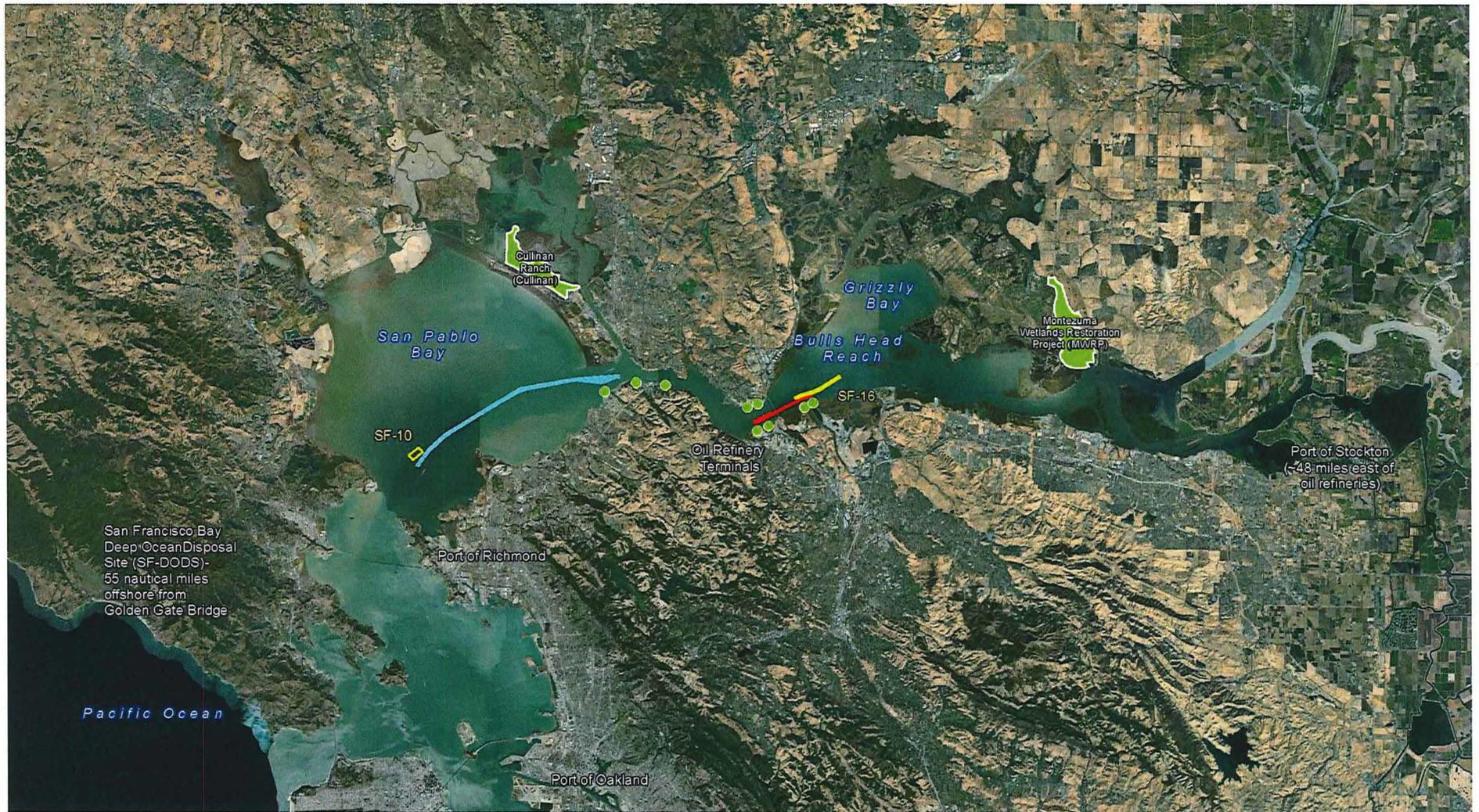


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DEPARTMENT OF THE ARMY
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701 SAN MARCO BOULEVARD
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REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

JAN 31 2019

Raymond Hitchcock, Chairperson
Wilton Rancheria
9728 Kent Street
Elk Grove, CA 95624

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Hitchcock:

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure



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701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

JAN 31 2019

Planning and Policy Division
Environmental Branch

Anthony Roberts, Chairperson
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Roberts:

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Pursuant to Section 106 of the National Historic Preservation Act (NHPA) (36 CFR § 800.8), the Corps is employing a phased process to identify and evaluate historic properties and assess effects. Once the project has been approved by the Assistant Secretary of the Army (ASA(CW)) and the appropriate funding obligated, ongoing consultation and consideration of effects will occur during PED as the APE may be subject to change based on final designs or modifications of project features. Cultural resources assessments will be conducted in areas that have not been previously surveyed with a high potential for containing historic properties. During PED and prior to construction, these surveys and a final determination of effects for any historic properties within the APE will be coordinated with your office. Discovery of historic properties may also lead to the development of avoidance, minimization, and/or mitigation plans in consultation with your office.

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Pursuant to Section 106 of the NHPA (54 U.S.C. 306108) and respective implementing regulations (36 CFR 800), the Corps kindly requests the comments of the Yocha Dehe Wintun Nation on the San Francisco Bay to Stockton Navigation Improvement project. If interested in participating in future consultation, please provide any comments within 30 calendar days of receipt of this letter. If there are any questions, please contact Jason D. Moser, Ph.D. at 904-232-3028 or e-mail at Jason.d.moser@usace.army.mil

Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

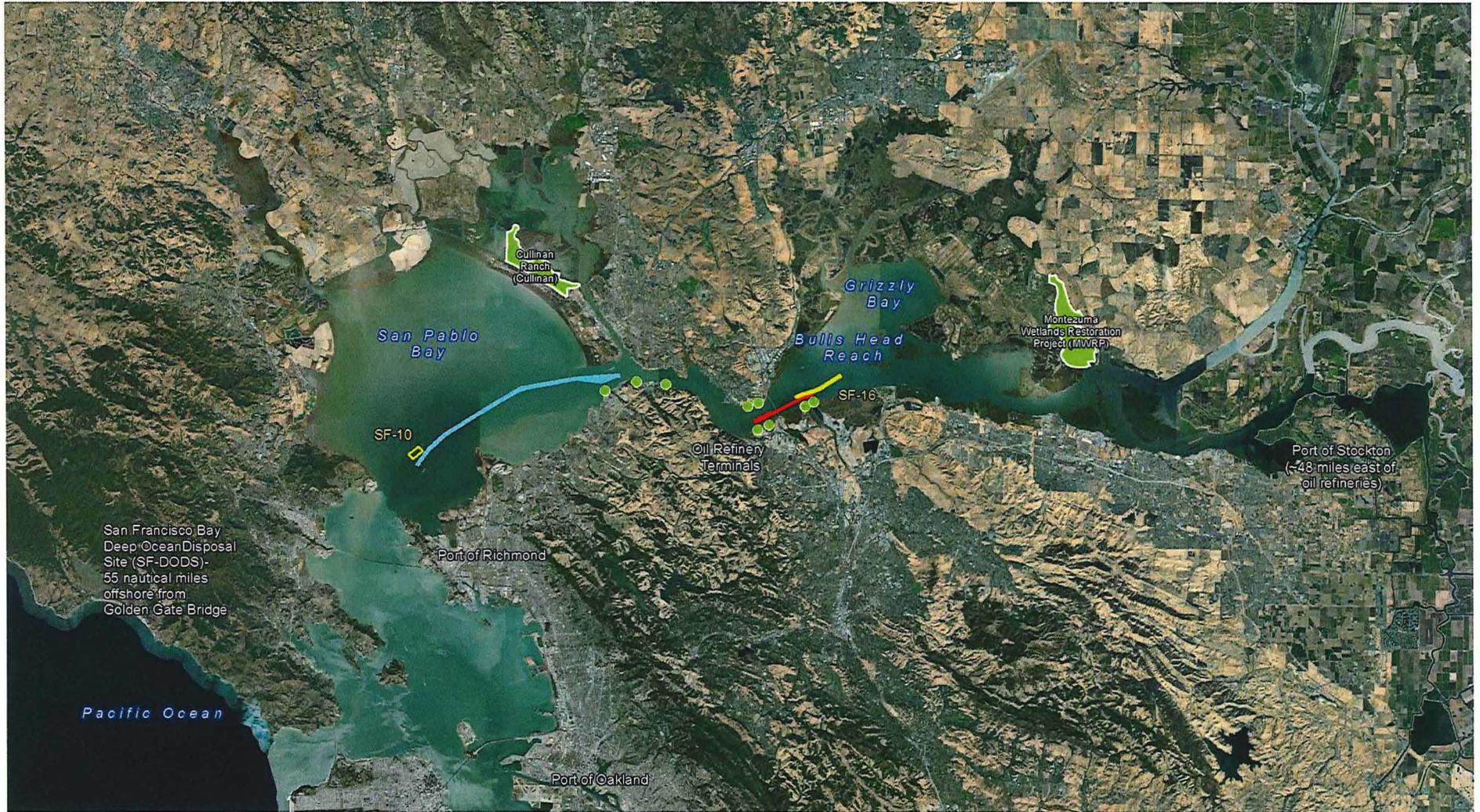


Figure 1. General location of the TSP features.

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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
701 SAN MARCO BOULEVARD
JACKSONVILLE, FLORIDA 32207-0019

REPLY TO
ATTENTION OF

Planning and Policy Division
Environmental Branch

FEB 19 2019

Jeff Wingfield
Environmental and Public Affairs Director Port of Stockton
P.O. Box 2089
Stockton, CA 95201

Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Mr. Wingfield:

The U.S. Army Corps of Engineers, San Francisco District (Corps) is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project in Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties. The Port of Stockton is the non-Federal Sponsor. The project is designed to reduce transportation costs and increase deep-draft navigation efficiency for the shipment of commodities to and from all facilities within the study area, to maximize beneficial reuse of dredge material while minimizing placement costs, and to reduce the frequent operations and maintenance (O&M) dredging in high shoaling areas.

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

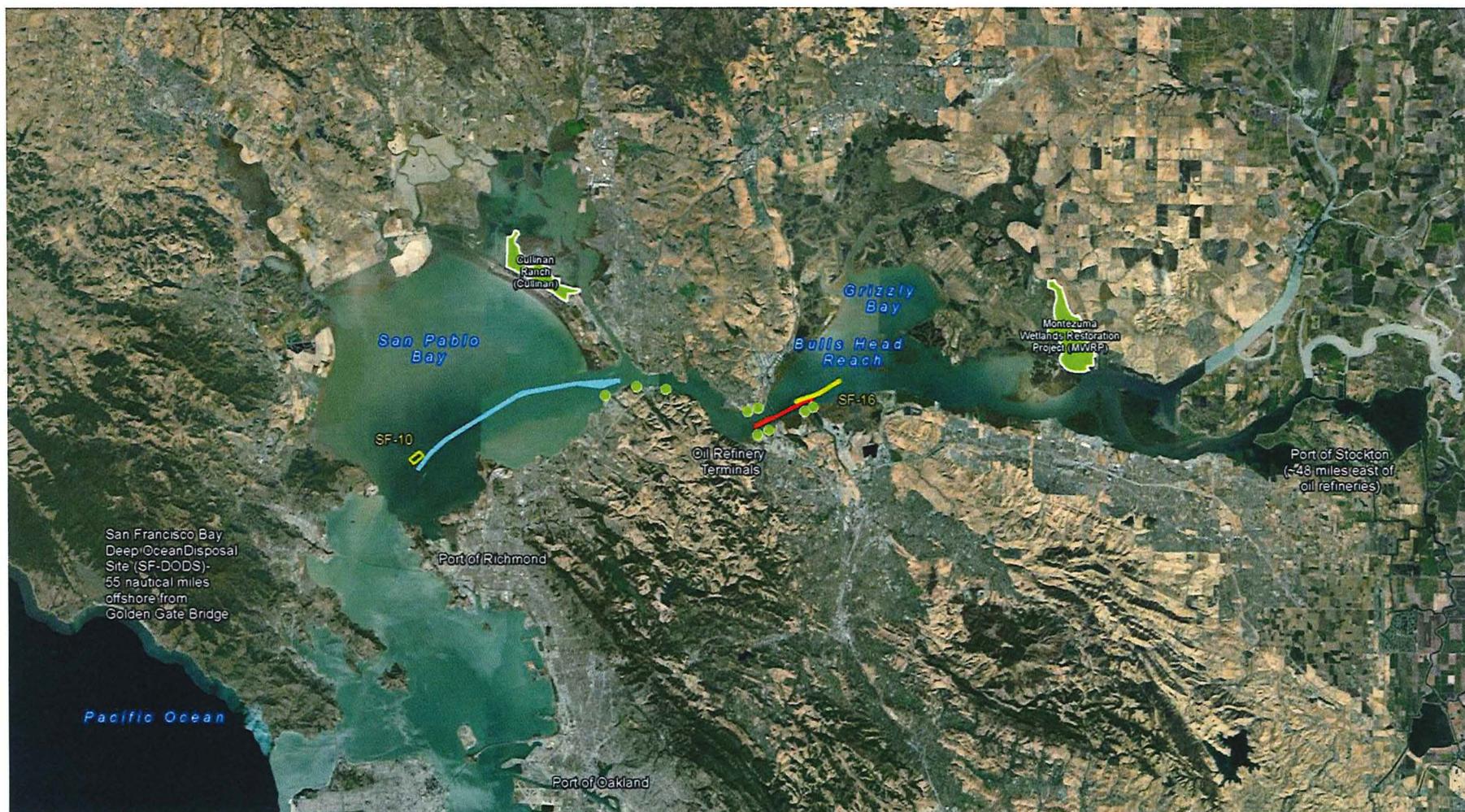


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REPLY TO
ATTENTION OF

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FEB 19 2019

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Sincerely,



Andrew LoSchiavo
Acting Chief, Environmental Branch

Enclosure

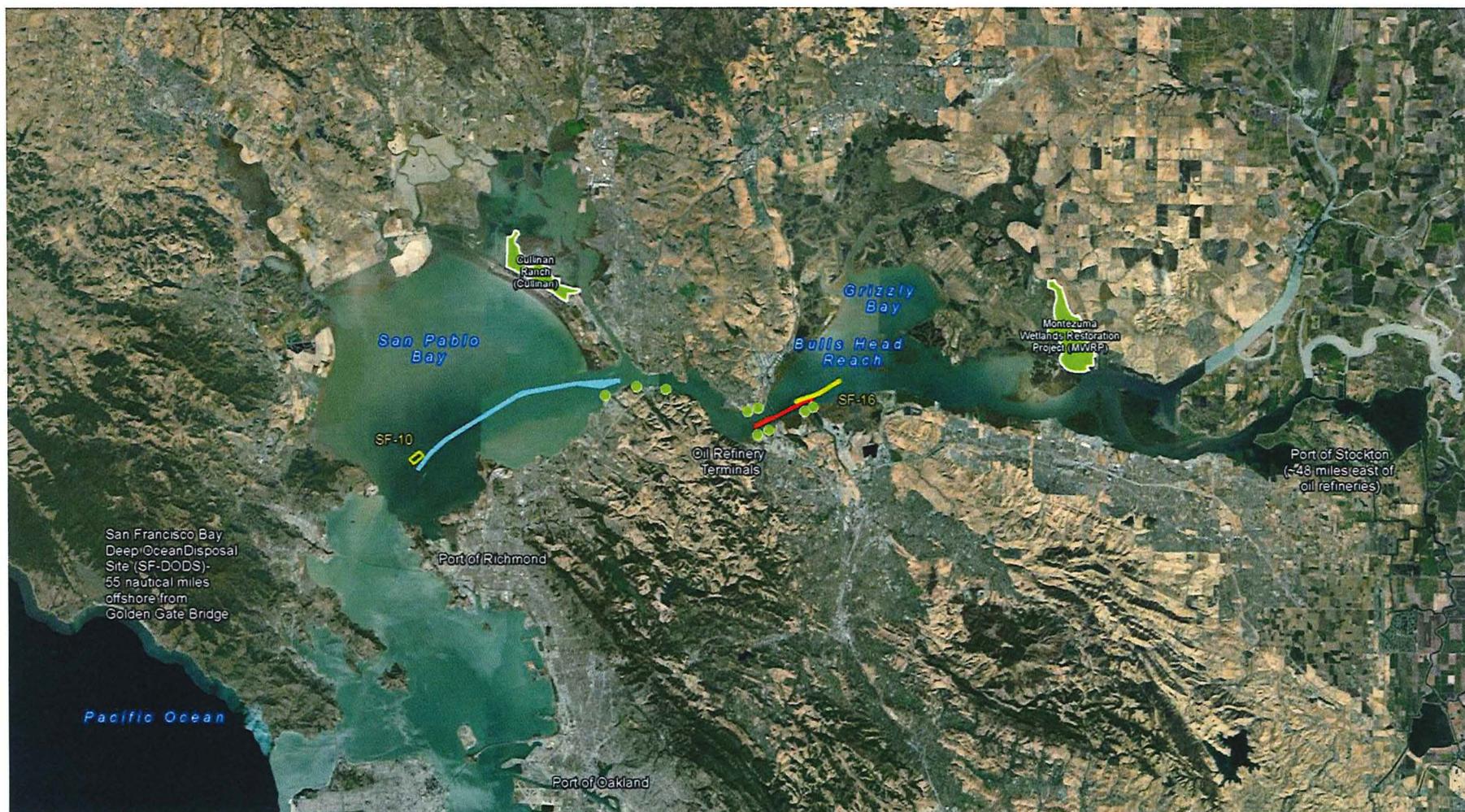


Figure 1. General location of the TSP features.

Cultural Resource Correspondence Responses

From: [Melodi McAdams](#)
To: [Moser, Jason D CIV USARMY CESAJ \(US\)](#)
Cc: [Matthew Moore](#); [Cherilyn Neider](#); [Rebecca Allen](#)
Subject: [Non-DoD Source] San Francisco Bay to Stockton, California, Navigation Improvement Project
Date: Friday, February 22, 2019 7:59:31 PM

Hello Jason,

Thank you for your letter notifying us of San Francisco Bay to Stockton, California, Navigation Improvement Project. Your letter mentioned extensive dredging of portions of the Sacramento River, including portions within UAIC's ancestral territory. In general, we have three concerns related to historic property identification and effects to historic properties:

- * Submerged Native American Historic Properties – typically large Native American cultural sites within the valley were near rivers, and so many such submerged sites existing within your project area. We would like to discuss your testing methodology for how such sites will be identified;
- * Eroding Native American Historic Properties – Because of erosion associated with riverflows and rain, it is very common for components from Native American historic properties to erode into the river (mortars, pestles, beads, bones, etc.). Such items would be comingled with the material that is dredged from the river. UAIC ascribes religious and cultural significance to such items, and our department would like to discuss how dredging would affect them. Typically such items would wash out to the ocean (which is a traditional path for them), however being diverted to a site where dredged soil is deposited is a concern.
- * Sacred Items – Sometimes cultural items are deposited in the river for ceremonial reasons. As mentioned above, such items are meant to stay with the river and its course. Diverting such items (via dredging) is problematic, and we would like to discuss how to avoid this outcome/effect.

Thank you for involving UAIC in the planning process at an early stage. We ask that you make this correspondence a part of the project record and we look forward to working with you to ensure that Native American historic properties are protected. You should receive a hardcopy letter as well. Please treat this e-mail as confidential, since we are discussing sensitive cultural traditions, and general information about the location of historic properties.

Sincerely,

Melodi McAdams

Cultural Resources Supervisor

Tribal Historic Preservation Department

United Auburn Indian Community of the Auburn Rancheria

10720 Indian Hill Road

Auburn, CA 95603

(530) 328-1109 - office

(530) 401-7470 - cell

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

From: [Kanyon Sayers-Roods](#)
To: [Moser, Jason D CIV USARMY CESAJ \(US\)](#)
Subject: [Non-DoD Source] Re: The San Francisco Bay to Stockton, California, Navigation Improvement Project
Date: Monday, February 25, 2019 7:47:08 PM

Dear Jason D. Moser
miSmin Tuuhis (Good Day)

I'm writing on behalf of the Indian Canyon Band of Costanoan Ohlone People to request that Department of the Army records that we are responding to your letter dated January 31, 2019. As this site is on a waterway we are expressing our concern about this project and wish to be consulted. If there is to be any earth movement in these areas we recommend that a Native American Monitor and an Archaeologist be present on-site at all times any disruptive surveying or earth movement transpires.

Regards

Kanyon Sayers-Roods
Creative Director, Tribal Monitor
(831) 207-9331

--Kanyon "Coyote Woman" Sayers-Roods

Co-Founder - CEO | Kanyon Consulting, LLC

Mobile (831) 207-9331 | kanyon@kanyonconsulting.com <<mailto:kanyon@kanyonconsulting.com>>

Blockedwww.kanyonconsulting.com <Blocked<http://www.kanyonconsulting.com>>

Indian Canyon Mutsun Band of Costanoan Ohlone People

Blockedwww.indiancanyonlife.org/ksr <Blocked<http://www.indiancanyonlife.org/ksr>>

Blocked<http://about.me/kanyon.coyotewoman>

From: [Brenda L. Tomaras](#)
To: [Moser, Jason D CIV USARMY CESAJ \(US\)](#)
Cc: [Brenda L. Tomaras](#)
Subject: [Non-DoD Source] San Francisco Bay to Stockton Navigation Improvement Project
Date: Thursday, February 28, 2019 12:36:33 PM

Mr. Moser,

This shall serve as the Lytton Rancheria's response to the consultation request under Section 106 for the above-referenced project. They Lytton Rancheria has reviewed the information and has no wish for consultation at this point.

Thank you.

Brenda L. Tomaras
Tomaras & Ogas, LLP
10755-F Scripps Poway Parkway #281
San Diego, CA 92131
(858) 554-0550
(858) 777-5765 Facsimile

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages attached to it is confidential and may be legally privileged. If you are not the intended recipient or authorized agent for the intended recipient, you have received this message and attachments in error, and any review, dissemination, or reproduction is strictly prohibited. If you are not the intended recipient, please immediately notify us by reply e-mail or by telephone at (858) 554-0550, and destroy the original transmission and its attachments without reading them or saving them. Failure to follow this process may be unlawful.

From: canutes@verizon.net
To: [Moser, Jason D CIV USARMY CESAJ \(US\)](#)
Subject: [Non-DoD Source] San Francisco Bay to Stockton Navigation Improvement Project
Date: Monday, February 4, 2019 11:01:55 PM

Jason,

We received your letter regarding the San Francisco Bay to Stockton, Navigation Improvement Project.

It is the recommendation of the Tribe (Northern Valley Yokut) to have a qualified archaeological firm and a Native American Monitor on board as soon as the project begins, as there is a potential to impact burials and/or villages sites along the proposed route.

Nototomne Cultural Preservation

Northern Valley Yokut

P. O Box 717

Linden, CA 95236

Cell: 209.649.8972

Email: canutes@verizon.net <<mailto:canutes@verizon.net>>

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**Lisa Ann L. Mangat, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

March 5, 2019

In reply refer to: COE_2019_0204_002

Andrew LoSchiavo
Acting Chief, Environmental Branch
Jacksonville District
U.S. Army Corps of Engineers
701 San Marco Boulevard
Jacksonville, Florida 32207-0019

Subject: Section 106 Consultation for the proposed San Francisco Bay to Stockton, California, Navigation Improvement Project.

Dear Dr. Bottoms:

The California State Historic Preservation Officer (SHPO) received a letter on February 4, 2019, initiating consultation for the above-named project. The United States Army Corps of Engineers (COE) is consulting pursuant to 36 CFR Part 800 (as amended 8-05-04), the regulations implementing Section 106 of the National Historic Preservation Act (Section 106). The COE is in the initial planning stages of the undertaking and is requesting SHPO's participation in the development of a programmatic agreement (PA) to guide their compliance with Section 106.

The COE is preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the San Francisco Bay to Stockton, California, Navigation Improvement Project (SFBSNIP) in portions of Marin, Contra Costa, Solano, Sacramento, and San Joaquin counties pursuant to the National Environmental Policy Act (NEPA), and it's implementing regulations at 42 U.S.C. §4321 et seq. (1969). The Port of Stockton is the non-Federal sponsor. The Tentatively Selected Plan includes dredging to deepen and widen the channels of Pinole Shoal Channel, Bulls Head Reach portion of Suisun Bay Channel, dredging a sediment trap at Bulls Head Reach and levelling a submerged rock outcropping located to the west of Pinole Shoal. Dredged material will be placed at placement sites including the Cullinan Ranch Site, the Montezuma Wetlands Restoration Site, and the O&M in-bay placement sites SF-10 and SF-16. The Area of Potential Effects (APE) for this undertaking has preliminarily been defined as the project features, including the existing federal navigation channels, the dredge placement areas, the Bulls Head Reach sediment trap creation, and the underwater rock outcrop levelling location, as well as a 0.25-mile buffer around these features.

Initial historic property identification efforts included a literature search, records search and shipwrecks database query for the APE and a ¼-mile buffer area. This resulted in the identification of a cluster of submerged targets that have been identified as the Baldwin Channel Wreck, which may represent the *Sagamore*, a schooner that sank in 1864, designated as P-07-002760 and P-21-000598, as they lie in two separate counties. Additionally, a portion of the Mare Island Naval Shipyard National Register District (P-48-001582) extends into the Cullinan Ranch Tidal Restoration Area, but no contributing elements of the district are located within the Cullinan Ranch placement site. Though no previously identified archaeological resources have been identified, the COE recognizes the potential for intact archaeological resources to be present within the APE and plans to complete additional identification efforts including submerged cultural resources and archaeological land surveys during the Preconstruction Engineering and Design (PED) phase of the project.

Due to the schedule for completion of the EIS/EIR, the COE is not able to complete historic property identification and evaluation efforts for this undertaking prior to the completion of these documents and their corresponding Record of Decision under NEPA. Therefore, the COE is proposing to employ a phased approach to historic property identification and evaluation, and assessment of effects for the undertaking. This would be completed after the project has been approved and additional funding has become available, but before construction begins. The COE is requesting that the SHPO and the Advisory Council on Historic Preservation participate in the development of a PA to guide their compliance with Section 106 through an alternative process allowing for phased identification, evaluation and effects assessment. After reviewing the submitted materials, the following comments are offered:

- I agree to participate in the development of a PA to guide the COE's section 106 compliance for the SFBSNIP.
- Because the SHPO is not familiar with the Jacksonville District staff, please clarify how this district will be facilitating the development of a PA moving forward, and inform the SHPO of the District's staff capacity to manage a PA of this sort. Please indicate if the Jacksonville District has the qualified staff in all necessary disciplines to appropriately manage the implementation of the proposed PA for this undertaking.

If you have any questions, please contact Jessica Tudor of my staff at (916) 445-7016 or jessica.tudor@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer



MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse
Chairman

John L. Williams
Vice Chairman

Calvin Moman
Secretary

Jason Camp
Treasurer

Gabe Cayton
Council Member

February 25, 2019

Jason D. Moser
United States Army Corps of Engineers - Jacksonville District
701 San Marco Boulevard
Jacksonville, FL 32207-0019

Subject: San Francisco Bay to Stockton, California, Navigation Improvement Project

Dear Jason D. Moser,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of environmental documents for the proposed project so that we have the opportunity to comment on appropriate identification, assessment and mitigation related to cultural resources. Finally, we request and recommend that UAIC tribal representatives observe and participate in all cultural resource surveys. To assist in locating and identifying cultural resources, UAIC's Preservation Department offers a mapping, records and literature search services program. This program has been shown to assist project proponents in complying with applicable environmental protection laws and choosing the appropriate mitigation measures or form of environmental documentation during the planning process. If you are interested in the program, please let us know.

The UAIC's Preservation Committee would like to set up a meeting or site visit, and begin consulting on the proposed project. Based on the Preservation Committee's identification of cultural resources in and around your project area, the UAIC recommends that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC in the planning process. We look forward to reviewing the additional documents requested. Please contact Melodi McAdams, Cultural Resources Supervisor, at (530) 328-1109 or email at mmcadams@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Matthew Moore, Tribal Historic Preservation Officer

From: [Ed Silva](#)
To: [Moser, Jason D CIV USARMY CESAJ \(US\)](#)
Cc: [Cultural Resource Department Inbox](#)
Subject: [Non-DoD Source] San Francisco Bay to Stockton Navigation Improvement Project
Date: Saturday, February 23, 2019 4:32:30 PM
Attachments: [image002.png](#)
[2019-02-19-1994 Navigation Improvement Project.pdf](#)

Thank you for your letter dated January 31, 2019 regarding the proposed project. Wilton Rancheria ("Tribe") is a federally-recognized Tribe as listed in the Federal Register, Vol. 74, No. 132, p. 33468-33469, as "Wilton Rancheria of Wilton, California". The Tribe's Service Delivery Area ("SDA") as listed in the Federal Register, Vol. 78, No. 176, p. 55731, is Sacramento County. However, the Tribe's ancestral territory spans from Sacramento County to portions of the surrounding Counties. The Tribe is concerned about projects and undertakings that have potential to impact resources that are of cultural and environmental significance to the tribe.

After review of your letter we have determined the project lies within the Tribe's ancestral territory. We appreciate the opportunity to comment on this and any other projects within the Tribe's ancestral territory that may be in your jurisdiction.

The Environmental Resources Department would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's area of potential effect (APE), and area surrounding the APE including, but not limited to:

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 have already been recorded on or adjacent to the APE;
- * 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;
- * If the probability is low, moderate, or high that cultural resources are located in the APE or area surrounding the APE.
- * Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE or area surrounding the APE; and
- * If a field investigation survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
- * The Tribe shall be present at any field investigation surveys conducted on the Applicants behalf.

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

- * Any reports that may contain site forms, site significance, and suggested mitigation measures.
- * Any reports or inventories found under the Native American Graves Protection and Repatriation Act.
- * 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. All Wilton Rancheria correspondences shall be kept under this confidential section and only shared between the Tribe and lead agency.

3. The results of any Sacred Lands File (SLF) check conducted through Native American Heritage Commission. The request form can be found at [Blockedhttp://www.nahc.ca.gov/slf_request.html](http://www.nahc.ca.gov/slf_request.html). USGS 7.5-minute quadrangle name, township, range, and section required for the search.

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

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

* The Tribe shall be notified before any geotechnical testing is planned. Geotechnical testing has potential to impact Tribal Cultural Resources and should be part of this consultation.

The information gathered will provide us with a better understanding of the project and will allow the Tribe to compare your records with our database.

Please contact Ed Silva, Natural Resources Coordinator via email at esilva@wiltonrancheria-nsn.gov <<mailto:esilva@wiltonrancheria-nsn.gov>> if you have any further questions or concerns.



YOCHA DEHE
CULTURAL RESOURCES

February 20, 2019

U.S. Army Corps of Engineers
Jacksonville District - Env'tl. Branch
Attr: Andrew LoSchiavo, Acting Chief
701 San Marco Boulevard
Jacksonville, FL 32207-0019

RE: San Francisco Bay to Stockton Navigation Improvement Project

Dear Mr. LoSchiavo:

Thank you for your project notification letter dated, January 31, 2019, regarding cultural information on or near the proposed San Francisco Bay to Stockton Navigation Improvement Project, California. We appreciate your effort to contact us and wish to respond.

The Cultural Resources Department has reviewed the project and concluded that it is within the aboriginal territories of the Yocha Dehe Wintun Nation. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided, Yocha Dehe Wintun Nation is not aware of any known cultural resources near this project site and a cultural monitor is not needed. However, if any new information or cultural items are found, please contact the Cultural Resources Department. In addition, we recommend cultural sensitivity training for any pre-project personnel. Please contact the individual listed below to schedule the cultural sensitivity training, prior to the start of the project.

Robert Geary, Tribal Monitor Supervisor
Yocha Dehe Wintun Nation
Office: (530) 215-6180
Email: rgeary@yochadehe-nsn.gov

Please refer to identification number YD - 02062019-06 in correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely,

Burnam Lowell, Sr.
Tribal Historic Preservation Officer

Cultural Resource Correspondence

Other Documents



United States Department of the Interior

FISH AND WILDLIFE SERVICE, REGIONS 1 and 8

Cultural Resources Team

20555 SW Gerda Lane

Sherwood, OR 97140

503-625-4377 (fax) 503-625-4887



To: **Patricia Roberson**

10/7/2010

FWS Program - **Conservation Partnerships**

Funding - **NAWCA**

From: **Virginia Parks**

R1 Cultural Resource Specialist,

on behalf of Anan Raymond, Regional Historic Preservation Officer

Subject: **Notification of Compliance with Section 106 of the National Historic Preservation Act (NHPA)**

Thank you for submitting the RCRC form for the below listed project. We have reviewed the form and applied the terms of the Fish and Wildlife Service (FWS) Programmatic Agreement (PA)*, with the state of: **California**

Based on the location and nature of the activities, "Appendix A" applies to the following project as described:

San Pablo Bay Tidal Wetland Restoration III at Cullinan Ranch

An Appendix A determination indicates that the FWS has evaluated the potential impact of the proposed project on cultural resources at the location listed above, and we do not anticipate that the project would affect or impact cultural resources.

No further cultural resource identification effort is necessary for the project. However, the existence of cultural resources can never be predicted with certainty. Please be aware that cultural resources are protected by all applicable federal and state laws. In the event that cultural resources are discovered during project implementation, any ground disturbing activity should be halted and the FWS Regional Archaeologist should be notified at the above address. If the planned activities change, please let us know.

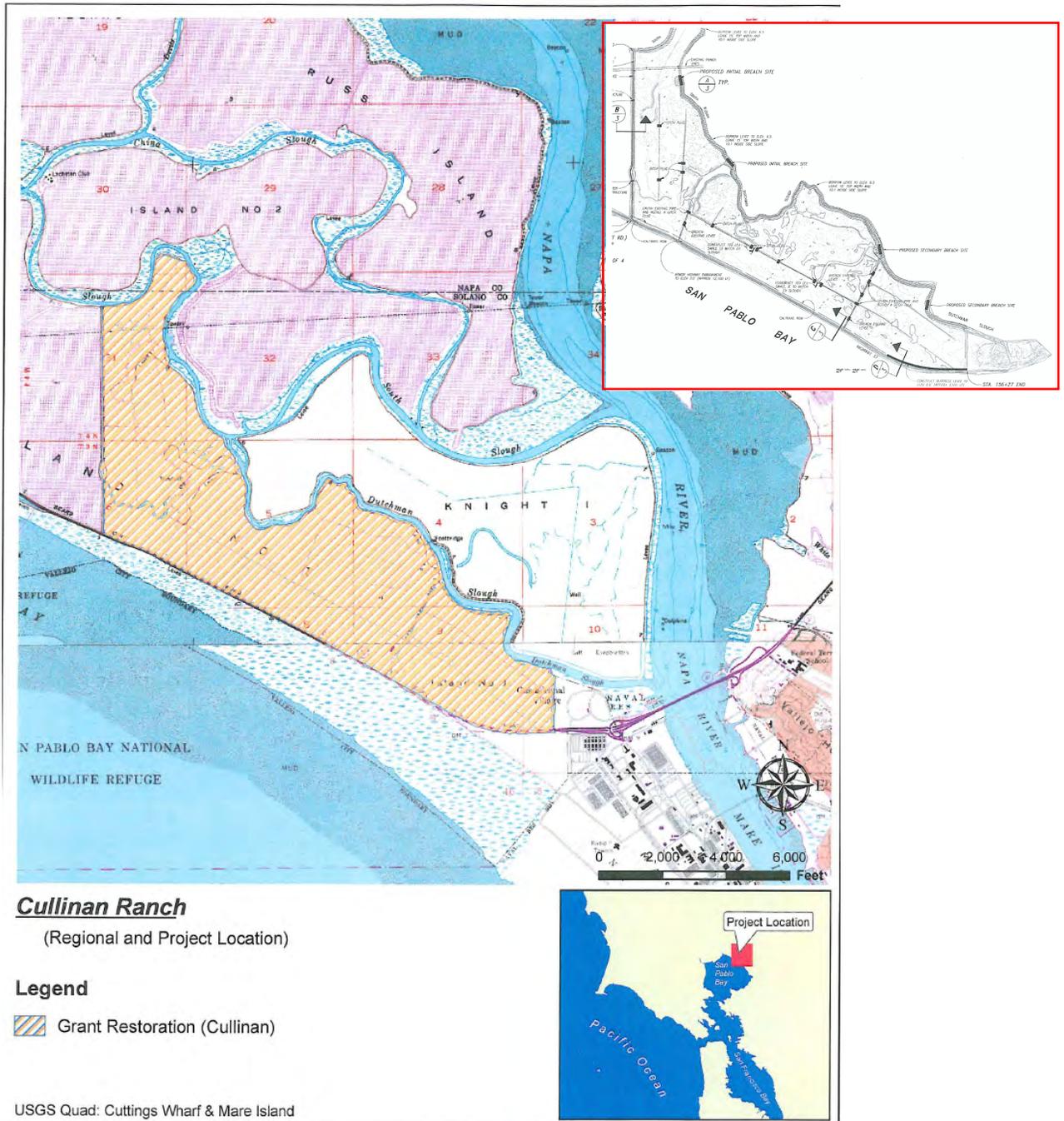
Please note that, in compliance with the terms of the PA, the project will be reported to the State Historic Preservation Office in the annual report, prepared and submitted after the end of the current fiscal year. Thank you for considering cultural resources.

**Programmatic Agreement Among the U.S. Fish and Wildlife Service Region 1, the Advisory Council on Historic Preservation, and the State Historic Preservation Officer Regarding the Administration of Routine Undertakings in the State of California*



PROJECT NAME: **San Pablo Bay Tidal Wetland Restoration III at Cullinan Ranch**

LOCATION INFORMATION:		FWS Unit	Sac FWO	Township	Range	Section	PROJECT ACRES
County	Napa, Solano			3N	4W	4, 5, 6,	Total 1575
State	California	USGS Topo	Cuttings Wharf, Mare Island	4N	4W	8, 9, 10	
Appendix Item	Program Funding	Conservation	Field Contact			29, 30,	APE
A 4		NAWCA	Roberson, P			31, 32	1575



Note: Section 106 compliance assistance is being provided solely for the activities as defined in the request for cultural resource compliance submitted to the CRT for the project. Changes to the planned activities and any future projects in this area may be subject to additional Section 106 compliance efforts.