

STAFF REPORT



MEETING DATE:	6/24/14
SUBJECT:	Presentation of the California Transportation Plan by Caltrans
AGENDA ITEM:	12
STAFF CONTACT:	Jennifer Pollom, Associate Transportation Planner

STAFF RECOMMENDATION:

It is recommended that the board of directors receive a presentation from Caltrans regarding the California Transportation Plan (CTP).

DISCUSSION:

Caltrans, District 2, Office of System Planning will present an overview and status of the CTP effort as part of their public outreach. The CTP is a statewide long-range transportation plan to address the state's future mobility needs. It defines performance-based goals, policies, and strategies for California's transportation system. Attached are a CTP fact sheet, outline, focus group summary report, and meeting notes from a Redding Tribal Listening Session. Additional information regarding the CTP can be found at the following website:

<http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/index.shtml>

A handwritten signature in blue ink, appearing to read "Dan Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director

Attachments: California Transportation Plan 2040 Fact Sheet
California Transportation Plan 2040 Outline
California Transportation Plan Focus Group Summary Report
California Transportation Plan Redding Tribal Listening Session – Meeting Notes



FACT SHEET

WHAT? The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective **vision for California's future statewide, integrated, multimodal transportation system**. The CTP is prepared in response to federal and state requirements and is updated every five years.

WHY? The purpose of the CTP is to provide a **common policy framework** (see reverse) that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

WHEN? The CTP 2025 was approved in 2006 and updated by a 2030 Addendum in 2007. The CTP 2040 was initiated in early 2010 with the development of the California Interregional Blueprint (CIB) in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the California State Transportation Agency (CalSTA) in December 2015.

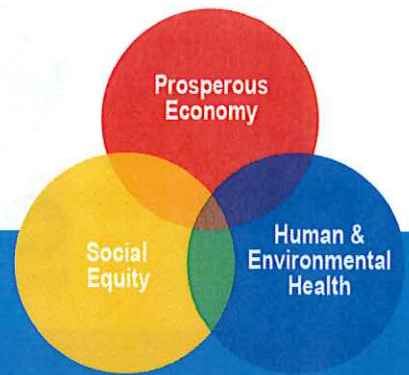
How? The CTP 2040 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing engagement as outlined in the Public Participation Plan (2013) for the CTP and Federal Statewide Transportation Improvement Program. The vision of the CTP 2040 is a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life: prosperous economy, human and environmental health, and social equity.



The CTP 2040 update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, performance measures and targets will be developed to assess performance of the transportation system to meet the requirements of MAP-21.*

Contact: Gabriel Corley, Project Manager, at (916) 653-1305 or gabriel.corley@dot.ca.gov. For more information about the CTP and to participate in upcoming outreach activities, please visit our webpage at: <http://www.californiatransportationplan2040.org>.

*Moving Ahead for Progress in the 21st Century Act (MAP-21) is the federal legislation authorizing and governing transportation system funding through 2014.



THE VISION SUSTAINABILITY

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

THE GOALS

- 1** Improve Multimodal Mobility and Accessibility for All People
- 2** Preserve the Multimodal Transportation System
- 3** Support a Vibrant Economy
- 4** Improve Public Safety and Security
- 5** Foster Livable and Healthy Communities and Promote Social Equity
- 6** Practice Environmental Stewardship

THE POLICIES

POLICY 1 Manage and Operate an Efficient Integrated System	POLICY 1 Apply Sustainable Preventative Maintenance and Rehabilitation Strategies	POLICY 1 Support Transportation Choices to Enhance Economic Activity	POLICY 1 Reduce Fatalities, Serious Injuries, and Collisions	POLICY 1 Expand Engagement in Multimodal Transportation Planning and Decision Making	POLICY 1 Integrate Environmental Considerations in All Stages of Planning and Implementation
POLICY 2 Invest Strategically to Optimize System Performance	POLICY 2 Evaluate Multimodal Life Cycle Costs in Project Decision Making	POLICY 2 Enhance Freight Mobility, Reliability, and Global Competitiveness	POLICY 2 Provide for System Security, Emergency Preparedness, Response, and Recovery	POLICY 2 Integrate Multimodal Transportation and Land Use Development	POLICY 2 Conserve and Enhance Natural, Agricultural, and Cultural Resources
POLICY 3 Provide Viable and Equitable Multimodal Choices Including Active Transportation	POLICY 3 Adapt the Transportation System to Reduce Impacts from Climate Change	POLICY 3 Seek Sustainable and Flexible Funding to Maintain and Improve the System		POLICY 3 Integrate Health and Social Equity in Transportation Planning and Decision Making	POLICY 3 Reduce Greenhouse Gas Emissions and Other Air Pollutants
					POLICY 4 Transform to a Clean and Energy Efficient Transportation System



1. INTRODUCTORY LETTER

Provides plan overview and highlights conclusions and next steps. Sets tone and theme regarding the 3 E's of sustainability – economy, equity, environment, while setting the vision for 2040. This could be in a memo format from Malcolm Dougherty.

2. EXECUTIVE SUMMARY

Gives a summary of the challenges facing California, and begins the discussion of how planning for a complete multimodal transportation infrastructure will help support a prosperous economy, human and environmental health, and social equity. The goals and chapters will be introduced, and **the purpose of the Plan** will be identified here setting the stage for the CTP 2040 Vision, outreach efforts, and GHG reduction strategies. The policy and technical advisory committees, focus groups, tribal listening sessions, workshops, and other forums instrumental to the Plan's development will also be introduced here and described in one or two sentences.

3. CHAPTER 1 THE PLAN

The Plan's purpose will be discussed in more detail here, along with the current transportation system, our partners and their roles and responsibilities, and the planning and policy framework.

a. Purpose of the CTP 2040

- i. Legislative section discussing SB 391, SB 375, AB 32, MAP 21, etc.
- ii. The GHG component of the Plan will be discussed in some detail here. In particular, how the state will achieve maximum feasible emissions reductions. There will be three alternatives modeled to show what strategies will be needed to meet GHG reduction goals identified by legislation.
- iii. The Policy Framework will articulate how it informs state, regional and local government
 1. The 3 E's of sustainability – economy, equity, environment
 2. Vision
 3. Goals, Policies, Strategies, and Performance Measures

b. Current Transportation System and the importance of being integrated and connected

c. Roles and Responsibilities

d. Planning Framework

- i. Identify the plans under the CTP 2040 umbrella as well as the regional plans
- ii. State, Regional, Tribal, and local partner's roles in land use and transportation
- iii. Urban and rural issues

e. Consultation and Public and Partner Engagement

CHAPTER 2 TRENDS AND CHALLENGES

This chapter highlights major areas that are influencing the transportation system today, and over the next 25 years. It will start with a brief discussion of trends and the projected changes in the following topic areas:

- a. Demographics
- b. Climate change and GHG Policies
- c. Economy
- d. Freight Mobility
- e. Fuel, Energy and Technologies
- f. Housing and Land-use
- g. Measuring Transportation Performance
- h. Transportation Funding
- i. Rural Issues

(a matrix or chart to be created to show how the goals in Chapter 4 respond to these trends and placed at the beginning of Chapter 4).

4. CHAPTER 3 REVENUES AND EXPENDITURES

Transportation funding in California is insufficient. Traditional sources of transportation revenue like fuel excise tax on gasoline and diesel are not indexed for inflation, resulting in less purchasing power. Furthermore, efforts to decrease vehicle miles traveled through mode shift, coupled with an increase in vehicle efficiency and alternative fueled vehicles, continues to reduce revenues available to finance transportation needs. The California Transportation Commission's 2011 Statewide Transportation System Needs Assessment estimates the transportation system needs an additional \$295 billion over the next ten years to preserve the current infrastructure and meet future demand. Chapter 3 highlights upcoming financial challenges and suggests possible funding strategies to address this issue. There will be some graphic illustration regarding funding and the flow of funds.

- a. Funding Challenges and Trends – will discuss unreliable funding, SHOPP shortfalls, and the economic consequences of not investing
- b. Funding Strategies – will identify ways to close our funding gaps by looking at findings from the CTC Needs Assessment and other publications

5. CHAPTER 4 GOALS TO MOVE FORWARD

This chapter will discuss in detail the six core goals of the CTP 2040, and the policies, strategies, and performance measures that support them. Ideas and philosophies from the Regional and Modal plans will be integrated into this section. This chapter will reinforce and reiterate any guiding principles, the 3 e's, and contribution of the stakeholders.

- a. GOAL 1: Improve Multimodal Mobility and Accessibility for All People
More than anything else, people want their transportation system to get them where they need to go – reliably, safely and at a reasonable cost without sacrificing the environment, our citizen's health or the character of our communities. Improved

multimodal mobility and accessibility is best achieved by providing well-integrated multi-modal options and managing the existing system, including exploring pricing, to optimize performance.

i. Policies

1. Manage and Operate an Efficient Integrated System
2. Invest Strategically to Optimize System Performance
3. Provide Viable and Equitable Multimodal Choices, Including Active Transportation

ii. Strategies (TBD)

iii. Performance Measures (TBD)

b. GOAL 2: Preserve the Multimodal Transportation System

Investments to preserve all modes of the transportation infrastructure have simply not kept pace with the needs, and the national commitment to get transportation in a state of good repair needs to be strengthened. This underfunding has led to the decay of one of California's greatest assets. This challenge must be met with a large increase in capital investments by all levels of government while considering the impacts of climate change.

i. Policies

1. Apply Sustainable Preventive Maintenance and Rehabilitation Strategies
2. Evaluate Multimodal Life-Cycle Costs in Project Decision Making
3. Adapt the Transportation System to Reduce Impacts from Climate Change

ii. Strategies (TBD)

iii. Performance Measures (TBD)

c. GOAL 3: Support a Vibrant Economy

This goal will focus on the importance of providing mobility for freight and people, while efficiently utilizing available resources. California's economic prosperity is dependent upon sustaining and improving the transportation network. New methods of funding the transportation infrastructure are needed to stabilize revenues.

i. Policies

1. Support Transportation Choices to Enhance Economic Activity
2. Enhance Freight Mobility, Reliability, and Global Competitiveness
3. Seek Sustainable and Flexible Funding to Maintain and Improve the System

ii. Strategies (TBD)

iii. Performance Measures (TBD)

d. GOAL 4: Improve Public Safety and Security

The policies and strategies of this goal will inform and provide insight for improving transportation system facilities design, access, and reliability for quick response and recovery time due to natural and man-made catastrophic events. This goal discusses the Caltrans Strategic Highway Safety Plan (SHSP), which is the statewide comprehensive, data-driven effort to reduce fatalities, serious injuries, and collisions

on State Highways, public roads and multi-modal facilities including safety and security for mass transit, bicycle and pedestrian.

i. Policies

1. Reduce Fatalities, Serious Injuries, and Collisions
2. Provide for System Security and Emergency Preparedness, Response, and Recovery

ii. Strategies (TBD)

iii. Performance Measures (TBD)

e. GOAL 5: Foster Livable and Healthy Communities and Promote Social Equity

This goal will focus on providing livable and healthy communities in California through active collaboration and engagement early in the transportation planning process with residents, businesses, and stakeholders. It will emphasize promoting social equity, improving access to jobs and housing (specifically striving to better serve the underserved affordable and low-income housing areas), providing multimodal transportation options, and lowering transportation costs, while protecting the environment.

i. Policies

1. Expand Collaboration and Community Engagement in Multimodal Transportation Planning and Decision Making
2. Integrate Multimodal Transportation and Land Use Development
3. Integrate Health and Social Equity in Transportation Planning and Decision Making

ii. Strategies (TBD)

iii. Performance Measures (TBD)

f. GOAL 6: Practice Environmental Stewardship

The goal will define environmental stewardship in all stages of planning and implementation at the state level. A big part of this story is to reduce GHG emissions and other air pollutants through the use of alternative fuels, new vehicle technology, and tailpipe reductions.

i. Policies

1. Integrate Environmental Considerations in all Stages of Planning and Implementation
2. Conserve and Enhance Natural, Agricultural and Cultural Resources
3. Reduce Greenhouse Gas Emissions and other Air Pollutants
4. Transform to a Clean and Energy Efficient Transportation System

ii. Strategies (TBD)

iii. Performance Measures (TBD)

6. CHAPTER 5 ALTERNATIVE ANALYSIS AND OUTCOMES

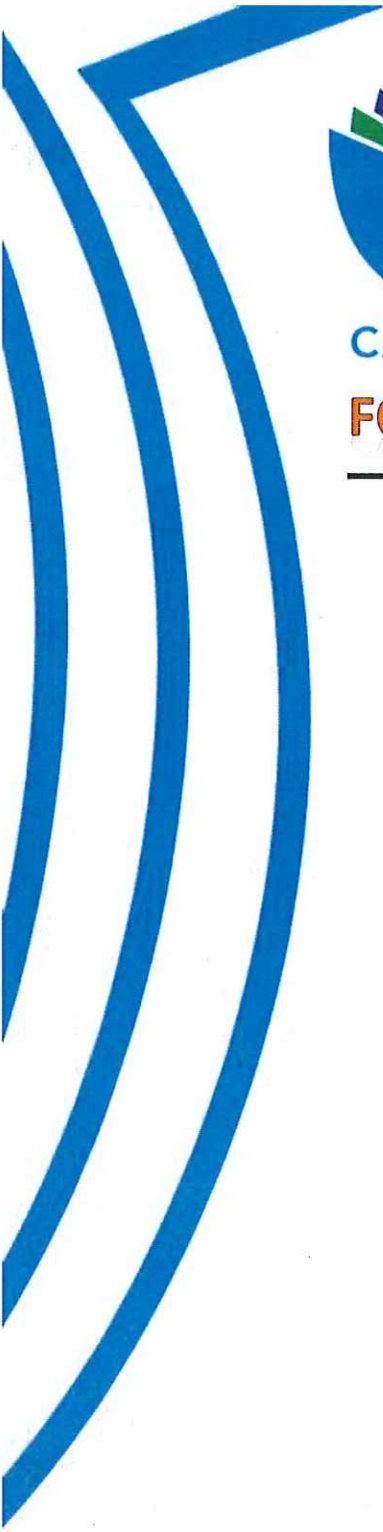
The California Statewide Travel Demand Model (CSTDM) and California Statewide Freight Forecasting Model (CSFFM) will provide potential future year alternatives of passenger travel, freight movement, economic impacts, and GHG emissions to meet the requirements of SB 391. The CTP 2040 is not project specific as specified by SB 391. Therefore, the analysis conducted will measure the future synergistic effectiveness of regional transportation and state modal plans on a statewide basis through modeling. This synergistic effect will be assessed through three alternatives: Planned, Planned + Future Strategies, and Meeting the Goals.

- a. Introduction to the CTP 2040 alternative analysis
- b. CTP 2040 three Alternatives
- c. Modeling framework
- d. Findings and outcomes

7. CHAPTER 6 WHAT'S NEXT: FINDINGS AND RECOMMENDATIONS

This final chapter of the CTP 2040 will look at the findings from our research, partnerships, and modeling analysis to propose recommendations and performance measures that will help guide investment toward the Plan's long-range vision.

- a. Findings
- b. Recommendations
- c. Next steps



CTP2040

CALIFORNIA TRANSPORTATION PLAN
FOCUS GROUP SUMMARY REPORT

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January 27, 2014



The California Department of Transportation, Division of Transportation Planning, State Planning and Research Program provided funding for this project. The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation. ©2014 California Department of Transportation (Caltrans). All rights reserved

Table of Contents

Description	Page
Executive Summary	ES-1
Introduction	1
Focus Group Methodology	2
Expected Outcomes	4
Summary of Findings	4
Summary of CTP 2040 Focus Group Sessions	7
List of Exhibits	
A. Craigslist ad for Focus Group Recruitment	E-1
B. Recruitment Phone Script	E-6
C. Focus Group Demographics	E-8
D. Focus Group Participation Matrix	E-12
E. Graphical Focus Group Invitations	E-13
F. Focus Group Handout Materials	E-21
1. Focus Group Comment Sheet	
2. Caltrans Contact Sheet	
3. CTP Fact Sheet	
4. Scope Document & Timeline	
5. CTP Public Participation Process	

List of Appendices

Appendices (A) through (G) provide a synopsis of each focus group session and Appendix (H) identifies the steps taken to plan, analyze and document the focus group sessions. These supplementary appendices are available upon request from the California Department of Transportation, Division of Transportation Planning MS-32, P.O. Box 942874, Sacramento, CA 94274-001 Phone: (916) 653-1637

Executive Summary

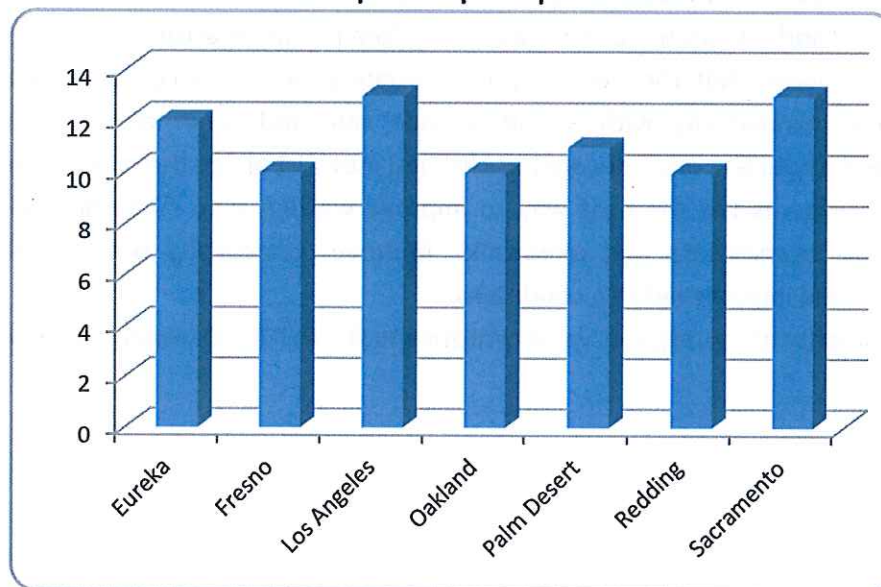
This report provides a background summary of focus groups conducted with the public for the update of Caltrans' 2040 California Transportation Plan (CTP).

Federal and state laws and regulations require Caltrans to develop a statewide long-range transportation plan every five years. Caltrans' current focus is to review and update their long-range transportation plan known as the California Transportation Plan (CTP) for a 2040 planning horizon by incorporating elements of previous plans and integrating new recommendations. The CTP is not project specific; rather, it is a policy driven document designed to shape California's transportation vision for the next 25 years. The plan envisions a sustainable and integrated system that improves mobility and the quality of life.

The update of the Public Participation Plan (June 2013) supports the Department's mission to involve the public in the transportation decision-making process and responds to requirements. Focus groups were determined to be the best method for obtaining quality input and in-depth information from the public about transportation issues.

Recruitment for the focus groups was accomplished by posting ads in the Community Volunteers and Jobs [ETC] categories on craigslist.org website and through telephone surveys. Seventy-nine people participated in seven statewide focus group sessions with 10 – 13 participants. All focus groups included a variety of ages, gender, race, occupations, income, education levels, and primary travel modes.

Focus Group Participants per Location



California Transportation Plan (CTP) 2040

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Each focus group followed the same format to maintain consistency. Participants responded to a series of broad questions intended to generate open discussion for feedback and comment on emerging issues relevant to transportation trends and challenges facing the State. The intent of each question was to determine the current public perception about the transportation system as it relates to such issues as climate change and greenhouse gas policies, environmental protection and preservation, housing and land use, economic growth, freight mobility, sustainable resources, and transportation funding. Questions also focused on the goals and policies from the CTP draft framework to determine how effective the policies address the goals that support the overall vision of the future transportation system.

Comparing the input gathered from each of the seven focus groups revealed the following high-level, overarching comments:

- ✓ All participants identified funding as the biggest challenge facing the State. Including funding revenues generated for meeting transportation needs, finance funding for the implementation of transportation projects, and funding sources from traditional and nontraditional resources. In addition, participants expressed concern about whether public resources are being invested wisely.
- ✓ Although participants were aware and supportive of the efforts to reduce the effects of global warming, sea level rise and greenhouse gas emissions, travel time and cost were the primary factors influencing which mode or what route to take.
- ✓ Although participants were supportive of transit services, they felt transit routes and schedules were unreliable and infrequent. They also felt reduced fees and incentive are needed to make transit a more viable choice.
- ✓ All participants felt that the highest priority to preserve the transportation system is to maintain and restore the existing system before problems arise.
- ✓ All participants felt the best way to improve biking is to construct more bikeways, improve connectivity with transit provide safe and well-maintained bikeways and roadway shoulders and educate bicyclist and motorist about the rules of the road.
- ✓ All participants felt the best way to improve walking is to construct more sidewalks, improve intersections and crosswalks, improve connectivity between sidewalks and transit, and improve lighting conditions.
- ✓ The majority of participants were receptive to the CTP 2040 vision statement.

Introduction

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet California's future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies and strategies to achieve a collective vision for California's future statewide, integrated, multimodal transportation system. The plan envisions a sustainable system that improves mobility and enhances the quality of life. The CTP is prepared in response to federal and state laws and regulations and is updated every five years. The CTP is not project specific; rather, it is a policy driven document designed to shape California's transportation vision for the next 20 years or more.

The Public Participation Plan (June 2013) supports Caltrans' mission to involve the public in the transportation decision-making process and responds to federal laws and regulations as well as state laws and policies. As part of the public participation process, it was determined that the best way to obtain quality public input and in-depth information about California's transportation trends and challenges would be through the medium of open dialogue with focus groups. The focus group approach was chosen for its proven effectiveness in learning and understanding attitudes and opinions of individuals. In addition, the ability of a skilled facilitator can gather data by encouraging participants to share their ideas and opinions on a designated topic.

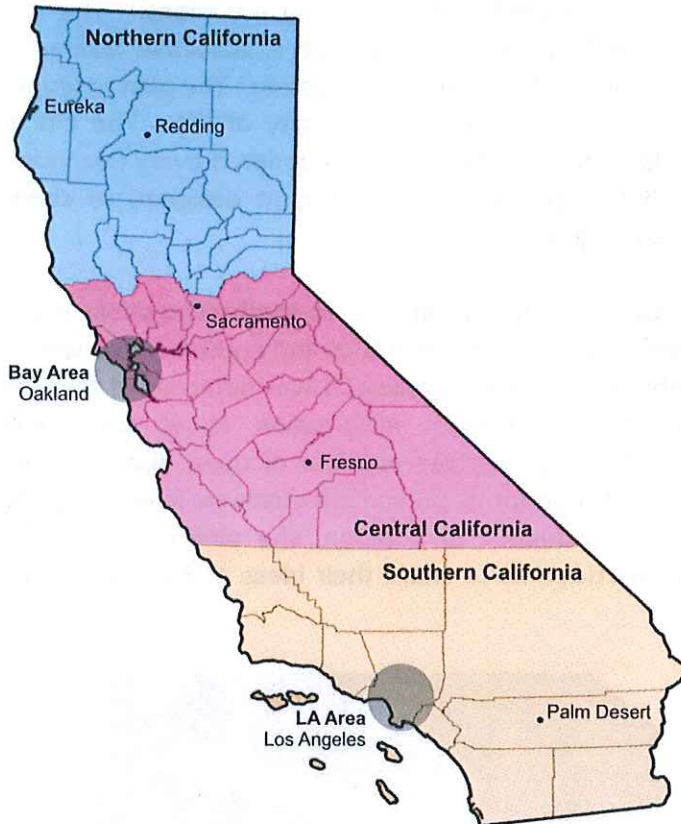


Oakland Focus Group Session

California Transportation Plan (CTP) 2040

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To validate the direction of the CTP 2040 update, general public focus group sessions took place in seven geographically representative locations in the State:



- ✓ Two in Northern California
 - City of Eureka in the North Coast Region
 - City of Redding in the Cascade Region
- ✓ Two in Central California
 - City of Sacramento in the Sacramento Valley Region
 - City of Fresno in the San Joaquin Valley Region
- ✓ One in Southern California
 - City of Palm Desert in the Coachella Valley Region
- ✓ One in the Los Angeles Basin Area
 - City of Los Angeles
- ✓ One in the San Francisco Bay Area
 - City of Oakland

Results of the focus group sessions will help Caltrans identify statewide and regional transportation trends and challenges facing California's transportation system, which will aid in the development of the CTP 2040.

Focus Group Methodology

The target population Caltrans wanted to reach included the general public who met certain demographic criteria for compliance with Title VI and Environmental Justice (EJ) requirements. Focus Group participants were recruited from the general public through an advertisement on Craigslist in "Community" under the "General and Volunteers" categories and "Jobs" under the "[ECT]" category (Reference Exhibit A, Craigslist Ad). An incentive for participation in the focus group included a \$75.00 Visa prepaid card and box lunch, which served as a stimulus to attend the session. People interested in participating in the focus group emailed their contact information to the consultant. The consultant then called potential participants and conducted a phone survey (Reference Exhibit B, Recruitment Phone Script) and developed a matrix of

California Transportation Plan (CTP) 2040

Final - FOCUS GROUP SUMMARY REPORT

demographic characteristics such as gender, race, disability, age, income, education, mode of travel and what city they lived in (Reference Exhibit C, Focus Group Demographics). Based on the collected demographic data, 10 to 13 participants were selected to form a diverse cross-section of the population. Exhibit D presents the geographic distribution and participation from the focus group samples. The Craigslist advertisement worked well in urban areas; however, Craigslist was less successful in rural areas. Because of the poor response rate to Craigslist in rural areas, the services of AIS Marketing Research were employed to conduct telephone surveys to recruit four additional participants for the Palm Desert focus group and all the participants for the Redding and Eureka focus groups.

After the selection process was complete, each participant received an email consisting of a graphical invitation that included directions to the focus group location and an admission ticket (Reference Exhibit E, Focus Group Invitations). The focus groups were limited to 10 to 13 participants; as a result, the remaining unselected respondents received an email announcing the closure of the focus group and thanking them for their interest.

Each focus group was held at a downtown facility that was ADA compliant and accessible by public transportation and private vehicle. Each session was 2½ hours and would start at approximately 6:00 PM and end at 8:30 PM. A 3-person facilitation team conducted each focus group: one facilitator, one co-facilitator to take notes on butcher paper or large notepad, and one note-taker to record the session on a handheld digital audio device and to take notes on a laptop computer. In addition, three Caltrans employees (two from headquarters Office of State Planning and one from the local district planning office) sat in the back of the room to observe the session.

The consultant provided each participant with a workbook that included a notebook, writing utensils, and handout materials (See Exhibit F, Handout Material). The consultant presented a PowerPoint presentation that included a combination of open-ended discussion and multiple-choice questions. Participants answered the open-ended questions in their own words and used an Audience Response System (clickers) to respond to multiple-choice questions in a polling format, which provided real-time responses that created interactivity between the facilitator and audience.

The questions were drafted and revised by Caltrans project staff with the assistance of VRPA Technologies Inc., which focused on transportation trends and challenges facing the State such as population increase, aging population, traffic congestion, funding, freight movement, public health, air quality and climate impacts, environmental protection and preservation, and repairing and maintaining the infrastructure. In addition, the questions concentrated on the goals and policies from the CTP 2040 draft policy framework developed by the Policy Advisory Committee (PAC) made up of representatives from transportation agencies and key stakeholders. The questions were designed to determine how effective the policies address the goals and support the overall vision of a sustainable multi-modal transportation system.

Expected Outcomes

The following expected outcomes were prepared to ensure that the focus groups furthered the CTP 2040 outreach process:

- ✓ Validate the direction of the CTP 2040 effort and determine if any relevant and/or missing issues were addressed
- ✓ Encourage public outreach to ensure transportation decisions better reflect community values and interests
- ✓ Inform the public about the transportation planning and programming process
- ✓ Involve the public in the transportation decision-making process
- ✓ Foster community participation and community-government collaboration
- ✓ Facilitate compliance with federal laws and regulations as well as state laws and policies

Summary of Findings

The polling and discussion questions were intentionally broad, covering a variety of topics related to California's transportation system. The questions provided participants an opportunity to voice their opinions regarding strengths, weaknesses and challenges facing California's future transportation system, and suggestions for improvement. Comparing the input gathered from each of the seven (7) focus groups revealed common themes including the following.

- ✓ The majority of participants were unfamiliar with the CTP prior to participating in the focus group. Those who indicated they had heard of the CTP, contributed it to discussions connected with High Speed Rail (HSR)
- ✓ Transportation funding is one of the biggest challenges facing the state in maintaining, improving and expanding the overall transportation system network
- ✓ Travel time (efficiency) is the number one factor participants consider when selecting their mode of travel

California Transportation Plan (CTP) 2040

Final - FOCUS GROUP SUMMARY REPORT

- ✓ Traffic congestion is a major concern because it significantly increases travel time
- ✓ Public transportation is a safe and affordable way to commute that saves energy, reduces congestion and helps the environment; however, in its current state, public transportation is inconvenient, unreliable, inefficient or unavailable from participant's home or work
- ✓ Environmental impacts are a growing concern including a wide variety of local issues such as air and water quality and those on a global scale such as climate change, sea level rise and greenhouse gas emissions
- ✓ Environmental laws and regulations should be revised to consider and enhance the protection of resources throughout the planning and construction process
- ✓ The CTP 2040 vision statement on the most part was well received by the majority of participants; however, a few felt it was too idealistic and appealing
- ✓ Traditional media (television, radio, and newspapers) was the primary choice for providing information to the public. Although the majority of participants were connected to social media, they felt the best way to create awareness and engage the public through traditional media
- ✓ The sheer size and scope of the State's transportation system and modal diversity including highways, rail, bikeways, and public transit is a remarkable accomplishment. On the other hand, California's size imposes challenges to maintain and operate the transportation system. There was agreement that change and improvement is protracted. Many spoke of how lengthy construction repairs take and how long projects spend in the planning stage
- ✓ Public transportation in the Bay Area is well thought out and a good example of how a system should function. However, Oakland focus group participants cited shortfalls to the Bay Area public transportation system such as the lack of parking capacity, CalTrain reliability and problems with Clipper Cards. Most participants felt the public transportation system in their region was ineffective because of inconvenient routes, infrequency, inefficiency, and travel time delays. However, many participants agreed that improving these issues would



Palm Desert Focus Group Session

California Transportation Plan (CTP) 2040

Final - FOCUS GROUP SUMMARY REPORT

increase ridership, which in turn would reduce traffic congestion and preserve the environment.

- ✓ Alternative transportation options should be explored and connectivity improved between different modes of travel to create an integrated and seamless system
- ✓ Toll roads and/or tax increases to help reduce traffic congestion, improve travel time and enhance the quality of life had mixed results. However, some participants indicated that they pay enough taxes and that government officials have not been good stewards of the funding sources entrusted to them
- ✓ Funding should focus on maintaining and repairing the existing transportation infrastructure before considering expansion
- ✓ Connectivity should be the focus on expanding the public transit system to meet the demand of a multimodal transportation network
- ✓ Cars dominate the landscape and participants feel that we live in and cater to a “Car Culture” and that it will be difficult to change people’s mindset to encourage the use of public transportation
- ✓ Bicycle and pedestrian facility improvements enhance and encourage biking and walking. However, participants feel bicycling and walking are more practical in urban areas or near college campuses than in outlying rural areas or large retirement communities.

After conducting all seven (7) focus groups, it became apparent that there were differences between responses and discussions between urban and rural regions of the State:

- ✓ Participants from urban areas were more concerned about traffic congestion than those in the smaller metropolitan and rural areas
- ✓ Participants from rural areas were more concerned about environmental protection and air quality impacts than those in urban areas
- ✓ Participants from rural areas were more interested in adding pedestrian and bicycle facilities and improving public transportation than those in urban areas
- ✓ Participants from urban and rural areas felt the highest priority was to maintain and restore the current transportation infrastructure
- ✓ Participants from urban regions were more concerned about emergency preparedness than those from rural areas

California Transportation Plan (CTP) 2040

Final - FOCUS GROUP SUMMARY REPORT

- ✓ Participants from Eureka were more concerned about improving the efficiency of freight transportation than other regions
- ✓ Participants in the Central San Joaquin Valley were more interested in promoting public health, and a clean and safe environment than other regions
- ✓ Participants in the Bay Area felt that building additional roads would improve passenger vehicle mobility and reduce congestion. Most other regions were less favorable to constructing new roads
- ✓ Participants in Redding and Eureka felt that bicycling and walking could be improved by providing adequate width and maintenance of shoulders; whereas, participants from other regions felt more bikeways and bike facilities should be constructed
- ✓ Participants considered travel time as their primary factor when selecting a travel mode; whereas, Fresno acknowledged cost and Redding safety.



Redding Focus Group Session

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

Tribal Participants:

David Gensaw, Sr., Councilman for Yurok Tribe

Joe Myers, Native American Advisory Council (NAAC)

Aaron Oliver, Cahto Tribe

Joey Silvas, Pit River Tribe

Rob Krikorian, Redding Rancheria

Herb Quinn, Pit River Tribe

Loren Norton, Hoopa Valley Tribe

Joe James, Yurok Tribe

Sandi Tripp, Karuk Tribe

Crista Stewart, Elk Valley Rancheria

James Hayward, Redding Rancheria

Russell Burriel, Susanville Indian Rancheria

Caltrans Participants:

Pam Korte

Joan Sollenberger

Bruce de Terra

Kendee Vance

Kimberly Johnston-Dodds

Bennie Lee

Laurie Waters

Austin Hicks

Dave Moore

Steve Pendergast

Other Participants:

Georgiena Vivian, VRPA Technologies, Inc.

Allen Rose, Nisbett Beebe (stenographer)

Information Packets (provided to participants):

- Agenda
- Tribal Listening Session PowerPoint Presentation
- California Transportation Plan (CTP) 2040 Draft Vision Statement and Policy Framework
- Transportation Project and Planning Programming – Partnerships and Communication Diagram
- Tribal Listening Sessions – Discussion Questions
- The California Transportation Plan and Native American Tribes
- CTP 2040 Fact Sheet
- CTP 2040 Scope Document & Timeline
- Interregional Transportation Strategic Plan Fact Sheet
- Freight Mobility Plan Fact Sheet
- California State Rail Plan Fact Sheet
- Statewide Transit Strategic Plan Fact Sheet
- California Aviation System Plan Fact Sheet

1) Introductions and Welcome – Laurie Waters and Dave Moore (with Opening Prayer by James Hayward)

- Thank you to James Hayward for opening, Redding Rancheria for the facility, and Rob Krikorian for organizing the facility
- November is Native American Heritage Month. Also, thank you to all veterans in the room

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- This is the 3rd Listening Session held across the State, with one or two more to follow
- The sessions build upon each other and we are gathering input on what the transportation plan should look like. This session will include presentations and an open discussion
- The main purpose of the sessions is public outreach. They will also be used to prepare a Fact Sheet
- Introductions – All introduced themselves
- The presentations conducted will be high level and not overly detailed. If anyone wants more in-depth presentations, this can be accommodated and Caltrans can meet directly with each Tribe or attend other scheduled meetings (such as the one that occurred at the California Indian Manpower Consortium in Bishop)

2) Presentation on the CTP – Laurie Waters and Kimberly Johnston-Dodds

- The CTP 2040 is the State's long-range transportation plan and includes all transportation in California, not just Caltrans facilities. It defines both policies and strategies to achieve the future vision of transportation and includes all statewide plans (including Tribal). It has a minimum 20-year planning horizon. The CTP 2040 is due to the legislature in December of 2015
- The CTP 2025 is the current plan. Due to Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements, an Addendum was prepared for the year 2030
- For the first time, this updated CTP will include transportation modeling
- How can the CTP be more useful to you (the Tribes)?
- Why is the CTP important to you?
 - The Tribes can help inform the statewide transportation policy framework
 - The Tribes can ensure their issues are included
 - It provides a great forum to raise important Tribal issues
 - It gives direction to the regional transportation plans and guides transportation investments
- One of the important issues to be included in the CTP relates to funding of Tribal transportation projects
- The regional agencies and metropolitan planning organizations (MPOs) the Tribes should be coordinating with are:
 - Cahto Tribe – Mendocino Council of Governments
 - Karuk Tribe – Humboldt and Siskiyou
 - Susanville Tribe – Lassen County Regional Transportation Plan
 - Humboldt County, North Coast Humboldt County Association Of Governments, and Del Norte in District 1
 - Shasta County in District 2
 - If Tribes are unclear who they should be coordinating with, contact the Native American Liaison
- The overall vision for the CTP is the Three E's – Economy, Equity, and Environment
- The Policy Advisory Committee (PAC) contains three (3) Tribal members – Sandi Tripp, Jacque Hostler from Trinidad Rancheria, and Connie Reitman-Solas from Inter-Tribal Council of California

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- The policy framework is still a work in progress and the Tribes should consider it and have the opportunity to provide feedback
- The proposed Vision Statement now also includes public health and social equity
- The CTP integrates other statewide modal plans – highway plan, freight plan, rail plan, transit plan, and aviation plan. The CTP also incorporates the Strategic Highway Safety Plan (SHSP), the State Highway Operations and Protection Program (SHOPP) Ten-Year Plan, the Smart Mobility Action Plan, and the Transportation Management System Plan
- *As the Tribes review the Fact Sheets for each of the Plans, if they see something they want to be included on/involved with, who should they contact?*
 - The District Native American Liaison, or Kimberly Johnston-Dodds or Bennie Lee
- With respect to statewide planning, the CTP acts as an umbrella document with everything underneath. The CTP does not include projects, but is a policy document that guides the development of other plans (some of the other plans include specific projects)
- Under Moving Ahead for Progress in the 21st Century Act (MAP-21), Tribes can go directly to apply for transportation funding instead of going through a local sponsor. Caltrans is in the process of figuring out how the process will work
- One of the major issues identified by the Tribes is that they are trying to work with and coordinate with the regional and local agencies, but they aren't seeing any results
- It was suggested that the CTP include that Regional Transportation Authorities coordinate with Tribes annually, every 6 months, or quarterly and come to them to be educated and learn how Tribal governments work
- Suggestion for the Strategic Highway Safety Plan - It was mentioned that there needs to be coordination between California Highway Patrol (CHP) and the Tribal officers with respect to safety. The Yurok Tribe has been told that nothing can be done (with respect to improvement projects) until there are fatalities on a roadway. But if fatalities occur but are not documented by CHP, then nothing is done. The Tribes don't just want to attend meetings, they want to be heard, they want to be involved, and they want things to get done
- How do we bridge the gap and hold the regional planning agencies and committees accountable to listen to the Tribes and follow up on the issues? The Cahto Tribe has tried to discuss their Caltrans development policy with the regional transportation committee but they don't get any response. There needs to be accountability. On a bridge project, the Tribe had to use other avenues (they pursued a grant) outside the policies of Caltrans to get funding
- Another major issue identified by the Tribes is that there isn't a system of shared data. Tribal land is considered private property by the CHP so car accidents are not included in the national system. It was suggested that there needs to be a system that allows Tribes to enter this information, either through CHP or the Tribe's transportation department. Or we can create a shared service system
- The process for outreach, Tribal outreach, and Tribal consultation is ongoing throughout the CTP process
- The next steps for the CTP: a) First draft of the document completed in January or February, b) focus groups were conducted, c) Tribal listening sessions are occurring now (with the next one to be conducted in the Central Valley in December), d) Tribal discussion is ongoing, e) modeling scenario analysis in summer of 2014, f) public workshops in the fall of 2014, g) CTP delivered to legislature in December 2015

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

3) Presentation on Other Statewide Plans (Freight, Rail, Highway) – Bruce de Terra

- The Freight Plan is now required based on legislation just signed by the Governor in September. It's consistent with federal law under MAP-21 and provides new guidance that is consistent nationally and with the State. The federal law identifies specific content, but the plan is optional under federal law. The new State law says it has to be consistent with the federal law
- The federal guidelines include – 1) create a Freight Advisory Committee (FAC), 2) designate a freight network, 3) coordinate with Tribal governments
- The national freight network has a limit of 30,000 centerline miles and is very focused on highways. Since this is limited, the State is looking at identifying a State freight network that is more expansive
- The FAC has grown and now includes 62 members, 2 of which are Tribal representatives (Isaac Kinney from the Yurok Tribe and Adam Geisler in La Jolla – both are also on the NAAC)
- The federal guidelines reference coordination with Tribal governments, but the language isn't strong. Based on recent feedback received, Tribal coordination has been given more presence in the Plan
- Senate Bill (SB) 391 requires us to reduce our greenhouse gas emissions to 80% below 1990 levels by the Year 2050. The Freight Plan will identify the projects and strategies for the freight industry that might help achieve that
- The Freight Plan is looking at the horizon year of 2050 because we want to make sure we don't preclude some options in the future through the decisions we make today. The Freight Plan is one of the plans that will identify projects
- The current federal transportation bill is a 2-year bill (with 11 months left) but there isn't any freight money identified for the projects to be implemented. There is hope that the next transportation bill will contain funding, so we want to make sure we have projects identified that could be eligible
- The current freight system in California is a mix of private ownership, public ownership, and public and private operators. There are 12 deepwater ports with navigation channels. The entire state rail network is included, which is mostly made up of the Union Pacific Railroad and Burlington Northern Santa Fe Railway. All of the short line railroads are included. Intermodal facilities are included because it is where freight is transferred between modes. It includes the 12 largest air cargo airports. Southern California dominates the freight industry in the country and in North America. The Freight Plan is also required to address pipelines
- *If a Tribe has the need for the rail system (transporting product), should they try to get that project into the Plan even though there aren't any funds?*
 - Yes, that could be included in the Freight and/or Rail Plans. The Tribes should contact Kimberly Johnston-Dodds or the Native American Liaison
- *Are all of the railways shown on the Freight Plan currently operational?*
 - Yes, they are all operational, though not necessarily currently active
- *Are you satisfied with the California Public Utilities Commission handling the pipeline infrastructure aspect of the Freight Plan?*
 - Not answered, discussion continued

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- *Are the vendors or Tribal governments responsible when buses are cited by CHP for being too long for the roadways?*
 - Over-sized trucks and buses are a safety problem on many roadways throughout the State and CHP has the authority to enforce the law. The two options for getting around the citations are to have a CHP escort that gets paid independently, or to change the geometrics of the roadway to accommodate the over-sized vehicles which is a huge undertaking. But if we can show that there is a need to widen the roads, then we can try to move forward with projects to improve the access. You can also request transportation permits for extralegal long or extra high loads, but these would be denied if the facilities cannot handle the vehicle size
- In 1997, SB 45 split the available funding and designated 75% of the funding for regional agencies and 25% for Caltrans in cooperation with the California Transportation Commission (CTC). As part of the Highway Plan, the ten most significant state highways for providing connectivity between major regions were identified. For these ten highways, the areas that needed to be upgraded were also identified (for example, widening from 2-lane highway to 4-lane expressway)
- Caltrans just completed a status update of what has been accomplished on these state highways since 1998. They are now going to start a process to determine whether these routes are still appropriate for interregional transportation funds
- *Does the Plan also identify the cost of the improvements?*
 - No, the Plan is just a visionary document and not financially constrained. The cost will be determined when the project goes through the development process
- *Does the Plan identify existing issues (deteriorated roadways)?*
 - The color coding on the maps identifies whether there is a concept for the roadway in the future. There are programs for repairing failing roadways. Some of the projects may not fall within the long-range plans for preservation, so they become emergency projects in the SHOPP, although there is a funding shortfall there as well
- *Is the State eligible for Federal Emergency Management Agency (FEMA) funds for some of these projects?*
 - To be eligible for FEMA funding, there has to be a declaration of an emergency on the federal level. But Caltrans can check with FEMA to confirm this

4) Lunch Break

5) General Discussion – Kimberly Johnston-Dodds

- It is important that we increase and improve coordination between the regional and local governments and Tribal governments. The Tribes are encouraged to contact Secretary Brian Kelly of the Governor's Office
- Last spring, the Caltrans District Directors sent letters to the federally recognized Tribes inviting consultation. If the Tribes want to initiate that, they can contact the District Directors and Liaisons
- The stenographer is transcribing each of the listening sessions to help in recording all feedback, and then a summary report will be prepared. These will be sent out to all attendees for review.

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

These will also be incorporated into an overall summary for the Native American Advisory Committee

- There will likely be several Fact Sheets since some of the issues may be specific to certain regions. The CTP will also contain a chapter for Tribal governments, but then information will also be presented throughout
- *The Yurok Tribe would like to have Secretary Kelly come to Yurok for some dialogue. How would that be coordinated?*
 - Kimberly Johnston-Dodds will discuss it with the liaison and work with Secretary Kelly's office. Councilman Gensaw requested it be coordinated through Joe James on the Tribal side. Kendee Vance suggested that the CTP consultation policy be drafted to include this information as well so that Tribes know the process for requesting meetings with the Secretary or agencies (who do you contact and what is the process/protocol?). The Federal Highways Guide for Tribal Transportation contains a section for consultation that would be a good starting point
- The Tribes requested that the regional agencies be informed that they are being discussed in these listening sessions and make sure they receive the Tribal feedback as well
- The Tribes feel that some entities are not coordinating with them, and don't want to coordinate with them because they are afraid their funding will be used for Tribal projects. They need to understand the benefits of partnering
- Within the last few years, the Hoopa Valley Tribe has been successfully coordinating with Humboldt County Association of Governments, but it has been a long road
- The Tribes in areas with smaller populations are concerned that it will be difficult to compete for funding with the rest of the State because their population (and traffic count numbers) is lower. They are worried they won't receive much attention
- The Tribes suggested that a Consultation Plan be prepared that makes the regional agencies accountable for consulting with Tribal governments. It could be something added to the Regional Transportation Plan (RTP) guidelines – to have consultation plans that are required, not optional
- The Tribes would like to have their members hired for Caltrans jobs that occur on their lands

6) Continued Presentation on Other Statewide Plans (Freight, Rail, Highway) – Bruce de Terra

- Once the draft national highway network is released, there will likely be a 30-day comment period. Caltrans will distribute the network and ask for comments and will consult with the Freight Advisory Committee (FAC)
- The Freight Plan is due in December 2014
- The State Rail Plan was just approved by the Federal Railroad Administration. It is required by both federal and State laws and includes both passenger and freight rail. Once the Rail Plan was completed, new guidelines were released that require the Plan to be redone. It is due in early spring of 2017 but the process will begin in spring 2014
- During the last process for the Rail Plan, there was a late and inadequate consultation with the Tribes. This time, Caltrans plans to consult with Tribes up front and throughout the process
- The Rail Plan will contain projects that are financially constrained and unconstrained. A project must be included in the Plan for it to be eligible for federal funding

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- The Rail Plan will discuss High Speed Rail (HSR) as well as existing passenger rail
- *The Rail Plan is mandated, but no funding is provided?*
 - There is staff that is funded, but Caltrans is not provided with specific funding to develop the Rail Plan
- *Is this funding going to be sufficient for getting the Rail Plan completed?*
 - Caltrans will make it sufficient
- The Highway, Freight, and Rail Plans are being prepared consistent with each other
- The FAC meetings are broadcast online so those interested can watch. Legally, the FAC is not allowed to receive feedback from the public over the web access

7) Presentation on Strategic Highway Safety Plan Requirements – Joan Sollenberger

- SAFETEA-LU was the first to require the Strategic Highway Safety Plan (SHSP). The first Plan was developed in 2005-2006 and did not include any Tribal involvement, which wasn't required at the time. New requirements call for consultation with Tribal governments
- The SHSP includes all public roads, including Tribal roads that aren't just private limited access. It is a full partnership between Caltrans, CHP, Office of Traffic Safety, National Highway Safety Transportation Administration, Education, and Department of Defense (DOD), with Caltrans as the lead
- One of the differences between the SHSP and the CTP is that the CTP is comprehensive and a strategic plan is focused on the most important things - where to apply resources where they are needed most to make the most out of the improvement. But the SHSP and the CTP must be consistent with each other
- Safety at the federal level is represented by the four E's – Engineering (Caltrans), Enforcement (CHP), Education (stakeholders), and Emergency Service
- Many Tribes are interested in coordinating with State agencies to prepare a "what-if" plan for emergencies in case of flood, fire, etc. The plan would also identify effective detours
- At the annual SHSP Executive Leadership Meeting last year, all leaders of the applicable agencies/organizations attended and identified their top priorities. Priorities included updating the plan and the traffic safety culture
- A lot of accomplishments have been made over the last 6 years and there has been improved safety on the State highway system
- Under MAP-21, the process is now going to be data-driven. We have data in some areas, but not all. The data is showing that we need to do more on the local system, including all local public roads
- The Highway Safety Improvement Projects (HSIP) is a funded pot of money, with half of the money going to the State and half going to local jurisdictions. Tribal governments are also eligible for the local portion
- *Is the HSIP funding process through the RTP or a competitive grant process?*
 - It is a State administered program and it's most likely a competitive grant process based on benefit-cost of the project. When the grants are made, then the project needs to be amended into the regional programs
- *How are the Tribes assured that there is going to be any funding left once they get data?*

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- It's an ongoing program. Caltrans needs to better prepare the Tribes so they can be competitive. The SHSP will help drive future actions and investments. It will need to look at how the Tribes will be able to collect data and whether the collection process will work with others (like the CHP). The Tribes are concerned about the funding being data driven because they just don't have the data. How do the Tribes become equally competitive? This is something that still needs to be explored
- *How do Tribes apply for the HSIP?*
 - Since Tribes are sovereign nations and not considered a city or local agency, they apply directly to Caltrans and would probably need a funds transfer agreement. But Caltrans is still working on figuring out the process. The guidelines may come from the State, but it is not a State program. But typically once the federal funding is given to Caltrans, the selection process is at Caltrans' discretion. So there is still a gray area here that requires discussion with Federal Highways and Caltrans
- On January 6th, the proposed rules on the safety performance measures and the HSIP program should be released by the federal government. There will be a comment period
- *What is the possibility of earmarking funds for Tribal roads or public roads on Tribal land?*
 - Not answered, discussion continued
- Based on the trust responsibility in the past, the Tribes don't have a lot of confidence that the agencies will coordinate with them now. At the Tribal Safety Summit, some of the Federal Highways staff spoke and stated they know there have been issues in the past, but they are trying to make it right. It is important that the Tribes help Caltrans and Federal Highways understand their needs
- The Tribes are concerned that by the time there is funding, there won't be any left for them because they are at the tail end. Caltrans promised to help with an interactive dialogue
- There are still some issues with MAP-21. There wasn't a lot of guidance provided in some areas, so it is still being figured out. Plus, there is some unknown about what is going to happen after the 2-years of the bill, though it could be extended. But safety is a top priority and the HSIP funds are popular, so the funding pot should always be there
- It is important that Caltrans, Federal Highways, and the Tribes come together to clarify some points because there is differing information depending on who you are discussing with, which causes confusion for everyone
- The data goes into the Statewide Integrated Management System and is entered by CHP, sheriffs, and cities but there is often a backlog, which is a problem
- UC Berkeley's SafeTREC (Transportation Research and Education Center) is under contract with Caltrans to pull from the Statewide Integrated Traffic Records System (SWITRS) database and do analysis. They noticed there is a lot of data missing for Tribal routes, therefore collisions on Tribal lands are very underrepresented
- The Tribes are also concerned if data shows that there are higher rates of collisions on routes leading to casinos. Will they receive funding or will agencies expect the casinos to fund improvements? And some Tribes don't have casinos, so how are they affected? But since the process is data-driven, you need the data to show the clusters of collisions so you can see where the problem areas are located. It isn't a casino issue, it is an issue regarding lack of data
- *Is SWITRS the only program you compare data from?*

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- All State and local roads use SWITRS and that is where CHP enters their data, although there is a 2-year backlog
- *When CHP enter data for collisions on Tribal lands, it is all entered as one code, except for fatalities. And they don't do GPS. If Tribes don't have access to SWITRS, but have their own Tribal police force, can they collect their own data and submit it to Caltrans?*
 - Caltrans is unsure. At the Tribal Safety Summit, it was stated that all data entered into SWITRS must be witnessed by CHP or other law enforcement agency. It is unclear whether a Tribal police force would apply. The Tribes would like to see their Tribal police force given access to SWITRS to make sure all incidents are entered and entered accurately. In the meantime, Caltrans suggested the Tribes continue to collect their data and put together a package, and maybe it can be added to SWITRS. The Tribes are still concerned that they will submit the data but their projects won't be selected because the data wasn't collected by CHP. They feel this would be a breach of trust
- *Can you submit a grant for data collection?*
 - The funding is flexible to be used for data collection. But we may have to change the State statute to make it available for data. This is something that needs to be explored further
- In some of the rural areas, there are zones that do not have cell service which is a safety issue due to delays in emergency services, etc.
- In the maps shown during the presentation, it could be seen that there was more data for Tribal areas in Southern California than for the rest of the state. There is very little data shown, and the data that is shown is generally along State highways
- Several Tribes applied for direct funding from the federal government for a Tribal safety plan. Hoopa Valley Tribe, Yurok Tribe, and Karuk Tribe won grants. The funding may include strategies, activities, or projects on public roads that are consistent with the SHSP
- Caltrans has offered to help assist the Tribes in developing their plans and giving them guidance with regards to data collection
- The SHSP needs to be approved by Secretary Kelly by August 1st of 2015. If it is not completed in time, California cannot participate in the redistribution of funds, which amounts to hundreds of millions of dollars for projects. Most regional planning agencies haven't addressed safety much at all, so it is an area in need of improvement. Instead of looking at specific safety spots, we need to develop a safety strategy

8) Discussion – Facilitated by Caltrans

- *What do you see as the major transportation challenges facing California's Tribes now and into the future?*
 - We need to accommodate all modes of travel safely on all State and local routes that travel through or are adjacent to Tribal lands (Complete Streets). These routes need to be maintained. Safe Routes to School is also a component of this
 - We need to begin the process of identifying how we can develop agreements between Tribal governments and other regional and government agencies in order to secure funding (direct access) and get projects constructed. These can be policies that are included in the CTP

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- Note: The Transportation Enhancement (TE) Program is now the Transportation Alternative Program (TAP) which incorporates Safe Routes to School. It is currently being updated
- There should be a Tribal Trails Program that is incorporated into the CTP in the future. It would include non-motorized, safety, recreation travel, tourism, hiking – all modes of transportation
- The approach to consultation between agencies and Tribal governments needs to move away from the past history of notification, and move to more regular face-to-face consultation and discussion on policy. It would be helpful to have the face-to-face consultation with individual Tribes. It should be a three-level approach – executive level, management level, and field level so that everyone can contribute and be included. These can be policies that are included in the CTP. The consultation needs to start at the beginning, and not after Caltrans is moving forward in the planning stages of a project
- We need to change the CHP policy for documenting incidents on Tribal lands (as private property) and for accepting reports from Tribal police forces. Potentially we could use smartphones to generate reports and input to the database. We need to look at other ways to collect data and not solely rely on the CHP. We should work with the Commissioner to try to change the CHP's policy
- Caltrans needs to work on its consultation program with respect to cultural resources and sites
- The Hoopa Valley Tribe would like the Trinity Bridge Project included in the HSIP. The bridge was built in 1965 and is very narrow with no pedestrian facilities. It is in the middle of the reservation and there are lots of fatalities, trucks drive very fast. How will they be able to go after the funding? What is the process?
- The Karuk Tribe has a good relationship with the Districts in their area, but the maintenance crews are not always receptive to information provided by the Tribe which is a concern near cultural areas. We need to ensure that their supervisor is aware so better coordination needs to occur. They should respect the Environmental Sensitive Area (ESA) fencing and know to keep out
- We need to make sure that when we have the “consultation”, they aren't just words, that they are acted upon as well
- In the rural areas, it is difficult to get funding for public transportation
- The Yurok Tribe is considering a ferry boat system to connect the lower and upper parts of the reservation
- *What was the situation down in the Willits area with the Sherwood Rancheria?*
 - The Native American Liaison in that area, Kathleen Sartorius, would have the best information. But generally, the Tribal consultation efforts were incomplete and there was a lack of documents on them. There was a known, recorded site that was destroyed. It was apparently incorrectly mapped outside of the impact zone and was discovered while it was being destroyed. Tina Biorn of District 1 can also be contacted for more information
 - The most important aspect that requires coordination between Tribal governments and other agencies is preservation of cultural places. Once the sites are destroyed, you can't get them back

REDDING TRIBAL LISTENING SESSION – MEETING NOTES

Thursday, November 14, 2013

- The Tribes would like to invite Tina Biorn to the next NAAC meeting to give a report on the Willits incident so that it can be added to the record
- There can also be issues with regard to Native American Graves Protection and Repatriation Act (NAGPRA) requirements, when there is the option of consulting with Tribal religious leaders versus Tribal government officials
- The Hoopa Valley Tribe has had good experience dealing with Caltrans recently on a resurfacing project. They worked with Darrell Cardiff who made sure the scheduled project did not interfere with Tribal dances. Darrell consulted with both government and religious leaders. Since Tribal dances are typically scheduled based on the moon, and not an exact date, there needed to be compromises made for project scheduling, which worked out in the end
- The Tribes, Caltrans, and the contractors need to consult together on projects like this and the consultation needs to happen from the beginning once cultural sites are identified. This is also a multi-tiered situation – sometimes there are sites that are not in the databases that only the Tribes know about. And some may not be forthcoming about where the sites are, but they can identify if there is something that needs to be protected. During projects, there should be a Tribal monitor there to make sure work is happening as it should
- The CTP should include a policy enhancing and conserving cultural resources and a policy for facilitating conversation between the Tribes and contractors
- All additional comments on the CTP and/or Tribal Listening Session can be submitted in writing to Laurie Waters
- Caltrans thanked the Tribes for attending and providing input
- A transcript of the session will be prepared and sent out to attendees as well as a summary of the major issues. Caltrans will also share the information with the NAAC, the transportation agencies, and the Caltrans Director
- Caltrans previously sent a letter out to all Tribes offering consult on the CTP (and we can also include the SHSP). All Tribes are encouraged to contact their liaison to schedule consultation

