



THE FUTURE OF MOBILITY

**CALIFORNIA  
TRANSPORTATION  
PLAN 2050**

# Tribal Listening Sessions DRAFT Summary



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August 2018

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# I. Introduction

## Purpose

The California Transportation Plan (CTP) 2050 is the state’s long-range transportation plan that creates a vision that articulates strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing greenhouse gas emissions. The purpose of the plan is to present innovative, sustainable, and integrated multimodal mobility solutions. The CTP 2050 will explore the characteristics of transportation needs in urban and rural areas and on tribal lands throughout California by looking at strategies to stimulate economic growth, funding new and/or upgrading transportation facilities, improving freight, and expanding public transit. In particular, the plan will aim to support urban, rural, and tribal communities by developing an effective regional system to enable efficient mobility and access to reach other people, goods, services, activities, and information.

The CTP 2050 planning process includes a comprehensive statewide public engagement campaign designed to provide early and continuous opportunities for public input to the plan’s development. The first phase of the public engagement campaign includes a set of Tribal Listening Sessions organized in various areas in California to collect feedback from Tribal communities about their transportation challenges and priorities. Four Tribal Listening Sessions were organized between June and August 2018 in San Diego, Sacramento, Fresno, and Eureka regions. The input collected through the Tribal Listening Sessions will help inform the development of the CTP 2050 by providing a detailed overview of the transportation needs and concerns of Tribes in California. An open and collaborative approach is essential to produce a plan that effectively meets the mobility needs of everyone who lives, works, and conducts business in California.

Although part of the public engagement effort for the CTP 2050, the Tribal Listening Sessions are not considered official tribal coordination and consultation as defined by federal and state law. Tribal consultation will be conducted by the CTP 2050 team throughout the planning process as requested by tribal governments.

This report provides a detailed summary of the information gathered through the four Tribal Listening Sessions.

## Key Takeaways

Analyzing the input gathered from the four Tribal Listening Sessions revealed the following high-level, overarching findings, which have been summarized below thematically.

- **Transportation Challenges** – Major challenges faced by tribes include the unreliability of access roads, road safety concerns, the complexities of a multi-jurisdictional transportation system, and the lack of funding available for tribes to pursue and manage transportation projects.
- **Reliable Access to Tribal Lands** – One of the most important transportation challenges faced by Tribes is ensuring reliable and safe access to their lands. As most Tribes are situated in rural

areas of the state, their access roads are often narrow and winding and therefore prone to unsafe conditions.

- **Road Safety for All** – Guaranteeing the safety of drivers, pedestrians and cyclists on the roads serving tribal land holdings is a top priority for all tribes. Improving road safety is the primary reason for which tribes get involved in transportation projects. Access roads to Tribal lands are often scenic highways and/or vital connectors that support freight traffic and these different uses are sometimes conflicting, creating unsafe conditions.
- **Multi-Jurisdictional Communication** – Navigating the transportation planning process is often difficult for Tribal transportation staff because of the multiple jurisdictions involved in transportation projects. Many tribes were eager to gain a better understanding how multi-jurisdictional projects are implemented and how the different agencies work together.
- **Inadequate funding** – Lack of resources, particularly reliable and regular funding to administer transportation projects, often prevents tribes from applying for certain funds, especially if they require matching funds.
- **Transportation Planning Capacity** – The transportation planning process is often difficult for tribes to undertake since they don't have the training to do so or the resources to hire expertise to help them develop comprehensive transportation plans. Developing transportation plans is increasingly becoming a priority because many funding sources require transportation plans and associated priority projects.
- **Multimodal Mobility** – Pedestrian mobility and public transit are two modes of transportation that need improvements in order to serve the mobility needs of the tribal communities. Improving pedestrian safety is a significant priority for tribes, especially in the concentrated areas of tribal lands where sidewalks are lacking or inconsistent.
- **Cultural Resources Protection** – Protection of cultural resources is consistently a major concern of tribal governments and tribal communities. The concern should be addressed as a major component within the CTP 2050 goal of "Practice Environmental Stewardship."
- **Emergency Response** – The challenge of ensuring reliable access to tribal lands is exacerbated during emergency situations such as extreme weather events that require evacuations or cause road closures. In Northern California, improving emergency response procedures is an important priority for tribes.
- **Training and Technical Assistance** – All Tribes were eager to receive training and technical assistance as it would bolster their capacity to apply for transportation funding and develop planning documents.
- **Active Partnerships** – Many Tribes stressed the need to build an active partnership with Caltrans in order to successfully lead and implement transportation projects. Tribal recommendations to improve the working relationship with Caltrans as well as other transportation planning agencies included:
  - Developing a Consultation Policy and Communication Plan
  - Conducting in-person or technology-based site visits
  - Establishing regular Tribal Listening Sessions
  - Facilitating collaboration with regional planning agencies (MPOs, RTPAs)
  - Recognizing organizational asymmetry
  - Allowing sufficient time for review

## II. Objectives and Methodology

### Tribal Listening Session Objectives

Caltrans, with the assistance of MIG, Inc., convened and conducted four Tribal Listening Sessions to inform Tribal communities throughout California about the CTP 2050 and to collect input about their transportation needs and challenges. The feedback received will inform the early stages of the development of the CTP 2050 by providing a deeper understanding of the transportation concerns and priorities of Tribal members throughout California.

Tribal Listening Session objectives included:

- Inform Tribal representatives about the CTP 2050
- Provide an overview of the values and benefits of Caltrans Tribal Programs
- Gain a better understanding of Tribal communities' experience with their local transportation network
- Identify the main transportation challenges impacting Tribal communities
- Identify Tribes' priorities in terms of improving their transportation system
- Strengthen the relationship between Tribal communities and Caltrans
- Identify the best approach and optimal times to engage with Tribal communities

### Schedule and Locations

Four Tribal Listening Sessions were organized in different regions of California. Three of the sessions were hosted at Tribal facilities and one was held in a Caltrans facility. The first Tribal Listening Session, organized in the San Diego region, was combined with a standing meeting of the Interagency Technical Working Group led by SANDAG.

**Table 1 – Tribal Listening Session Schedule**

| Area/Region  | Date           | Host                            | Venue   | Number of Participants |
|--------------|----------------|---------------------------------|---|------------------------|
| San Diego    | June 20, 2018  | Viejas Band of Kumeyaay Indians | Viejas Casino and Resort, Alpine                | 10                     |
| Sacramento   | June 26, 2018  | Caltrans                        | Woodland Training Center, Woodland              | 5                      |
| Fresno       | July 26, 2018  | Tule River Indian Tribe         | Tule River Tribal Justice Center, Porterville   | 16                     |
| Eureka       | August 1, 2018 | Blue Lake Rancheria             | Blue Lake Rancheria Tribe and Casino, Blue Lake | 11                     |
| <b>Total</b> |                |                                 |   | <b>42</b>              |

## Outreach and Invitations

The following outreach took place:

1. A formal letter was sent to all of the 109 federally recognized Tribes in California to inform them about the launch of the CTP 2050 effort and inviting them to participate in the Tribal Listening Sessions.
2. An online form was sent via Google Forms requesting interested Tribal representatives to RSVP.
3. An email was sent to over 250 email addresses on file, including members of Tribal Governments and Tribal staff.
4. Several reminder emails and calls made to all the Tribes in the districts surrounding the Tribal Listening Sessions, encouraging them to participate in the events and reminding them to RSVP.

Representatives from 19 Tribes participated in the Tribal Listening Sessions, including all the following Tribes:

### *San Diego Area Session*

- Barona Band of Mission Indians
- Jamul Indian Village of California
- La Jolla Band of Luiseno Indians
- La Posta Band of the Kumeyaay Nation
- Pala Band of Mission Indians
- Viejas Band of Kumeyaay Nation

### *Fresno Area Session*

- Bishop Paiute Tribe
- Santa Rosa Rancheria Tachi Yokut Tribe
- Table Mountain Rancheria
- Tule River Indian Tribe

### *Woodland Area Session*

- Dry Creek Rancheria Band of Pomo Indians
- Federated Indians of Graton Rancheria
- Yocha Dehe Wintun Nation

### *Eureka Area Session*

- Karuk Tribe
- Manchester-Point Arena Band of Pomo Indians
- Tolowa Dee-ni' Nation
- Wiyot
- Blue Lake Rancheria

## Tribal Listening Session Format

The Tribal Listening Sessions followed the same basic format based on an annotated agenda developed by MIG in collaboration with Caltrans (available as Appendix A). The sessions varied slightly as the project team responded to feedback. Additionally, the first session, held in the San Diego area, was incorporated as part of a standing meeting of the Interagency Technical Working Group convened by SANDAG. As such, this session followed a slightly different format but the key content of the meeting was consistent with the other Tribal Listening Sessions.

The Tribal Listening Sessions were organized into five sections:

- **Welcome and Introductions**
  - A Tribal Member provided a blessing.
  - Caltrans staff welcomed participants and thanked them for being a part of the workshop.

- MIG facilitator provided an overview of the agenda overview and invited all participants to introduce themselves.
- **Tribal Engagement with Caltrans Plans**
  - Caltrans Staff from Native American Liaison Branch provided an introduction on Tribal engagement within the Modal Plans and Regional Transportation Plans.
  - MIG staff facilitated a discussion about the Tribal Transportation Plans.
- **CTP and Modal Plan Presentations**
  - CTP 2050: The Future of Mobility
  - Interregional Transportation Strategic Plan (ITSP)
  - California Freight Mobility Plan
  - Bicycle and Pedestrian Plan: Toward an Active California
- **Tribal Success Stories**
  - The facilitator asked participants to share a transportation project that they consider a success and share any lessons learned.
- **Tribal Listening Session**
  - Live Polling: To structure the discussion and to help participants focus on specific questions, a live polling system was used. MIG facilitated a follow-up discussion.
  - Discussion topics included:
    - Transportation Challenges
    - Tribal Priorities
    - Partnerships
    - Training
    - Other transportation needs and issues
    - Alignment with CTP goals: Due to feedback from Tribes this part of the discussion was kept short and consisted of a quick overview of the CTP 2040 goals.

The Tribal Listening Sessions were designed to follow a facilitated conversation format. Several posterboards were displayed to help inform the conversation, including an overview of the CTP 2050 development process and timeline. Additionally, a live audience polling system was used during the second half of the listening session to help stimulate the conversation and to collect additional feedback from participants. A stenographer was present at each session to ensure that all of the feedback provided by participants was captured and recorded.



*Participants at the Tule River Tribal Listening Session*



### III. Transportation Challenges and Priorities

The goal of the Tribal Listening Sessions was to gain a better understanding of the transportation-related challenges faced by Tribes throughout California. Tribal challenges were highly correlated with their priorities in terms of transportation planning. As such, challenges and priorities are discussed concurrently and summarized thematically in the following sections. Improving road safety was both the biggest challenge and most important priority for tribes, and it is the primary reason for involvement in transportation planning. Other challenges that emerged included the lack of funding for tribal transportation projects, unreliable access roads and the lack of alternative transportation options.

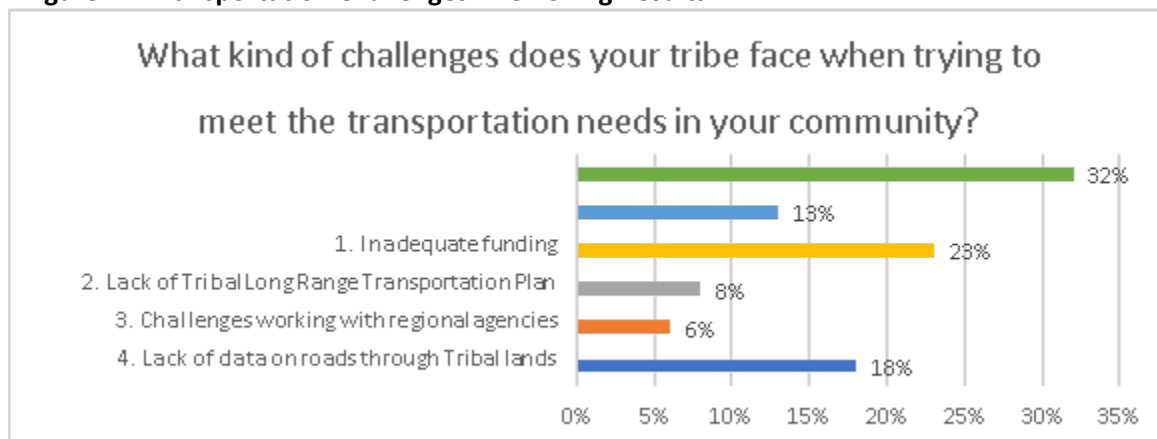
Tribes reported that working with agency partners was a major challenge. Because this topic encompasses such a wide array of strategies for improvement, it will be discussed separately in section IV.

#### Live Polling Results

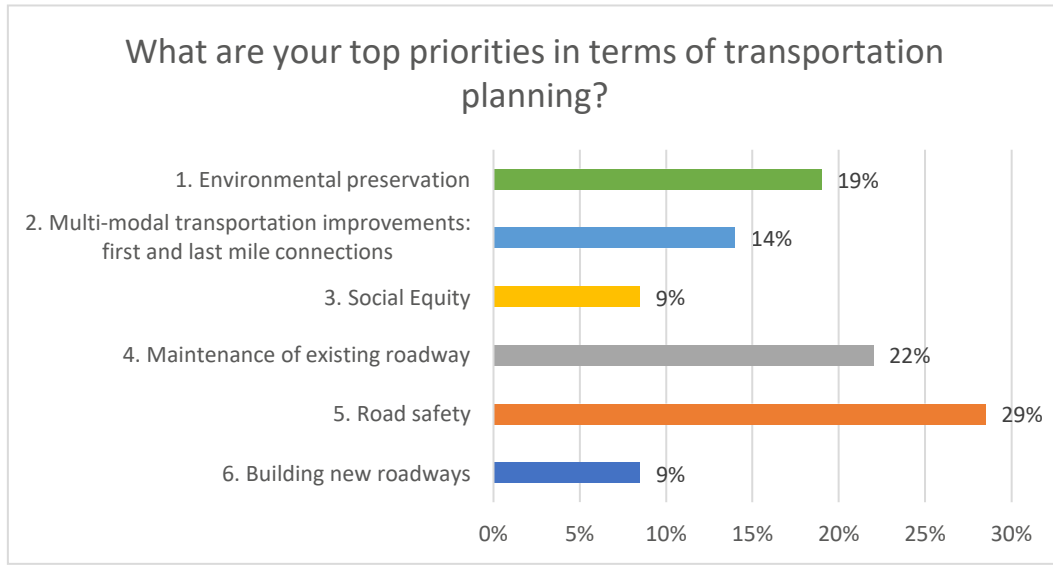
To structure feedback from tribes about their transportation challenges and priorities, a live polling exercise was conducted. The polling results helped identify and rank the top priorities and challenges. The live polling activity was not conducted in the Sacramento and San Diego area Tribal Listening Sessions but the discussion aligned with the results from the Fresno and Eureka sessions, shown in figures 1 and 2 below.

The greatest challenges for tribes were inadequate funding and working with regional agencies. Difficulties developing a transportation plan, including programming and prioritization, was both a significant challenge and a priority for Tribes. In terms of transportation priorities, road safety and road maintenance received the most votes from participants, ranking those issues as the top priorities for Tribal communities. Environmental preservation and multi-modal transportation were important priorities by Tribes but ranked lower than improving road safety.

Figure 1 – Transportation Challenges Live Polling Results



**Figure 2 – Transportation Priorities Live Polling Results**



Tribal representatives were encouraged to explain their answers and share other challenges and priorities. This qualitative feedback is summarized thematically below.

## Road Safety

### Safety for Users

The safety of drivers, pedestrians and cyclists on the roads serving tribal land holdings was identified as a major challenge by all Tribal representatives. The principal safety concerns included speeding, truck traffic, winding and narrow road conditions, and the safety of pedestrians within tribal lands. Improving road safety is critical and many grant applications are aimed at implementing safety improvements, including road maintenance. In certain cases, access roads are also scenic highways and/or vital connectors that support freight traffic. These different uses often conflict and create unsafe conditions for all users.

### Speeding and Cut-Through Traffic

Tribal representatives explained that map applications such as Waze or Google Maps sometimes reroute drivers through tribal lands to avoid traffic on the main highways. This cut-through traffic often does not respect speed limits creating unsafe conditions. In addition to speeding vehicles, increasing truck traffic through tribal lands or on the roads serving these lands has amplified the safety and air quality concerns of tribal communities.

### Narrow and Winding Roads

The often winding and narrow conditions of roads on and off tribal land holdings create dangerous conditions for drivers. These dangerous conditions were identified as a major challenge for nearly all tribal representatives, and some mentioned regular fatal accidents. As such, road maintenance was identified as a priority because proper maintenance can help ensure the safety and reliability of the

roads in and around the tribal lands. The need for better road maintenance also included trash clean-up and fire prevention.

## **Inadequate Funding and/or Staff Capacity**

### **Resources to Administer Transportation Projects**

Another challenge faced by Tribes is the limited resources and staff capacity available to plan and implement transportation projects. Lack of resources, particularly reliable and regular funding to administer the various transportation projects, prevented Tribes from participating in some programs and applying for certain funds. With proper training and more staff capacity, tribes could be more competitive when applying for transportation funds.

### **Capacity to Create Tribal Transportation Plans**

Lack of resources is also the reason why many Tribes struggle to create and/or update Tribal Transportation Plans that would allow them to prioritize projects and apply for competitive funds. The transportation planning process can be a difficult task for Tribes to undertake since they don't have the training or the resources to hire specialists to help them develop a comprehensive transportation plan.

### **Matching Funds Requirement**

The limited resources available to Tribes for transportation projects can also prohibit them from applying for certain grants that require matching funds. Many funding opportunities available via Caltrans' programs require matching funds that in many cases the Tribes do not have. Additionally, the underfunding challenge prevents adequate participation in the various local, regional and state level decision-making processes. With more and better trained staff, they would be able to have their voices heard at policy boards and technical advisory committees and therefore influence policy to promote the needs and priorities of the Tribes.

## **Reliable Access to Tribal Lands**

### **Conditions of Rural Roads**

One of the most important transportation priority for Tribes is ensuring reliable and safe access to their tribal lands for their members and guests. Many Tribes have one access road to their tribal lands, making them vitally dependent on the conditions of that road. As many tribes are situated in rural areas of the state, their access roads are often narrow and winding and prone to unsafe conditions. Additionally, the unreliable and sometimes dangerous road conditions can hinder the delivery of supplies and services for their economic activities.

### **Risk in Emergency Situations**

The challenge of ensuring reliable access to Tribal lands is exacerbated during emergency situations such as extreme weather events or medical emergencies. Several Tribes referenced specific events that occurred in the past five years when their access roads were closed due to landslides. Such closures can have severe consequences for tribes, preventing evacuations and hindering the provision of supplies.

Several participants specifically mentioned the difficulties of transporting people suffering a medical emergency and the risks that bad ambulatory access can pose for the health and safety of tribal communities.



*Participants at Viejas Tribal Listening Session*

## **Multi-Modal Transportation Improvements**

### **Pedestrian Safety and Mobility**

Pedestrian facilities are in great need of improvement in order to serve the active mobility needs of the tribal communities. Pedestrian safety was a major concern in the central areas of tribal lands where many tribal community members walk. Roads do not have sidewalks, or the sidewalks are inconsistent, forcing pedestrians to walk on the streets or in shoulders. The lack of safe and comfortable facilities for pedestrians was a particularly important concern because many tribal communities rely on walking to get around within the tribal land holding, especially in the concentrated areas of the tribal lands and especially near the schools and recreation areas. In addition to the lack of sidewalks, unsafe crossings were a safety hazard identified by participants.

Recommended pedestrian improvements included creating or extending sidewalks through tribal lands and adding traffic calming measures. These improvements have been implemented by certain Tribes and are often regarded as best practices in improving the safety of pedestrians and drivers. Additionally, many Tribes mentioned the need to improve the safety of specific intersections with roundabouts, traffic signals or protected crosswalks. Bicycle facilities were mentioned by several participants.

### **Insufficient Public Transit Services**

Tribal representatives also mentioned the lack of public transit services as a challenge for Tribal communities. In many cases public transit does not serve the tribal land holdings, or if it does it is often unreliable and not frequent. This greatly hinders the mobility of many tribal communities, and particularly their ability to access neighboring cities or towns for employment opportunities or specialized services. Several Tribes had ideas for alternative transportation options to increase the mobility options of their members, including a bike sharing or scooter sharing program.

## **Environmental Stewardship and the Protection of Cultural Resources**

### **Environmental Stewardship**

Protecting the environment emerged as an important priority for tribal representatives as it represents a significant aspect of many tribes' culture and way-of-life. Environmental stewardship is a value that is deeply-rooted within tribal communities and a priority when planning and implementing any projects, including transportation projects. Tribal representatives did request further information about how Caltrans and other transportation agencies plan to address this priority in their planning process and how they will work with tribes to do so.

### **Access to Cultural Resources**

The protection of cultural resources emerged as a key priority and tribes asked that it be included in a prominent way in the CTP 2050, as its own goal or policy. The protection of cultural resources and the ability of tribes to collect certain resources to maintain their cultural heritage is a priority for tribes. Roadways within tribal land holdings are often used by tribal community members as access points to areas within the tribal lands where they collect natural resources used for specific activities such as basket-weaving. Safeguarding their ability to practice these cultural activities should be considered by Caltrans and all regional agencies when planning and implementing transportation projects.

Although this concern is typically addressed during the environmental phase of projects, prior to construction but after planning, it arose as a concern that should be addressed in the CTP 2050. Several tribal representatives requested that the tribes be involved earlier in the transportation process, during the early and long-term planning phases.

## **Planning and Project Prioritization**

### **Tribal Transportation Plans**

Transportation planning is emerging as a new priority for many Tribes, but with little experience developing transportation plans they often struggle with the process. Building tribal transportation programs is becoming a priority because many competitive grants require transportation plans. As such, many tribes requested technical assistance with the planning process, and specifically with the project prioritization aspect of the plan.

### **Participation in Regional Planning Process**

Additionally, many Tribes asked for advice about how to more effectively participate in the regional transportation planning processes with their regional MPOs or with their local Caltrans District. Participating in project prioritization processes at the regional level is important to Tribes because it is the most effective way to convey their transportation needs and priorities. Many Tribes felt that transportation projects on or near their Tribal lands were often not included in regional plans and therefore unlikely to receive funds.

## Other Challenges and Priorities

### Social Equity

Many Tribal representatives were unclear on the meaning of social equity and how social equity should be interpreted in the context of Tribal communities. They requested more information on how Caltrans defines social equity and how related goals and policies would impact the tribes. Several participants recognized the importance of considering social equity concerns when planning transportation projects through tribal lands. They mentioned that providing alternative transportation options, such as safe pedestrian facilities and public transit service, would help advance social equity goals. Additionally, improving the mobility of tribal communities can support the economic development through better connections to employment opportunities.

### Emergency Response

Tribal representatives in Northern California mentioned improving emergency response as an important priority. These concerns were particularly prominent during the conversations in Sacramento and Eureka areas because of the active wildfires in the regions and the increase in fire activity in the past several years. They recommended that Caltrans and other regional agencies create a vulnerability assessment as well as a communication plan to help communities be prepared in case of emergencies. Tribes not only requested improvements to emergency response but also requested to participate in the response effort and be recognized as a supporting agency.

### New Technologies

Several Tribal representatives mentioned the opportunity of implementing various new technologies within their transportation system to improve the safety and mobility. Implementing new technologies emerged as a priority for several Tribes, while others were focused on more traditional safety improvements. The technological innovations mentioned included electric charging stations, bike-sharing systems, motored scooters, and the creation of a microgrid to better manage resources within tribal land holdings.

## IV. Outreach and Communication

One of the major takeaways from the Tribal Listening Sessions was that the Tribes are eager to engage with Caltrans in active partnerships with the goals of addressing their transportation needs and advancing transportation projects that will benefit their communities. Creating and maintaining good communication channels and active relationships between Caltrans and the Tribes was identified as an important first step in building these collaborative partnerships.

Additionally, many Tribal community members requested training and technical assistance from Caltrans to help bolster the capacity and capabilities of Tribal staff in charge of transportation programs. Training and assistance would allow Tribes to be more competitive when applying for funding and increasing participation in Caltrans programs.

### Communication Challenges

#### Jurisdictional Layers

Navigating the transportation planning process was reportedly difficult for Tribal transportation staff because of the multiple jurisdictions managing transportation projects, including Caltrans, counties, cities, and regional agencies. Tribes struggle communicating with the various public agencies depending on the area. In certain cases, a good relationship was established between the Tribes and the District Native American Liaisons but in other Tribes did not understand the role of the DNAL. In many cases, Tribes did not have a good working relationship with a County or regional agency. In San Diego the regional planning agency, SANDAG, had developed a collaborative working relationship with the tribes that facilitated a collaborative platform. Nurturing inter-agency relationships holds importance for tribes.

#### Lean Engagement Efforts

Many Tribes stressed the need to build an active partnership with Caltrans to successfully lead and implement transportation projects. The Tribes often feel like Caltrans regularly informs them of approved projects but rarely invites them to participate early in the planning and design process. They strongly believe that both Caltrans and the Tribes would benefit from a more collaborative partnership, and provided several recommendations for improving the collaboration between Tribes and Caltrans.

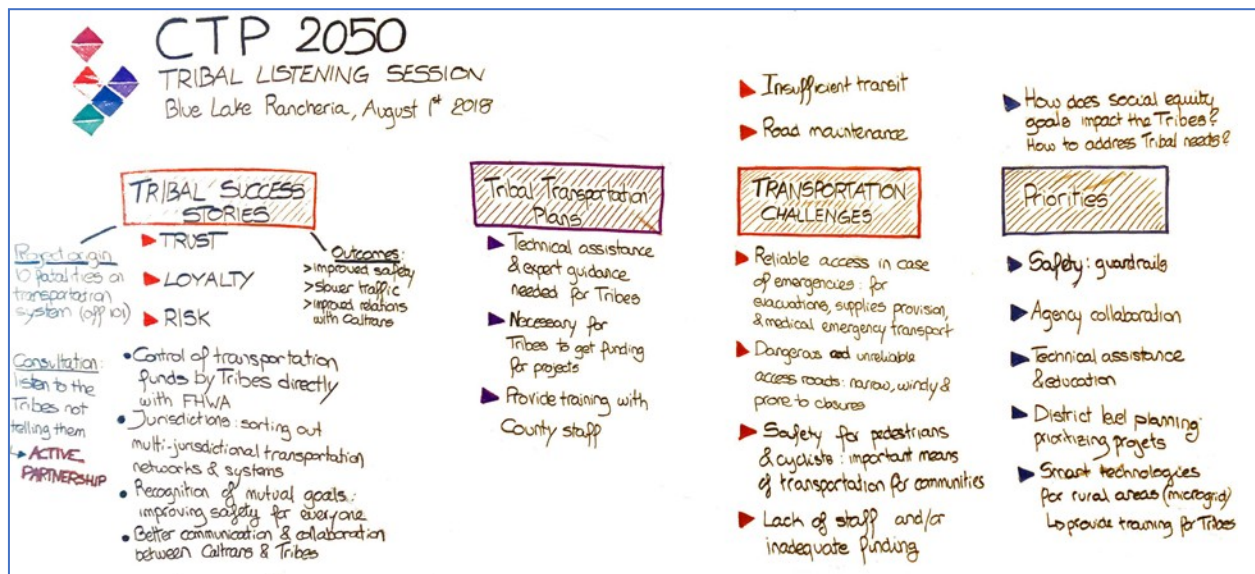
#### Inter-Agency Collaboration Process

Other than building better working relationships with the different public agencies in their areas, many Tribes were eager to gain a better understanding how multi-jurisdictional projects were implemented and how the different agencies work together. They explained that it was often unclear whom to contact for different transportation-related projects. This lack of clarity made it difficult for them to navigate the transportation planning process and subsequently difficult to be aware of funding opportunities.



## Coordination Through the ITSP

The challenge of working with multiple jurisdictions was mentioned by several Tribes in the context of the Interregional Transportation Strategic Plan. They wanted to better understand how the different government entities worked together on the regional corridors identified by the ITSP. They recommended that the ITSP provide advice on how to coordinate with Caltrans and its local partners on these corridor-wide projects.



Blue Lake Rancheria Graphic Recording

## Building Active Partnerships

Improving communication between Tribes and Caltrans emerged as a prominent theme throughout the Tribal Listening Sessions. Tribal representatives provided many recommendations on how to build an active partnership between Caltrans and Tribes, these are summarized below.

- **Develop a Consultation Policy and Communication Plan:** It was recommended that Caltrans develop a consultation policy and communication plan to establish good practices when consulting with Tribes. A communication plan could help define roles and responsibilities and help build collaborative partnerships between Tribes and Caltrans.
  - The main point of contact for the Tribes should be the Tribal administration office instead of the Tribal Council that changes yearly. Clarifying the main point of contact will help create a consistent and regular communication channel.
- **Facilitate the collaboration with MPOs:** Caltrans could advise Tribes and MPOs on how to improve the cooperation for planning transportation project. Tribes requested regional plans to more prominently include tribal projects and priorities.

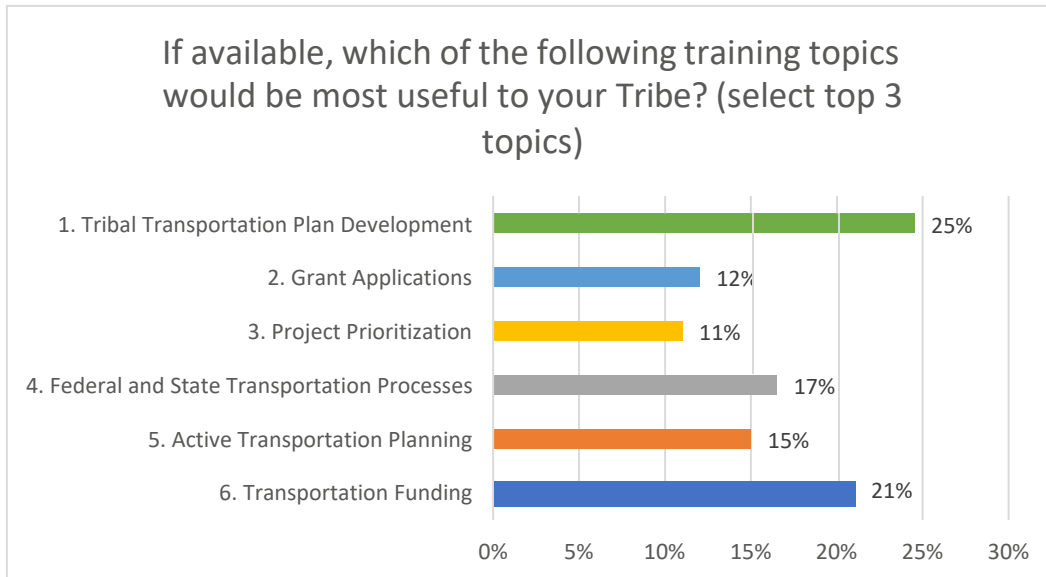


- SANDAG was cited as an example of a best practice because they have their own Tribal Liaison and working group which has greatly improved the relationships with the Tribes.
  - Several Tribes inquired about how they were represented on the regional Council of Governments and about the possibility of becoming voting members of the policy-making boards and committees.
- **Conduct site visits:** Caltrans should schedule meetings and in person site visits on tribal lands to foster relationships with Tribal transportation staff and Tribal Governments. This would help Caltrans staff understand on-the-ground conditions of transportation in tribal lands.
  - **Establish regular Tribal Listening Sessions:** Caltrans should organize regular Tribal Listening Sessions to help build and maintain the relationship with Tribes. Several Tribes recommended the inland empire where there are 16 tribes. They also recommended improved outreach to encourage Tribes to come.
  - **Recognize organizational asymmetry:** Caltrans needs to be flexible in its engagement to accommodate the different organizational structures of the Tribe. These are often very different from those of public agencies both in function and in scale.
  - **Avoid online engagement:** Tribes explained that webinars aren't an effective method to engage the Tribes unless the relationship is already established.
  - **Allow sufficient time for review:** Several Tribes mentioned that Caltrans should be careful to allow sufficient time for Tribal review of plans and projects.
  - **Clarify the role of the District Liaison:** Caltrans should better define the role of District Liaisons as Tribal representatives mentioned that they were unclear how and when to interact with the Native American Liaisons at the District level. Several participants shared that their District Liaison was very helpful in presenting different funding and engagement opportunities, sharing information on grants, events, and other activities.

## Training and Technical Assistance

All Tribes were excited about potential training opportunities for their transportation staff as it would bolster capacity to apply for transportation funding and to develop planning documents. In the Eureka and Fresno area Tribal Listening Sessions, participants were polled on which topics were most useful and although they explained that they would like to receive training on all topics, those related to funding and transportation planning came out slightly ahead of the others (see full results below).

**Figure 3 – Training Topics Live Polling Results**



The development of Tribal Transportation Plans was a priority for Tribes in terms of training topics. They requested technical assistance for the development of such plans because for many it is their first time creating transportation plan. Many do not have the expertise nor the capacity to do so. They explained that they would greatly benefit from an intensive training and technical assistance program from Caltrans that would include a plan template, best practices, and examples from other Tribes. A few recommended that the training and technical assistance be conducted as an intensive two-week program during which Caltrans staff and Tribal staff work together to start developing the plan and prioritize projects with a facilitator. The request for training and technical assistance also applied to the development of Active Transportation Plans that few Tribes have developed so far.

Other training subjects recommended by tribal representatives included:

- Tribes requested workshops to help them through the permitting, funding and programming process. They were eager to better understand the project planning and delivery system.
- Caltrans needs to consider that many Tribes do not have dedicated transportation staff but it is important to provide training for those Tribes so that they can access funding as well.
- Several Tribes recommended sensitivity training for learning how to work with Tribes and to better understand organizational structures of Tribes.
- Training on grant applications should clearly explain what projects are eligible and which Tribes are eligible applicants. They should include examples of successful applications from other Tribes.
- Several Tribes requested better access to transportation data at the Tribe level, such as accident rates. Such data would help with transportation planning and funding applications.



*Tule River Tribal Listening Session Participants*