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Final Report: California Tribal Nations Transportation Planning Needs Assessment Study

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16. Abstract The Tribal Transportation Planning Needs Assessment Study was a collaborative project conducted by Caltrans and the Mineta Transportation Institute, San Jose State University. The primary goal of the project was to identify the current state of transportation planning activities and partnerships within Tribal governments in California, so that Caltrans can meaningfully engage more actively with Tribal governments early in the planning process and better meet the transportation needs of Tribal communities. The study focused on the 109 federally recognized Tribal Nations in California, and collected data through a survey questionnaire. The key task undertaken by the study team was to engage and support Tribes to ensure that their opinions were heard and to provide as much or as little technical assistance on the questionnaire as they needed. The findings of the study clearly demonstrate that Tribal Nations have challenges related to technical and staff capacity, funding, lack of resources to meet transportation needs, and lack of collaborative partnerships at the local, state and federal levels, among other issues. This study identifies specific needs and provides recommendations for future engagement between Caltrans, local, state and federal agencies with the Tribal Nations.			
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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

Executive Summary

This report presents the results of a study of the transportation planning capabilities and needs of the 109 federally recognized Native American Tribes (also referred to as the Study Group/Tribes/Tribal Nations in this report) in California. The study was conducted by the Mineta Transportation Institute in collaboration with Far Western Anthropological Research Group, Inc., under contract with the Division of Research, Innovation, and System Information at Caltrans.

This report gathered data from a survey of the 109 Tribal Nations in California that sought information on Tribal transportation planning capabilities and activities. An important purpose of the study is to help Caltrans better understand the transportation planning needs of the Study Group so that Caltrans and regional and local planning agencies can include Tribal transportation planning concerns in local, regional, and statewide transportation plans. In addition, Caltrans would like to engage more actively with Tribal governments early in the planning process to meet the transportation needs of Tribal communities better.

Two primary goals guided the study:

1. Identify the transportation planning-related capabilities and resources of each Tribe of the Study Group; and

2. Identify the Study Group's capacity to implement transportation planning and project/program delivery.

As part of this study, the research team identified current and potential barriers to increasing Tribal participation and capacity for transportation planning on and adjacent to Tribal land.

Data, to address the goals of the study, were collected through a survey questionnaire designed to capture information centered on five themes:

1. Tribal perceptions of their primary transportation needs on and near their lands.

2. Current status of transportation planning by Tribes on Tribal lands.

3. Needs for transportation planning information and technical assistance focused on awareness of local, state, and federal agencies and programs

4. Availability of funding sources for transportation planning and implementation

5. Other questions

The questionnaire had a total of 29 questions spread across five themes. Results and critical Tribal information were tallied in a Microsoft Access® database that includes background information about each of the 109 Tribal Nations, such as location, population, land holdings, contact information, and responses to the survey.

The survey was distributed to Tribes between September 2021 through April 2022, with outreach encouraging completion and assistance in completing the survey provided as needed. Of the 109 Tribal Nations, 49 Tribes completed the questionnaire, one Tribe decided not to participate, 58 Tribes did not respond, and one Tribe agreed to participate but did not complete the questionnaire.

Survey analysis included tabulations of responses and carefully reading answers to the open-ended questions. Survey analysis included examining tabulated responses and considering written responses to open-ended questions. Answers to the survey provide insights into how Tribal Nations perceive their transportation needs, the conditions of their transportation facilities, the status of long-range transportation planning and other transportation documents, the awareness of agencies and programs, and funding opportunities. Notably, the study identified barriers and challenges that Tribes face in implementing transportation planning and meeting the transportation needs of their citizens. Challenges include staffing capacity, lack of trained staff, and funding for staff and transportation planning. Tribes noted that they would like more coordination between Tribes and local, regional, and federal agencies for transportation planning, programs, and funding.

Recommendations resulting from the analysis center on three key issues: technical assistance, coordination to provide regional venues of engagement between Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPOs), and Tribal Nations, and increasing cultural competency of Caltrans staff engaging with Tribal Nations.

Technical Assistance: Tribes identified a need for technical assistance on transportation planning-related topics and training. The Study Team acknowledges that such training requires funding and staff time. When funding is available, in-person training sessions could be conducted through a collaboration between Caltrans and the local Regional Transportation Planning Agency (RTPA). Areas of desired training identified by the Tribes include but are not limited to, the importance of transportation planning, how to develop a Local Regional Transportation Plan, transit-related data collection, how to conduct safety studies, and developing performance measures. Technical assistance could also be provided through a rent-a-planner program.

Coordination to Provide Regional Venues of Engagement: Given that Caltrans is a state agency with local offices and has connections with the RTPAs and Metropolitan Planning Organizations (MPO), it can help Tribes connect with these agencies for collaborations. The Study Team acknowledges that this may burden Caltrans District staff; however, Caltrans District staff are the best suited to arrange such engagements.

Educate Caltrans Staff on Engagement with Tribal Nations: Caltrans staff must be educated before engaging with the Tribal Nations through cultural competency training workshops, which should center on understanding why Tribes have lost trust and how to rebuild that trust. Held virtually or in person, they should include Tribal voices for each topic and critical thinking breakout sessions.

1. Introduction

The Division of Research, Innovation and System Information (DRISI) at the California Department of Transportation (Caltrans) identified a need to study the transportation planning capabilities and needs of California's 109 federally recognized Native American Tribes (referred to as the Study Group, Tribal Nations, and the Tribes in this report). Caltrans is collaborating with the Mineta Transportation Institute (MTI) at San Jose State University on this project and has contracted with Far Western Anthropological Research Group, Inc. (FWARG; Dr. Ashley Parker), Dr. Seetha Reddy, and Mr. David Reinke to conduct the study using a questionnaire survey of all federally recognized California Native American Tribes.

Tribal sovereignty indicates that Native American Tribes and Alaska Natives in the United States have the authority to govern themselves. The U.S. Constitution recognizes Indian Tribes as distinct governments, and they have, with a few exceptions, the same powers as federal and state governments to regulate their internal affairs. Sovereignty for Tribes includes the right to establish their form of government, determine membership requirements, enact legislation, and establish law enforcement and court systems.[1]

The survey aims to identify the current state of transportation planning activities, capacities, and partnerships within Tribal governments in California. Caltrans would like to engage more actively with Tribal governments during the planning process to better meet the transportation needs of Tribal communities. To do this, Caltrans needs to assess the transportation planning capability and needs of all federally recognized American Indian Tribes in California. In doing so, they need to gather data to ensure the Study Group is included in California's transportation planning and programming processes. To inform its efforts to ensure the 109 Tribes in California are included in planning and programming processes, Caltrans also needs to have an understanding of the ability of the Study Group to engage with Caltrans, Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPOs), and local governments in the development of long-range transportation plans and programs, including access to funding for the implementation of projects that benefit Tribal communities.

2. Background to Transportation Planning

This is a brief introduction to the transportation planning process pertaining to California Native American Tribes. The discussion begins with a description of the transportation planning process. This is followed by a discussion of how transportation planning works in California. The discussion then turns to Tribal transportation: planning issues, the federal Tribal Transportation Program, and examples of transportation planning efforts by various Native American Tribes throughout California and the US.

2.1 What is Transportation Planning?

Transportation planning is a process for envisioning desired futures (either for transportation specifically or as part of a more comprehensive visioning process), identifying transportation needs, considering alternative means of meeting these needs, and developing programs and projects to implement the preferred alternatives. It can also be, and often is, a part of a more general process by which a community determines its goals and objectives for its physical environment (known by names such as "general plan," "comprehensive plan," or "vision").

A generic description of the planning process is provided in Appendix B.

Table 1 summarizes the steps in the planning process. Stakeholders' involvement in the planning process' stages is essential to developing a successful transportation plan.

Table 1. Summary of Steps in the Planning Process

Step	Activities
Establish a vision, goals, and objectives	Work with stakeholders to establish a desired vision for the future. Determine goals and objectives (time-specific and measurable outcomes).
Identify needs, desired outcomes	Data collection on the state of the transportation system and the needs of the community.
Develop alternatives	Develop one or more alternative means of meeting the established needs and desired outcomes.
Analyze alternatives	Estimate the outcomes for each alternative: costs, demand, mobility changes, crash reductions, etc.
Evaluate alternatives	Rank alternatives based on a consistent set of criteria. Determine fiscal constraints that may limit which options are feasible.
Select preferred alternative(s)	Select one or more desired alternatives for implementation.
Program and implement	The program selected alternatives in funding documents (transportation improvement program [TIP], etc.)
Monitor results	After implementation, monitor results to ensure that goals and objectives are met.

2.2 Transportation Planning in California

Regional Transportation Planning Agencies

Under California law, every county is served by a transportation planning agency, and in counties with a major metropolitan area by metropolitan planning organizations (MPOs). Transportation planning agencies go by a variety of names, including:

- Regional Transportation Planning Agency (RTPA)

- Metropolitan Planning Organizations (MPOs)

- Council of Governments or Association of Governments

- County Transportation Commission or Local Transportation Commission

- Transportation Authority

Currently, there are 44 RTPAs in California. These include 18 MPOs and RTPAs within MPO boundaries. For example, Orange County Transportation Agency is a planning agency within the Southern California Association of Governments (SCAG) MPO. Figure 1 shows the MPOs and RTPAs in California.

Each RTPA must develop an overall work program (OWP), which identifies the planning studies to be conducted each year in the RTPA, and a regional transportation plan (RTP). RTPs covering a longer horizon (typically 20 years) are transportation plans (LRTP).

The California Transportation Commission (CTC) provides guidelines for regional transportation planning published by the state (California Transportation Commission 2017a and 2017b), and there are separate guidelines for MPOs and RTPAs. The purposes of the guidelines are to:

- Promote an integrated, statewide, multimodal, regional transportation planning process and effective transportation investments;

- Set forth a uniform transportation planning framework throughout California by identifying federal and state requirements and statutes impacting the development of RTPs;

- Promote a continuous, comprehensive, and cooperative transportation planning process that facilitates the rapid and efficient development and implementation of projects that maintain California's commitment to public health and environmental quality; and

- Promote a planning process that considers the views of all stakeholders.

Figure 1. MPOs and RTPAs in California
(Source: California Transportation Commission)

Each RTPA is required to develop an OWP which identifies the planning studies to be conducted by the RTPA for each year. Although state guidelines provide recommendations on the process to follow in regional plan development, in practice, most RTPAs develop their own methods specific to their needs.

Each region is required to develop a regional transportation improvement program (RTIP), which lists the transportation projects to be funded over the period of the TIP (typically four years or so). Under federal law, the RTIP must be fiscally constrained, i.e., the total dollar value of projects in the RTIP cannot exceed the expected funding available from federal, state, and local sources.

Congestion Management Agencies

In 1990, the California Legislature enacted the Congestion Management Program (CMP) to implement Proposition 111, a state-wide transportation funding proposal that required local governments to implement mitigation measures to offset the effects of new development on the regional transportation system. Under this law, each county must designate a local congestion management agency (CMA) to develop a congestion management plan that says what the CMA will do to mitigate congestion in the county. In some counties, the CM is also the RTPA. Especially in urban areas, an RTIP includes several projects that originated in a CMA.

Several other agencies may be involved in transportation planning, either in a support or lead role. The agency types and roles in positions in transportation planning will vary by region. Transit operators usually have their in-house planning function, and most transit operators will have at least a short-range plan containing revenue forecasts and service changes over three to four years.

Other Agencies Involved in Transportation Planning

Public works departments are responsible for constructing and maintaining road infrastructure. Traffic engineering functions in some cities and counties fall within the purview of the public works department. As part of this function, public works departments are often called on to develop their locality-specific plans to prioritize spending on transportation projects.

Performance Measures

In recent years, the US Department of Transportation and various state departments of transportation have encouraged the use of performance measures for the transportation system. Performance measures are intended to:

- Help states and localities assess how well the transportation system meets their needs.

- Identify problems that need to be addressed in transportation.

- Help in developing programs and projects to meet transportation needs.

Federal and state agencies are increasingly moving toward allocating funding for transportation based on performance measures. The Federal Highway Administration has prescribed several performance reporting measures that address the following areas:

- Safety

- Infrastructure condition

- Congestion reduction

- System reliability

- Freight movement and economic vitality

- Environmental sustainability

- Reduced project delivery delays

RTPAs have the option of adopting state performance measures, which should be tailored to the needs of the locality. For example, performance measures for urban areas typically include congestion delay, transit mode share of trips, and safety (numbers of crashes by type). Rural areas usually have different transportation needs and, therefore, will require different performance measures; moreover, data availability and staff time are more limited for rural agencies, limiting their ability to report on performance measures. A recent report on performance measures for rural and small urban areas highlighted the differences between performance measure needs for urban and rural areas; the report identified several performance measures relevant to rural areas. The recently passed Senate Bill 1 provides for performance measures that regional agencies may adopt.[4]

2.3 Tribal Transportation Planning

Tribal governments in the US do their own transportation planning that is required to conform to federal regulations; however, the State of California also requires that RTPAs consider Tribal transportation planning issues as part of their long-range transportation plans. Hence, in California, there is some overlap between federal and state planning requirements for Tribal lands.

This subsection begins with a discussion of issues specific to Tribal transportation planning. We then discuss the Tribal Transportation Planning Program that is administered by USDOT. This is followed by a description of Tribal transportation planning at state and regional levels in California, including specific examples. Finally, for the purpose of comparison, we present several examples of Tribal transportation planning in other states.

Issues Specific to Tribal Transportation Planning

The process outlined above is generic to transportation planning in the US. Other descriptions of the planning process directed specifically toward Tribal transportation planning can be found.[5] The University of Alaska example describes the process for Tribal transportation, from long-range planning to funding to implementation.

Whitlock identifies several transportation planning and implementation issues specific to local rural Tribal governments.[6] These include the following:

- Dedicated planning staff

- Governmental support structure to administer federal contracts

- Regular changes in Tribal leadership

- Keeping leaders informed

- Processing funding

- Procurement and finance

- Lack of resources for implementation: equipment, workforce, sufficient wage rate to retain workers

- Limited funding for construction

- Limited availability of consultants: located in rural areas; with an understanding of Tribal transportation issues

In addition to those issues cited by Whitlock, data collection should be expressly noted. Data collection is expensive and time-consuming, but it is essential to the planning process. Data collections include all data relevant to assessing current transportation conditions and analyzing alternatives, for example:

- Inventory current transportation infrastructure (roads, bridges, traffic control devices, etc.)

- Collection of safety statistics, including crashes by type (fatal, injury, property damage only) and location

- Assessment of transportation needs of the Tribal community, including access to job opportunities, school travel, and access to medical facilities.

Other Tribal Transportation Issues

The results of this study will help understand the key issues that the federally recognized Tribes in California may face. Several Tribal lands are in rural areas, and transportation issues in rural areas typically include the following:

Access/Mobility. Rural area residents, especially those with low incomes, often have difficulty accessing work, school, shopping, and medical facilities. Jobs and medical facilities may require people to travel long distances to access them. Many people in rural areas have low incomes, which makes it challenging to own a car. Furthermore, auto travel may not be an option for some people, such as children and seniors.

Transportation infrastructure. Many rural areas need to be better connected to the transportation network. Critical transportation links may be at risk from extreme weather events or forest fires. Many rural roads and bridges need to be better maintained. Transit service in rural areas is typically poor or nonexistent.

Safety. Fatal crashes account for a much higher percentage of crashes in rural areas than in urban areas. Therefore, the average cost of crashes is much higher in rural than in urban areas.

Linkages. Most California Tribes are not well connected to local and regional transportation planning agencies, which limits their access to transportation funding.

Tribal Transportation Planning Program

USDOT is responsible for administering the Tribal Transportation Planning Program (TTP). TTP regulations state that the purpose of Tribal transportation planning is to "clearly demonstrate a Tribe's transportation needs and to fulfill Tribal goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs."[8]

USDOT is currently conducting a Transportation Planning in Tribal Communities Research Study.[9] The study is motivated by two key planning challenges: first, the existing planning analysis tools do not always align with Tribal community context and needs; second, it is not always clear what benefits planning provides to transportation project selection and delivery in Tribal communities.

Tribal Transportation Planning at State and Regional Levels in California

CTC guidelines for regional transportation plans state the following concerning Indian Tribes:[10]

When the RTPA region includes California Indian Tribal Lands (reservations, Rancherias, and allotments), the RTPA shall appropriately involve the federally recognized Native American Tribal Government(s) in the development of the RTPA. The RTPA should also seek input even from Tribes that are not federally recognized or from other "interested parties" that may have a background and/or history of Native American culture within the region. In addition, AB 52 (Chapter 532, Statutes of 2014) mandates that agencies must consult with Tribes regarding impacts on Tribal Cultural Resources as an impact under CEQA. See Section 4.7 Native American Tribal Government Consultation and Coordination for further discussion.

Establishing a government-to-government consultation relationship is paramount (and required) for coordination with federally recognized Tribal governments. A recent study by Caltrans consisted of a survey of state DOT and MPO staff in several different agencies.[11] The study looked at planning and programming practices related to Tribes in their area and sought examples of successful Tribally nominated transportation projects. The study found that many agencies coordinate with the Tribes in their jurisdictional areas, but the degree of coordination varies considerably.

We conducted an informal review of some regional plans in California and found that while most regional plans mention the CTC guidelines cited above, very few go beyond that in their regional plans. There are, however, several RTPAs and other agencies within California that engage with the Tribes, and these are summarized below. The California Transportation Improvement Program has several projects for roadway improvements on Tribal lands within the state.[12]

San Diego Association of Governments. The San Diego Association of Governments (SANDAG) has formed an Interagency Technical Working Group on Tribal Transportation Issues.[13] The purpose of the Interagency Technical Working Group on Tribal Transportation Issues is to serve as a forum for regional Tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. The Working Group monitors and provides input on implementing the strategies and planning activities related to transportation mutually developed through the San Diego Regional Tribal Summit.

Membership consists of representatives from each federally recognized Tribal government and California Tribes in the San Diego region, as well as advisory members from the staff of SANDAG, Caltrans, the County of San Diego, the Bureau of Indian Affairs, and the transit agencies. The Working Group reports to the Borders Committee, which reports to the Board of Directors on Tribal-related transportation activities.

The Intraregional Tribal Transportation Strategy was developed as a collaboration between the San Diego Association of Governments (SANDAG) and the Southern California Tribal Chairmen's Association (SCTCA) to address Tribal transportation needs in the San Diego region.[14] The report describes the process for developing the strategy and the strategies themselves. The plans include short-term and ongoing actions and identifying the tools and resources that support the implementation of the strategies.

Humboldt County Association of Governments. The Humboldt County Association of Governments (HCAOG) includes representatives from the Native American Tribes in Humboldt County, California, on its technical advisory committee (TAC) for its regional transportation planning process. The TAC provides a technical review of the planning process as it proceeds and ensures that all stakeholders' transportation needs are being considered. The most recent Overall Work Program of HCAOG was developed with Tribal representatives on the TAC and included projects and programs on Tribal lands within Humboldt County.[15]

Safe Transportation Research and Education, UC Berkeley. The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, has been working since 2014 on a variety of transportation safety projects for California's Tribal populations.[16] The Tribal Road Safety Data Collection project as established to improve traffic safety on Tribal lands in California. This project aims to improve traffic safety on and near Tribal lands in California and is intended to remedy underreporting of collision data on Tribal lands.

The project team surveyed Tribal members of selected Tribes to gain information on traffic collision data collection and reporting procedures on Tribal lands. The project identified several factors relating to the underreporting of crashes in Tribal areas. These include:

- Lack of expertise in traffic collision investigation and reporting

- Lack of appropriate roles (i.e., an appropriate department to conduct the work of reporting)

- Wish of Tribes to keep data confidential

- Diversity of Tribal areas in terms of road networks, policing, and record keeping

- Absence of road network data for most Tribal areas

- Longer distances from crashes to the nearest trauma center

Northern California Tribal Chairmen's Association. The Northern California Tribal Chairmen's Association represents 11 Tribes in Northern California. The association has been active in public hearings on Tribal transportation needs, as well as requesting membership in regional

transportation decision-making bodies. Several Tribal transportation safety plans have been conducted in California over the past decade. The following are examples of several such studies.[17]

Jamul Indian Village. The Jamul Indian Village in San Diego County recently commissioned a study to develop a strategic safety plan for the Village.[18] A consultant implemented the program in close coordination with Tribal leadership, Caltrans, and local fire and law enforcement offices. Development of the plan entailed an extensive analysis of traffic collisions in and around the Village lands. The plan focused on five emphasis areas:

- Improve driver expectancy

- Improve active transportation facilities

- Eliminate impaired driving

- Improve intersection safety

- Improve roadway geometry

The plan included several steps for monitoring the implementation of safety improvements for periodic updating of the safety plan.

Pinoleville Pomo Nation. The Pinoleville Pomo Nation is located north of Ukiah in Mendocino County. The Pinoleville Pomo Nation Strategic Safety Plan was conducted by a consultant in close cooperation with Tribal leaders.[19] Other plan participants included local city governments, city, and county police and fire services, Caltrans, the California Highway Patrol, and Federal Highway Administration (FHWA).

The plan included a review and analysis of collision data in and around the Tribal area, along with an assessment of driver factors, environmental factors, and roadway factors that affected collisions. The plan identified the following emphasis areas, with strategies to address each area:

- Five specific locations where collisions were most frequent.

- Risky behaviors

- Vulnerable users' improvements

- Data management

Yurok Tribe. The Yurok Tribe is in northern Humboldt County and southern Del Norte County. Their Strategic Safety Plan was completed in 2016 by a consultant in close cooperation with Tribal leadership, local and state law enforcement agencies, and Caltrans.[20] Data collection included

anecdotal data from Tribal members and crash data in and around the Yurok Reservation. Analysis of the collision data identified the driver and environmental factors that contributed to collisions.

The plan identified the following emphasis areas:

- Data management

- Crash reduction at specific locations on US and state routes

- Improve safety culture (minimize risky behavior)

- Vulnerable road users (bicycles and pedestrians)

- Intersection improvements at specific locations

- Car seat and seat belt education program

- Road safety audits at critical locations

Tribal Transportation Planning—Other States

The following are several examples of Tribal transportation planning efforts in other states.

Hopi Tribe Long Range Transportation Plan. The Hopi Tribe includes several independent Villages within the Hopi Reservation in northern Arizona. The Tribe hired a consultant to develop a long-range transportation plan.[21] The consultant collaborated closely with the Director of the Hopi Department of Transportation (HDOT).

The plan included an inventory of existing transportation facilities in and around the reservation. The plan went on to develop a recommended National Tribal Transportation Facility Inventory and transportation network for the Hopi Tribe. The consultant and the HDOT Director collaborated closely with Tribal members to identify and prioritize specific transportation projects on the reservation.

Havasupai Indian Tribe Long Range Transportation Plan. The long-range transportation plan for the Havasupai Indian Tribe in Arizona is intended to:[22]

- Develop strategies for the funding, design, construction, operation, and maintenance of Tribal transportation facilities for moving people, goods, and services within the unique context of the Reservation;

- Link the long-range transportation plan to Tribal land use, cultural preservation, social, environmental, and quality of life goals; and

- Examine current reservation and regional transportation operations and identify future transportation needs while facilitating transportation investment decision-making for the Tribe in consideration of limited transportation resources.

Ak-Chin Community Long Range Transportation Plan. This plan for the Ak-Chin Community in Arizona was an update of the Ak-Chin Indian Community's Long Range Transportation Plan.[23] The study area is within the Community boundaries and adjacent to Community-owned land. The project's main objective was to address the most critical transportation planning needs identified by the Community. This included a needs analysis and evaluation for all priority roadway corridors within the project area. The primary transportation goals of the Community include:

- Promoting an effective, well-planned transportation system of roadways that establishes functional, safe, and durable streets;

- Creating ordinances, policies, or design guidelines that support the transportation plan; and

- Providing for and encouraging the use of non-vehicle modes of transportation.

Little Traverse Bay Bands of Odawa Indians Tribal Transit Plan. Some transportation plans are concerned with specific travel modes. Transit plans, such as that for a Tribe in Michigan, are one example.[24] The plan recommended staged improvements to transit service, beginning with hiring a mobility manager who would assess the feasibility of purchasing transit services from one or more regional operators, then possibly developing their own service.

Tribal Transportation Planning—Federal

Federal Highway Administration (FHWA). The Office of Tribal Transportation (OTT) is a part of the Federal Highway Administration (FHWA) and provides administration and oversight for direct funding agreements with 125 federally recognized Tribes (of which 106 are in California). OTT provides planning guidance and helps develop Tribal transportation improvement programs. Special programs within OTT include safety and bridge programs. Caltrans administers the Highway Safety Improvement Programs for Tribes within the state.[25]

The Federal Highway Administration (FHWA) has several programs devoted to transportation on Tribal lands (U.S. Department of Transportation, Federal Highway Administration 2016). The FHWA Office of Innovative Program Delivery Center for Local Aid Support has established a national Tribal Technical Assistance Program (TTAP) as a one-stop transportation resource for Tribal communities across the country. The TTAP provides training and technical assistance to Tribal communities to help them build expertise to ensure the safety and maintenance of Tribal roads. The program includes several short courses in road maintenance and a hotline for the technical assistance staff at FHWA.

USDOT is currently funding Transportation Planning in Tribal Communities Research Study (U.S. Department of Transportation, Federal Highway Administration 2022b). The study seeks to align available planning tools to Tribal community needs and quantify the benefits of planning analysis in the project selection and delivery processes. It also aims to help optimize Tribal Transportation Program funding decision-making in Tribal communities. The primary audience for the study is Tribal planning staff.

The Bureau of Indian Affairs (BIA) has outlined requirements for the Tribal transportation improvement program.[26] The TTIP is a financially constrained list of Tribal transportation projects or activities to be funded in the future.

Transportation Safety for Tribal Governments. Transportation Safety for Tribal Governments is an organization for improving transportation safety on Tribal lands. The organization has reported to Congress on options for improving transportation safety.[27] The recommendations in the report include the following:

- Improved safety data collection

- Revision of the National Highway Traffic Safety Administration (NHTSA) Traffic Records Assessments Procedures Manual to encourage better coordination between states and Tribes concerning traffic records.

- FHWA partnership with BIA Division of Transportation to investigate incorporating the National Tribal Transportation Facility Inventory with the All-Roads Network of Linear-referenced Data, which is being established because of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

- FHWA to assist states with communicating with BIA and Tribes when developing annual safety performance targets.

- FHWA to establish a partnership with the BIA Office of Justice Services to work toward more accessible and higher quality crash data. Several strategies were identified under this recommendation.

3. California Native Americans

This section provides a brief background of California Native Americans through a cultural and historical perspective, an explanation of Tribal Nations as sovereign, and a summary of previous transportation studies among Tribal Nations.

3.1 Background to California Native Americans

This section is not meant to be an exhaustive and comprehensive review of Native communities and Nations in California. Several references offer different perspectives on Native California.[28]

Precontact

California has one of the most remarkable linguistic diversities in North America, reflected in the Tribal histories and archaeology. Most scholars use "precontact" or "prehistory" to discuss the time before European arrival in California and North America. Tribes and some scholars have argued that these terms have derogatory overtones.[29] There has been no consensus on this debate; nevertheless, it is important to recognize that these terms carry historical baggage that privileges European perspectives.

Given California's expansive area and the high variability in environment and cultural adaptations, scholars have developed cultural and temporal periods for various parts of the state. The earliest evidence of humans in modern California, which has been accepted by all scholars based on the rigor of data, goes back to ca. 12,000 calibrated before the present (cal BP) or slightly earlier in the Terminal Pleistocene on San Miguel Island.[30] By the start of the Holocene (11,700 years ago), there was evidence of people living throughout California. Regardless of the region, there is both continuity and change in cultural adaptation along with a time-transgressive uptick in culture and language diversity. These Indigenous communities had distinct political organizations, social systems, religious practices, and logically organized subsistence and settlement systems. By the time of European arrival, most Native Californians were complex hunter-gatherers adapted to different econiches, living in permanent and semi-permanent settlements (camps and/or villages) depending on the season and environmental settings. In addition, California had the highest population density of Native people in North America, who actively practiced landscape management of varying character including prescribed burning. There was also widespread trade and exchange of varied goods, both perishable and non-perishable.

Contact, Colonialism, and Historical Trauma

Life changed dramatically starting in 1542 CE when Spanish exploration led by Juan Rodriquez Cabrillo brought the first wave of colonialism in the region—first in San Diego and, soon after, continuing north along the coast. Native American traditional lifeways in California, including

ethnogeography and all aspects of their culture, have witnessed immense change during and since initial direct and indirect contact with European cultures. The first permanent colonial establishment started in 1769 CE with the Spanish Mission at San Diego and then spread northward to the San Francisco Bay Area. Spanish colonialism was followed by Mexican rule, then by Euro-American traders and gold miners in the 1840s, Euro-American settlers in the 1850s, and the relocation of Native Americans to reservations starting in the early 1860s. These colonizers dramatically impacted the lifeways of California's Indigenous people with, for example, the spread of new diseases, the use of new tools and technology that aided the conquest of the region, and efforts to force conversion to European religions.

The goal of the Spanish missions in California, established between 1769 and 1823 CE, was to create and foster a new identity among the Native Americans based on Spanish precedents. The Spanish considered it a religious duty to convert to Christianity as many Natives as possible and bestow upon them the virtues of Spanish culture and Christian values. Given that the economy of these colonial outposts was based on the enslaved labor of the Native people, the missions worked hard to recruit Native people from nearby Indigenous settlements and then from increasingly distant lands owing to staggeringly high death rates for those living in the mission compounds. Resistance to colonization was addressed with strict and merciless punishments and escaped people were captured and returned to the missions. Over time, these ancestral lands—lived in by Native Californians for more than 10,000 years—were claimed and controlled by the Spanish Empire and subsequently divided up into vast Mexican ranchos, resulting in an almost complete loss of ownership and access to these places of ancestral importance.[31] A very real consequence of Spanish colonialism on Native People in California was the trauma created by the loss of ancestral lands, culture, customs, history, identity, and communities, among other enforced changes. The losses were augmented by the hardships inflicted upon them in the missions, and these were compounded through the subsequent Mexican and American periods.

After the Mexican War of Independence ended in 1822 CE, the secularization of Mission lands began. This involved confiscating Mission lands and properties by Mexican civil authorities and transferring these to Mexican citizens. The Mexican government carved out and granted large ranches to Mexican citizens, who used the land to graze cattle. The Native people within the Missions scattered away from them after secularization (1834); however, some also chose to continue living at or near the Missions. Most Native people along the coast, who were displaced from their traditional ancestral lands, worked as ranch hands and/or domestic help on these newly formed Mexican ranchos.

The rapid influx of Euro-Americans into Native lands starting in 1849 CE with the Gold Rush set the stage for a war of extermination. Madley's comparisons of worldwide genocide events set up the following inevitable steps: (1) colonists invade; (2) friction occurs over limited resources, land, and political power, threatening Native traditional economies; (3) Natives wage guerilla attacks to regain access to their resources, attacks which are difficult to defeat using traditional

warfare; and (4) invaders decide upon a "final solution" to exterminate the Natives, either through mass killings or segregation in un-survivable gulags. The invaders' actions are underlain by the myth of "empty" or unused land, the "evolutionary" inevitability of their superiority and their right to rule, and profound racism that dehumanizes the Natives and absolves acts against them. Between 1848 and 1880, an estimated 82% of California Indians north of the Tehachapi Mountains lost their lives due to this pogrom.[32]

Raids and counterraids escalated, and vigilante colonial groups formed to "teach the Indians a lesson" through intentionally gruesome killings of women and children. In 1850 CE, the Act for the Government and Protection of Indians was passed in California, which allowed people to "apprentice" any "unemployed" Native person, and a market sprung up for Native women and children enslaved people. Raids after this time often massacred men and elders and captured women and children to be sold in the towns. At times, parents were killed to obtain their children.[33]

On the heels of state-approved Native American removal, there was another attempt by the government to de-Tribalize Native Americans through the Indian boarding school system. California Native children were sent primarily to the Sherman Institute in Riverside, Fort Bidwell in the northeastern corner of the state, or the Greenville School by Susanville. Native children were removed from their families, often involuntarily, to attend schools that stressed vocational skills and suppressed Indigenous language, culture, and values.[34] The general goal was to "Kill the Indian in him and save the man" (as explained by Captain Richard H. Pratt in a speech in 1892). In addition to the psychological trauma, conditions were rough, and crowded living conditions gave rise to various contagious illnesses. Many who made it through this process relocated away from home for work opportunities elsewhere.

Tribal Nations

Today, the Native people in the state are members of Federally Recognized Tribes and Tribes and communities without federal recognition. There are approximately 150 Tribes in the State, including 109 Federally Recognized Tribes today. Federally Recognized Tribes are sovereign nations with the authority to determine membership and govern themselves, their people, and lands, and they have a government-to-government relationship with the United States. This project is focused on the transportation planning needs of these 109 federally recognized Tribes (also referred to as Tribal Nations in this document).

There is great diversity among the 109 Tribal Nations in California regarding their cultures, histories, land holdings, governing, and many other elements. They are located across the state, within urban and rural settings, from coast to mountains and deserts, with vastly different land holdings and populations (vary from five members to over 5,000 members). Using the 2020 California Census regions, the 109 Tribal Nations are represented in all three main regions

of the state, with a higher percentage of them in the northern region (Table 2).[35] Overall, Region 2 has the highest number of Tribal Nations, followed by Regions 1 and 10, and two Regions do not have any.

Table 3 presents the locations of the Tribal Nations by Caltrans District, and Districts 1 and 11 have the higher number of Tribal Nations.

Table 2. Location of the 109 Tribal Nations in California

Region	2020 CA Census Region		Counties	Tribes (n)	Total Tribes (n)
Northern	1	Superior California	Butte, Colusa, El Dorado, Glenn, Lassen, Modoc, Nevada, Placer, Plumas, Sacramento, Shasta, Sierra, Siskiyou, Sutter, Tehama, Yolo, Yuba	21	53 (48.6%)
	2	North Coast	Del Norte, Humboldt, Lake, Mendocino, Napa, Sonoma, Trinity	31	
	3	San Francisco Bay Area	Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano	1	
Central	4	Northern San Joaquin Valley	Alpine, Amador, Calaveras, Madera, Mariposa, Merced, Mono, San Joaquin, Stanislaus, Tuolumne	11	23 (21%)
	5	Central Coast	Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Ventura	1	
	6	Southern San Joaquin Valley	Fresno, Inyo, Kern, Kings, Tulare	11	
Southern	7	Inland Empire	Riverside, San Bernardino	15	33 (30.3%)
	8	Los Angeles County	Los Angeles	0	
	9	Orange County	Orange	0	
	10	San Diego - Imperial	Imperial, San Diego	18	
Total				19	109

Table 3. Caltrans Districts and the 109 Tribal Nations

Region	Caltrans District	Tribes (n)
Northern	District 01	25
	District 1/2	2
	District 02	9
	District 03	11
	District 04	6
Central	District 05	1
	District 06	8
	District 09	7
	District 10	7
Southern	District 08	13
	District 8/11	2
	District 11	18
Total		109

Regarding land holdings, the Tribal lands include Tribal Trust Lands, Allocated Trust Land, and Fee Lands. Two Tribes (the Koi Nation of Northern California in Sonoma County and the Tejon Indian Tribe in Kern County) do not have any land holdings. The Tribal Nations can be categorized into six groups based on land holdings.

Table 4. Categorization of Land Holdings of the 109 Tribal Nations

Category	Scaling (Acres)	Tribes	Percent
Very Large	>50,000	3	2.8
Large	10,000–50,000	13	11.9
Moderate	1,000–10,000	24	22.0
Small	100–1,000	44	40.4
Very small	<100	23	21.1
No Land	0	2	1.8
Total		109	100.0

These categories were defined using simple data distribution analysis and intervals in data clustering. The land holdings range from no land to 90,548 acres (Hoopa Valley Tribe), and three Tribes only have 1 to 2 acres. Small land holdings are in the higher frequencies (40.4%), with Very Large and No land being in the lowest frequencies. Types of land holdings vary (Table 5), including whether the land is in single or multiple blocks and the location of the lands. The sizes, locations (rural and urban), and character (single or multiple blocks) of lands are important variables to factor into understanding the transportation planning needs of the Tribal Nations. All three variables present different burdens for transportation planning.

Table 5. Type and Locational context of the land holdings of the 109 Tribal Nations

Type of Land Holding	Tribes	Percent
Single Block	46	42.2
Multiple Blocks	61	56.0
No Land	2	1.8
Total	109	100.0
Locational Context	Tribes	Percent
Rural	77	70.6
Urban	2	1.8
Rural and Urban	6	5.5
Contiguous	1	0.9
Contiguous, Rural	6	5.5
Contiguous, Other	1	0.9
Contiguous, Rural, Other	1	0.9
Contiguous, Urban	1	0.9
Contiguous, Urban, Rural	2	1.8
Other	2	1.8
Rural, Other	5	4.6
Rural, Urban, Other	1	0.9
Unknown	2	1.8
No Land	2	1.8
Total	**109**	**100.0**

The majority of the holdings are in multiple blocks (56%) compared to single blocks ad in rural settings (70.9%). The three Tribes in the Very Large land-holding category (>50,000 acres) are in Caltrans Districts 1 and 6 and rural, and only one is a single block. The 13 Tribes in the Large land-holding category (10,000–50,000 acres) are in Caltrans Districts 2 (n = 1; n = number), District 8 (6), District 11 (n = 5), and in both Districts 8 and 11 (n = 1). All except four are multiple

blocks; nine are rural, three include both urban and rural lands, and one is "other." The 24 Tribes who have Moderate sized lands (1,000–10,000 acres) are in Caltrans District 1 (n = 1), Districts 1 and 2 (n = 1), District 2 (n = 3); District 3 (n = 2), District 6 (n = 1), District 8 (n = 3), District 9 (n = 1), District 10 (n = 1), and District 11 (n = 11). Only one is in urban contexts, two in both urban and rural, and 21 in rural contexts and have single blocks of land, and 17 Tribes have multiple blocks of land.

The 44 Tribes with small-sized lands (100–1,000 acres) are in Caltrans District 1 (n = 14), District (n = 2), Districts 1 and 2 (n = 1), District 3 (n = 7), District 4 (n = 2), District 5 (n = 1), District 6 (n = 5), District 8 (n = 4), District 9 (n = 5), District 10 (n = 2), and District 11 (n = 1). Twenty-five of the 44 Tribes have multiple blocks of land, and 19 have single blocks; 37 Tribes are in rural settings, three in urban and rural contexts, two in urban, and two self-identified as unknown and other.

There are 23 Tribes that have very small land holdings (<100 acres), and they are in Caltrans District 1 (n = 8), District 2 (n = 3), District 3 (n = 2), District 4 (n = 3), Districts 8 and 10 (n = 1), District 9 (n = 1), District 10 (n = 4), and District 11 (n = 1). Of the 23 Tribes, eight have multiple blocks of land, 15 have single land blocks, and 19 Tribes are in rural settings, one in urban, one in urban and rural, and two self-identified as other and unknown.

The Tribal lands data demonstrate the high diversity amongst the 109 Tribal Nations. Similarly, the Tribal governments are distinct, and governance could be as complex as any government. Most Tribal governmental structures combine traditional features with elements of western forms of government. Leaders of Tribal governments are chosen by clans, families, religious laws, and/or consensus. Some Tribal governments use an electoral process to elect officials, and some operate under written constitutions. Tribal traditions often require that Tribal leaders deliberate extensively to consider the long-term consequences of their decisions. This responsibility to consider the impacts of decisions on future generations often contrasts with western cultural time frames and perspectives. Tribal governing bodies meet at set times of the month or year, and the timing varies between the Tribes. The governing bodies may have other bodies within the Tribe that they need to consult, for example, the Council of Elders, Business Council, etc. The pinnacle of Tribal government is comprised of the Tribal Council; however, there is variability in whether the decision-making authority is solely with the Tribal Council, Elder's Council, Business Council, or Departments. Some Tribes have structured their governance such that all requests for information, and any activity by a representative of the Tribe, must be approved by the leadership (Tribal Council or Business Council). For example, for transportation-related issues, even if there is a Transportation, Economic Development, or Planning Department, and if the staff wants to apply for funding or participate in a study, they may have to first get approval from the Tribal government. This varies between the 109 Tribal Nations and may be specific to the Tribal Council in place at a particular point in time.

4. Study Approach

The study approach of the Tribal Transportation Needs Study was initially designed to use stratified sampling to identify 40% of the Study Group (the 109 federally recognized Tribes or Tribal Nations) for in-person data collection interviews. Data for the remaining 60% was to be collected through questionnaires. The selection of the 40% (44 Tribes) was based on three main variables: the size of the land holding, the location of the Tribes, and the presence/absence of a Community Development/Land Use/Transportation Planning Department or Planning staff.[36]

In response to COVID-19 and the subsequent health and safety concerns, the planned approach had to be altered through consultation with Caltrans' DRISI and CORE NALB since travel and in-person interviews were no longer viable options. To ensure the Project obtained ample data on Tribal transportation needs and the capacity of Tribes to understand and participate in the transportation planning process, the data collection methods had to be rigorous so that the types of data needed to address the Project objectives were met. The revised approach included remote interviews with all 109 Tribal Nations and no in-person meetings. This approach had the upside of increasing opportunities to work directly with all 109 Tribal Nations, as opposed to only 40%. This section presents the final study design that was implemented. The approach included six steps, and each is discussed below.

4.1 Initial Data Collection

The first step was to develop a database for Caltrans DRISI and CORE NALB. Data compilation efforts were coordinated with Caltrans. The purpose of the database is to provide Caltrans with readily accessible information about each of the Tribes in the Study Group as it relates to transportation planning. Caltrans Transportation Planners can then use the database for outreach and Tribal involvement in planning. The database is not extensive because it is portable rather than web-based due to constraints on the web hosting protocol of Caltrans' Division of Transportation Planning and Caltrans' DRISI. Nevertheless, it is a searchable and updateable MS Access database.

The initial data was compiled using the information provided by Caltrans and online resources such as official Tribal websites, information from Caltrans Native American Liaison Branch, Caltrans Native American Liaisons, Bureau of Indian Affairs (BIA), Native American Heritage Commission (NAHC), Tribal National Indian Justice Center, and contacts of the team.

The database focuses on the 109 federally recognized Tribes; it had 31 fields to start and was completed in April 2020 (Table 6). The fields were expanded after the survey and interviews were completed, so that data could be incorporated. The database is designed so the user can run queries based on location, type, size of Tribal land holdings, and specific highways and rural routes. In a ddition to the database, particular data was used to producing GIS maps showing the extent of

Tribal Lands, including trust land, for each of the 109 Tribes in the Study Group (provided in the supplemental materials to this report that are available on the MTI website).

Table 6. Data Fields of Initial Database

Field	Explanation
Tribe	Name of Tribe
County	Location in county(ies)
Enclosing Regional Transportation Planning Agency (RTPA)	Name of the RTPA
Metropolitan Planning Organization (MPO)	Name of MPO – there are four large ones in CA; MTC (Bay Area), SACG (Sac area); SCAG (LA area); SANDAG (San Diego area); but there are additional ones, too (Fresno, Bakersfield, Monterey, among other counties). An MPO is an RTPA for an area that qualifies as a metropolitan area with a central city population of 50,000 or more.
County Transportation Commission	These are under MPOs; ex. Alameda County Transportation Commission; Colusa County TC; Orange County Transportation Commission; etc.)
Local congestion management agency (CMA)	Name
RTPA	Name of RTPA
Congestion Management Agency (CMA)	Name of CMA
Other transportation agencies	-
Field	Explanation
Local public works departments	-
Regional or local transit operators	Name
Urban or rural	Based on the US Census definition
Size of Land Holding	Acres or hectares
Type of Land Holding	Continuous land; rural/urban ratio; landscape type
Type, Name, Agency, and post-mile info of roads that go through Tribal land	e.g., Interstate Hwy 5, Caltrans, post-mile information, centerline miles, lane miles for each road type

Field	Explanation
Population (total number of enrolled members)	Number; date of the census
Tribal Headquarters	Y/N; address (address, email, fax, and phone)
Tribal Contact (obtained initially)	Name; Contact Info (address, email, fax, and phone)
Tribal Contact (for Transportation)	Y/N; Name; Contact Info (address, email, fax, and phone)
Tribal Planning/Economic Development Program	Y/N; Name; Contact Info (address, email, fax, and phone)
Tribal Transportation Planner	Y/N; Name; Contact Info (address, email, fax, and phone)
Tribal Transportation Plan(s) and other Transportation Planning Documents[1]	Y/N; Date; Author(s); Physical location of plan; Is Tribe willing to share (Y/N)
Master Land Use/ General Plan	Y/N; Description
Circulation/ Transportation Elements	Y/N; Description
Streets Program	Y/N; Description
Traffic Safety Program	Y/N; Description
Field	Explanation
Transit Plans	Y/N; Description
CT Transportation Planning Grants & Projects	Y/N; Description
Sources	Where has this information been obtained? (Caltrans Regional Planning and the Caltrans Headquarters Native American Liaison Branch, BIA, NAHC, Indian Justice Center, CT, Other)
Comments	-

Note:[1] other types of transportation planning documents should also be captured (e.g., Active Transportation Plans, Safety Assessments, Transit Plans, grant-funded projects, etc.)

4.2 First Outreach to Tribal Nations

After the work plan was approved by Caltrans Planning Department NALB, the first outreach effort to the 109 Tribal Nations was made in April and May 2020, first through an email and US Postal Service (hard copy; example provided in supplemental materials to this report available on the MTI website), followed by phone calls.[37] Multiple phone calls were necessary to contact all the Tribes. The purpose of this outreach was to inform the Tribes of the Study and request their participation, and obtain initial information through the following questions:

1. Does the Tribe have a Tribal Planning Program? If yes, who is the best Tribal Planning contact?

2. Does the Tribe have a Tribal Transportation Department or Program? If yes, what is the best contact information?

3. Does the Tribe have a Tribal Contact for Transportation? If yes, can I please get their contact information?

4. Does the Tribe have a Tribal Transportation Planner? If yes, can I please get their contact information?

5. Whom should we contact to schedule an interview about your Tribe's transportation needs assessment in late Summer/early Fall?

An immediate challenge during this initial outreach was that many of the Tribal offices were closed due to the COVID-19 pandemic; nevertheless, the research team could contact most of the Tribes. During this initial contact, information about the most appropriate person to contact was obtained. A communication log (Google document) was maintained for every contact with each Tribe. The data from this outreach was incorporated into the database.

4.3 Survey Questionnaire

The survey questionnaire was developed through consultation with CORE NALB, and it went through several reviews, including by the Caltrans DNALs, before a Draft Survey Questionnaire was finalized in February 2021 in a PDF format (provided in the supplemental materials to this report and available on the MTI website). The primary purpose of the questionnaire is to obtain information from each Tribe about the following:

1. Perceptions of transportation needs

2. Current status of Tribal transportation planning

3. Awareness of local, state, and federal agencies and programs

4. Awareness of funding

5. Additional planning and communication considerations

Pilot Study

A Pilot Study through remote interviews was conducted in March 2021 to evaluate the effectiveness of the Draft Survey Questionnaire. A total of 16 Tribes were selected for the Pilot Study based on the land holding size and the presence of a transportation department and specialist (Table 7). In addition, the geographical location was considered so that there would be good representation across the state. The two specific variables were selected so that the Pilot Study results could assess how the size of the Tribal lands and the presence/absence of a transportation specialist would shape the success of the survey. The initial database, along with the information gathered during the initial Tribal outreach, was used to select these 16 Tribes.

Each of the 16 Tribes was contacted in February 2021 by email and phone calls to explain the Pilot Study and request an interview appointment. Tribes were sent a hard copy of the questionnaire via mail and a digital copy via email. The Tribes were given the option to conduct the interview meetings over phone calls or virtual meetings (Zoom, Teams, GoToMeeting). Tribes were provided with options for completing the questionnaire, including assistance from the research team during the interview meeting.

Table 7. Tribes Selected for the Pilot Study

Category	Tribe (in alphabetical order)	Location
Large land holding, with Transportation Department and Specialist	Fort Mojave Indian Tribe	Southern Eastern
	Hopland Band of Pomo Indians	Northern
	Hoopa Valley Tribe	Northern
	Karuk Tribe	Northern
	Morongo Band of Mission Indians	Southern
	Round Valley Indian Tribe	Northern
	Yurok Tribe	Northern
Large land holding, with no Transportation Department and Specialist	Agua Caliente Band of Cahuilla Indians	Southern
	United Auburn Indian Community	Northern
Medium land holding, with no Transportation Department and Specialist	Cachil DeHe Band of Wintun Indians	Northern
	Mechoopda Indian Tribe of Chico Rancheria	Northern
	Utu Utu Gwaitu Paiute Tribe	Eastern
Small land holding, with no Transportation Department and Specialist	Berry Creek Rancheria of Maidu Indians	Northern
	Dry Creek Rancheria Band of Pomo Indians	Northern
	Estom Yumeka Maidu Tribe	Northern
	Pechanga Band of Luiseño Indians	Southern

- Complete and return the hard copy questionnaire to the research team before the virtual interview, and during the interview, the research team will ask for clarifications as necessary.

- Complete the questionnaire partially and complete the rest during the virtual interview meeting.

- Complete the questionnaire with the research team during the interview meeting.

We asked six follow-up questions to the Tribes who responded to our requests to gain insights on the questionnaire's effectiveness.

1. Was the survey easy to understand?

Tribes responded that it was easy to understand and straightforward; the answer options were great; some questions were granular, but none were hard. Some questions were not relevant to some Tribes, and some questions were repetitive, so one Tribe did not answer those questions. One Tribe shared that the questionnaire may be hard to understand if the Tribal staff does not include planners.

2. Was the visual aspect of the questionnaire acceptable?

Tribes confirmed that the questionnaire was visually pleasing, except for the open-end answer boxes, which do not show the full answer. One Tribe kept their answers short because of this.

3. Are there any areas or groups of questions that were redundant?

Tribes thought some questions were redundant but did not give details.

4. Did the questions address planning issues of concern to the Tribe?

Tribes felt it covered all the concerns. One Tribe commented that if the user is unfamiliar with the reservation land, it is difficult to explain on the questionnaire.

5. Are you aware of the Tribal Transportation Self Governing Program (TTSGP) from USDOT (https://www.transportation.gov/self-governance)? If so, have you signed up for it? Are you willing to share why you have or have not signed up?

Tribes were either unaware or aware of it and signed up or not. One Tribe was mindful of the program but was not in favor of it; they will continue to work with the BIA because the Tribe is happy with the assistance it gets from BIA and feels the TTSGP assistance will not be the same. One Tribe was aware of it but had not signed up yet, because the Tribe has entered into an agreement with FHWA directly since the Tribe has the capacity to do so. The Tribe felt that BIA is more of a hurdle.

6. Do you have any other input at this point?

Even though the questionnaire asks for additional input and comments, most Tribes did not put any information in that area; however, they responded to the question during the interview. Tribes identified several issues, including information on funding, technical assistance, requests to Caltrans to continue advocating for Tribes, requests to open funding programs so Tribes can apply, let Tribes know what programs they can use, and commented that MPOs and California Association of Governments (CAGs) have a large

area of responsibilities, so Tribes are last to be considered which is a structural problem and not a Caltrans issue.

Of the total 16 Tribes contacted, six did not respond to emails or phone calls; one Tribe responded that they could not participate at that time, and three Tribes completed the questionnaires and returned them to us but did not respond to our request for an invite. Six Tribes completed the questions and were interviewed by the research team over Zoom video calls (Table 8).

After the interviews were completed and the questionnaires submitted, the research team reviewed them with particular attention to challenges in interviews and completion of the questionnaires, resolving the challenges and implementing them into interviews and questionnaires. Two general insights were gained through the pilot study.

1. The interviews with the six Tribes revealed that specific questions should be explained, and additional information and insights can be obtained more effectively through in-person engagement and, therefore, obtain more accurate data. This was especially the case with Tribes who did not have a Transportation Department or Specialist.

2. There is a significant difference in the capabilities of Transportation Specialists/Planners and Transportation supervisors between Tribes. Some have a good understanding, and others could not understand the specifics of Transportation Planning, regardless of whether they categorize themselves as Transportation Specialists or not. In other words, whether a Tribe has a specialist or not is not necessarily a good measure of whether Transportation Planning Needs are being met.

Table 8. Tribes Contacted for the Pilot Study

Category	Tribe	Questionnaire	Interview	Comments
Large land holding, with Transportation Department and Specialist	Hoopa Valley Tribe	No	No	No response
	Yurok Tribe	Yes	No	Tribe completed the questionnaire and returned it on March 11, 2021. Tribe did not respond to the interview request but answered the follow-up questions.
	Karuk Tribe	No	No	Tribe said they were too busy to do an interview and will complete the questionnaire at some point
	Hopland Band of Pomo Indians	Yes	Yes	Tribe completed the questionnaire; and the interview was conducted on March 26. Research team augmented the questionnaire with notes from the interview and returned it to Tribe for approval on March 30, 2021.
	Fort Mojave Indian Tribe	Yes	No	Tribe completed the questionnaire and returned it on March 10, 2021. Tribe did not respond to the request for an interview or the follow-up questions.
	Round Valley Indian Tribe	Yes	Yes	Tribe partially completed the questionnaire and sent it back on March 23, 2021. The interview was conducted on March 26. Research team augmented the questionnaire with notes from the interview and returned it to the Tribe for approval on March 30, 2021. Several

Category	Tribe	Questionnaire	Interview	Comments
				questions need to be completed by the Tribal staff who are out of the office.
	Morongo Band of Mission Indians	Yes	Yes	Tribe completed the questionnaire; and the interview was conducted on March 26. Research team augmented the questionnaire with notes from the interview and returned to the Tribe for approval on March 30, 2021
Large land holding, with no Transportation Department and Specialist	Agua Caliente Band of Cahuilla Indians	Yes	Yes	Tribe completed the questionnaire; and the interview was conducted on February 18, 2021.
	United Auburn Indian Community	No	No	No response
Medium land holding, with no Transportation Department and Specialist	Cachil Dehe Band of Wintun Indians	No	No	No response
	Mechoopda Indian Tribe of Chico Rancheria	Yes	No	Tribe completed the questionnaire and returned it on February 22, 2021. Tribe did not respond to requests for an interview, and the follow-up questions.
	Utu Dohe Gwaitu Paiute Tribe	No	No	No response
Small land holding, with no Transportation Department and Specialist	Berry Creek Rancheria of Maidu Indians	No	No	No response
	Dry Creek Rancheria	Yes	Yes	Tribe completed the questionnaire and sent on it back on March 5, 2021; the interview was conducted on March 12, 2021. Research team augmented the questionnaire with notes

Category	Tribe	Questionnaire	Interview	Comments
				from the interview and returned to Tribe for approval on March 16, 2021.
	Estom Yumeka Maidu Tribe	No	No	No response
	Pechanga Band of Luiseño Indians	Yes	Yes	Tribe completed the questionnaire and sent it back on March 5, 2021; and the interview was conducted on March 8, 2021. The Research team augmented the questionnaire with notes from the interview and returned to the Tribe for approval on March 12, 2021.

Revisions to Questionnaire

Based on the pilot study, we recommended additions and changes to the survey questionnaire. Three new questions that needed to be added to the questionnaire included:

A. Type of Land

B. Type of Land Ownership (Tribal lands)

C. Whether the Tribes were aware of the Tribal Transportation Self Governing Program (TTSGP) from USDOT?[38]

Through a series of reviews with Caltrans Planning Department NALB, the questionnaire was finalized in October 2021 (provided in supplemental materials to this report and available on the MTI website). It included a fillable PDF and an online document (through Qualtrics, a web-based software that allows for the transfer of data to MS Access or Excel, among other formats).

4.4 Outreach to Tribes

Outreach to the Tribal Nations started in September 2021 and continued through April 2022. The Tribes who participated in the pilot study were sent the revised questionnaire so they could answer new and edited questions.

Protocols for interviewers were developed so that the parameters of the interviews met the project's needs. The interviews were conducted with the primary goal of collaborating directly with the Tribes to complete the questionnaire and collect relevant additional data using an open-ended interview methodology. The interviews were conducted by Dr. Ashley Parker and Dr. Seetha Reddy, who have experience collaborating with Tribes as ethnographers. The role of the ethnographer in this project was not to record aspects of traditional culture in anthropological contexts; instead, the anthropological training of the individuals allowed them to function as a combination of a policy researcher, evaluator, needs assessor, research analyst, and impact assessor. The project used ethnographers for the interviews because they are trained to have successful communication through interviews and conversations with ethnically diverse cultures and communities. Ethnographers are also a neutral party in this project (i.e., not invested in transportation planning projects), and this may make Tribes more comfortable in sharing their concerns and needs. Planners were well-integrated into the project in both the design of the database, project goals, survey document questions, and initial interviews. Furthermore, Mr. David Reinke, the research team's transportation expert, participated in the pilot study and was available throughout the project to answer questions and provide guidance to the interviewers as needed.

Protocols for Best Practices

The research team recognized that the success of this project would be directly dependent on the responsiveness of the study group. As such, it was critical that the Tribal engagement embraced best practices to ensure Tribal participation through the reasonable efforts listed below.

1. Ensured good participation by following these four practices:

   a. Each Tribe was contacted up to five times (including phone calls and emails) to obtain a response to the request to participate in the study.

   b. After a reasonable effort was made and contact was not possible, the Caltrans District NALBs conducted outreach and looped in the research team in the fall of 2022.

   c. Similarly, the Caltrans DNALs provided current contacts for Tribes when the outreach was not successful (recognizing that Tribal governments and contacts change regularly).

d. If a Tribe had challenges with the questionnaire (such as unfamiliarity with the subject matter or lack of staff availability or time), the ethnographers collaborated with the Tribal representative to complete the form.

e. Ensured that the most pertinent Tribal personnel were being interviewed and recognized that this may entail considerable investigation by the ethnographers to find the individual(s) with some Tribes.

f. Maintained a communication log of all communication with each Tribe.

2. Effective communication between the Project Research Team and Caltrans.

Given that the Team is comprised of Tribal governments, ethnographers, database experts, and transportation specialists interacting with Tribal governments, regular communication about the project (progress, challenges, schedule, etc.) was maintained. This included regular and frequent communication with Caltrans on progress, challenges, and questions.

The outreach email included the link to the online web-based questionnaire, and the PDF version was attached. As with the pilot study, Tribes were provided with options for completing the questionnaire, including assistance from the research team during the interview meeting.

- Complete and return (hard copy, digital PDF, or online web-based) questionnaire,

- Complete the questionnaire (hard copy, digital PDF or online web-based) partially and complete the rest during the virtual interview meeting with the ethnographer(s), or

- Tribes could complete the questionnaire with the ethnographer(s) during an interview meeting.

The Tribes used all three options depending on their schedules, workloads, and capacity. Once the questionnaires were submitted, the Research Team reviewed them, and if needed, clarification questions and requests were sent to the Tribes. Accordingly, the questionnaires were updated on the PDF and web-based versions. Most of the Tribes used the web-based questionnaire; for the few Tribes who used the PDF version, the data was transferred to the web-based version by the team. Subsequently, all the data was also entered into the MS Access database (see below).

4.4 Database Construction

The compilation of data collected is a critical aspect of the project. First, new data fields gleaned from the questionnaire were added to the database. The Caltrans Tribal Transportation Planning Database contains two searchable tables stored in a Microsoft Access database management

system. The first table, Caltrans Tribal Planning, contains 72 agreed-upon fields (Table 9). This table includes information such as Tribal and transportation contact information, transportation plans, demographic and census data, locational and land type, and county/state/federal programs the Tribes may be affiliated with. It is designed to be easily updatable and will be available to Caltrans and participating Tribes for future use and development.

Table 9. Caltrans Tribal Planning Schema

Field Name	Description (*Data infilled by 2022 Survey)
Tribal ID	ID number assigned to the Tribe
Caltrans District	Caltrans District number
Tribe	Name of Tribe
County	Name of county
FIPS County Code	Federal Information Processing Standard Code
Enclosing Regional Transportation Planning Agency (RTPA)	RTPA name
Metropolitan Planning Organization (MPO)	MPO name (if any)
County Transportation Commission	CTC name (if any)
Local Congestion Management Agency (CMA)	CMA name
Other transportation agencies	If any
Local public works departments	If any
Regional or local transit operators	If any
Urban or rural	(US Census)
Size of Land Holding	Acres or hectares
Type of Land Holding	Continuous land; rural/urban ratio; landscape type*
Highways	State Highway, County Road, Other
Population (total number of enrolled members)	Enrolled members (from census or Tribe website)
HQ Mailing Address	Headquarters Mailing Address*
HQ Physical Address	Headquarters Physical Address*
HQ Email, Phone, and Fax	Headquarters Email, Phone, Fax
Participated in the 2022 Survey	Yes or No*
Tribal Contact (obtained initially for this project)	Contact Name; Email, mailing address*
Tribal Contact	Contact Name; Email, mailing address
Tribal Planning Program	Y/N/Unknown
Tribal Planning Contact	Contact Name; Email, mailing address
Tribal Transportation Department	Y/N/Unknown*
Transportation Department (Contact)	Contact Name; Email, mailing address

Field Name	Description (*Data infilled by 2022 Survey)
Tribal Contact for Transportation	Y/N/Unknown*
Tribal Contact for Transportation (Contact)	Contact Name; Email, mailing address*
Transportation Planner	Y/N/Unknown*
Tribal Transportation Planner (Contact)	Contact Name; Email, mailing address
Tribal Transportation Plan(s)	Y/N/Unknown*
Transportation Plan(s) Date	Date
Transportation Plan(s) Funding Source	Funding Source
Transportation Plan(s) Cost of Plan	Cost of Plan
Transportation Plan	Name of Plans*
Transportation Plan(s) Document Reference	Document reference
Tribe Willing to Share	Y/N/Unknown*
Transportation Infrastructure	Y/N/Unknown, Text*
Access Issues	Y/N/Unknown, Text*
Transportation Priorities	Y/N/Unknown, Text*
Current Transportation Facilities	Y/N/Unknown, Text*
Transportation Data Collection	Y/N/Unknown, Text*
Transportation Challenges	Y/N/Unknown, Text*
Performance Measures	Y/N/Unknown, Text*
Training Needs	Y/N/Unknown, Text*
Familiarity with Transportation Agencies	Y/N/Unknown, Text*
Familiarity of Funding	Y/N/Unknown, Text*
Funding of Transportation Projects	Y/N/Unknown, Text*
Tribal Master Land Use/General Plan	Y/N/Unknown/Survey Choice*
Master Land Use/General Plan Document Reference	Document reference
Tribal Circulation/Transportation Elements	Y/N/Unknown*
Circulation/Transportation Elements Document Reference	Document reference
Tribal Traffic Safety Program	Y/N/Unknown*

Field Name	Description (*Data infilled by 2022 Survey)
Traffic Safety Program Document Reference	Traffic Safety Program Document reference (Y/N/Unknown)
Traffic Safety Plan	Traffic Safety Plan (Y/N/Unknown)
Traffic Safety Plan Document Reference	Traffic Safety Plan Document reference
Tribal Transit Plans	Y/N/Unknown, Text*
Transit Plan Date	Date
Transit Plan Funding Source	Funding Source
Transit Plan Cost of Plan	Cost of Plan
Transit Plans Document Reference	Document reference
Tribal Traffic Impact Study	Y/N/Unknown*
Traffic Impact Study Date	Date
Traffic Impact Study Funding Source	Funding Source
Traffic Impact Study Cost of Study	Cost of Plan
Traffic Impact Study Document Reference	Document reference
CT Planning Grants and Projects	Y/N/Unknown
CT Transportation Planning Grants & Projects Document Reference	Documents reference
Participating/participated in other transportation studies	Y/N/Unknown*
Which study/program	Description*
Sources	List of sources
Comments	From users

The second table (Appendix C), 2022 Survey Results by Tribe, is a tabulated data export of the 2022 survey results from the online platform "Qualtrics." While this table is editable, the survey results of the 2022 Survey Results by Tribe are a static data set and are not meant to be updated. This table contains 204 fields of direct information gathered by each participating Tribe (Appendix C). Both searchable tables have the complete list of Tribal names (n = 109) and can be linked by their unique Tribal ID number to compare variables in each (e.g., query). The initial request for this database was for a single large table, but MS Access limits the number of fields to 255, so they needed to be split by use.

After the results of the survey, several fields within the Caltrans Tribal Planning table were updated with information obtained from the 2022 Survey Results by Tribe indicated in Appendix C. A note is included ("See survey results for more information") in cases where supplementary information can be found in the 2022 Survey Results by Tribe. Finally, a series of predetermined queries were created to capture the most popular data requests that users may need (Table 10).

Table 10. Preset Queries

Topic	Question in Survey	Issues
Transportation issues	1.1	Transportation infrastructure priorities
	1.2	Access issues
	1.3	Transportation priorities
	3	Issues with state routes
	4	The current state of transportation facilities
	4.1	Condition of facilities
Transportation plan status	6	Does the Tribe have LRTP
	6.2	Most recent date of LRTP
	6.3	LRTP update status
Landholding/LRTP	6	Landholding size: the presence of an LRTP
Presence of LRTP: Tribal Planner on Staff	6, 7.2	Presence of LRTP: Tribal Planner on Staff
Transportation planning capacity	7	Tribal public works department
	7.1	Transportation planning function within the PW department
	7.2	Transportation planner on staff
Types of Transportation planning engaged in	8	Types of planning
	8.1	Who was involved in planning (tabulate # responses under each category)
	8.2	Travel modes
	9	Transportation Needs Assessment or Transportation Safety Assessment
Planning Efforts	8.1	Involvement in different planning efforts (Q 8.1): Transportation Planner and/or Land Holding size
	10	Types of training/information desired.
	15	Information/training needs
Data collection	12	Collection of transportation data
	12.1	Types of data collected.

Topic	Question in Survey	Issues
Issues in transportation planning	13	Barriers to planning
	13.1	The relative importance of barriers to planning
Awareness and collaboration with local, regional, state, and federal agencies	17	Awareness of regional MPO/RTPA
	18	Ever worked with Caltrans local district office?
	19	Awareness of Caltrans Native American Liaison
	19.1	Participation in programs through Caltrans Native American Liaison
	19.3	Awareness of NAAC
	22	Awareness of Highway Safety Improvement Program
	22.1	Participation in Highway Safety Improvement Program
	23	Awareness of Tribal Transportation Self-Governance Program
	23.1	Considered participating in Tribal Transportation Self-Governance Program
Funding	24	Funding sources
	25	Awareness of federal, state, and local funding sources

5. Analysis and Results

Data for this study were collected through a survey questionnaire. As discussed in Section 1, the goal of the questionnaire was to identify the current state of transportation planning activities and partnerships within Native American Tribal governments in California. These data will help Caltrans engage more actively with Tribal governments early in the planning process to better meet the transportation needs of Tribal communities.

Of the 109 Tribal Nations in the state, 49 participated in the Study (45%), either through the Pilot Study or the finalized questionnaire survey (Table 11 and Table 12; Appendices I and J). The remaining 60 Tribal Nations either did not respond, agreed to participate but never completed the questionnaire, or chose not to participate. Of the 49 participating Tribal Nations, 55% were from the Northern region, 14% from the Central region, and 31% from the Southern region. This relative frequency distribution closely mirrors the spatial distribution of the 109 Tribal Nations in these three regions. Nevertheless, it is important to be cognizant of two issues. First, the data represents only some of the Tribal Nations in the state, and second, not all respondents answered every question in the survey.

Table 11. Summary of CA Tribal Nations' Participation in the Study

Summary	Count
Completed questionnaire	49
Chose not to participate	1
Did not respond	58
Agreed to participate but did not complete the questionnaire	1
Total	109

Table 12. Tribal Nations who Participated in the Study

Name of Tribe	Caltrans District	County	Region [a]	Participation
Bear River Band of Rohnerville Rancheria	1	Humboldt	2	Final Survey
Berry Creek Rancheria of Maidu Indians	3	Butte	1	Final Survey
Agua Caliente Band of Cahuilla Indians	8	Riverside	7	Pilot Study & revised questionnaire
Buena Vista Rancheria of Me-Wuk Indians	10	Amador	4	Final Survey
Barona Group of the Capitan Grande	11	San Diego	10	Final Survey
Big Valley Rancheria of Pomo Indians	1	Lake	2	Final Survey
Cachil DeHe Band of Wintun Indians	3	Colusa	1	Final Survey
Cedarville Rancheria of Northern Paiute Indians	2	Modoc	1	Final Survey
Cloverdale Rancheria of Pomo Indians	4	Sonoma	2	Final Survey
Colorado River Indian Tribes	8	San Bernardino	7	Final Survey
Dry Creek Rancheria Band of Pomo Indians	4	Sonoma	2	Pilot Study but no update to the revised questionnaire
Ewiiaapaayp Band of Kumeyaay Indians	11	San Diego	10	Final Survey
Fort Independence Indian Community of Paiute	9	Inyo	6	Final Survey
Fort Mojave Indian Tribe	8	San Bernardino	7	Pilot
Fort Yuma Quechan Indian Tribe	11	Imperial	10	Final Survey
Greenville Rancheria	2	Plumas	1	Final Survey

Name of Tribe	Caltrans District	County	Region [a]	Participation
Guidiville Band of Pomo Indians	1	Mendocino	2	Final Survey
Habematobel Pomo of Upper Lake	1	Lake	2	Final Survey
Hopland Band of Pomo Indians	1	Mendocino	2	Pilot Study but no update to the revised questionnaire
Ione Band of Miwok Indians	10	Amador	4	Final Survey
Jamul Indian Village	11	San Diego	10	Final Survey
Karuk Tribe	1/2	Humboldt; Siskiyou	1/2	Final Survey
Kashia Band of Pomo Indians of the Stewarts Point Rancheria	4	Sonoma	2	Final Survey
La Jolla Band of Luiseño Indians	11	San Diego	10	Final Survey
Mechoopda Indian Tribe of Chico Rancheria	3	Butte	1	Pilot Study but no update to the revised questionnaire
Morongo Band of Mission Indians	8	Riverside	7	Pilot Study but no update to the revised questionnaire
Pala Band of Mission Indians	11	San Diego	10	Final Survey
Paskenta Band of Nomlaki Indians	2	Tehama	1	Final Survey
Pauma Band of Luiseño Indians	11	San Diego	10	Final Survey
Pechanga Band of Luiseño Indians	8	Riverside	7	Pilot Study but no update to the revised questionnaire
Pinoleville Pomo Nation	1	Mendocino	2	Final Survey
Pit River Tribe	2	Shasta	1	Final Survey

Name of Tribe	Caltrans District	County	Region [a]	Participation
Potter Valley Tribe	1	Mendocino	2	Final Survey
Redwood Valley Band of Pomo Indians	1	Mendocino	2	Final Survey
Resighini Rancheria	1	Del Norte	2	Pilot Study but no update to the revised questionnaire
Rincon Band of Luiseño Indians	11	San Diego	10	Final Survey
Round Valley Indian Tribe	1/2	Mendocino; Trinity	2	Final Survey
Santa Ynez Band of Chumash Indians	5	Santa Barbara	5	Final Survey
Scotts Valley Band of Pomo Indians	1	Lake	2	Final Survey
Sherwood Valley Rancheria of Pomo	1	Mendocino	2	Final Survey
Soboba Band of Luiseño Indians	8	Riverside	7	Final Survey
Susanville Indian Rancheria	2	Lassen	1	Final Survey
Tachi Yokut Tribe	6	Kings	6	Final Survey
Tolowa Dee-ni' Nation	1	Del Norte	2	Final Survey
Torres Martinez Desert Cahuilla Indians	8	Riverside	7	Final Survey
Tule River Indian Tribe	6	Tulare	6	Final Survey
Tuolumne Band of Me-Wuk Indians	10	Tuolumne	4	Final Survey
Wilton Rancheria	3	Sacramento	1	Final Survey
Yurok Tribe	1	Del Norte; Humboldt	2	Pilot Study & the revised questionnaire

Note: [a] Census regions; See Table 2 for regions.

In terms of the relationship between Caltrans Districts and Tribal Nation participation, overall, the response is similar by the three regions again; but within the regions, there is a correlation (Figure 2). For example, District 1 has the highest number of Tribal Nations (23%; n = 25) in California, and 11.9% (n = 13) of them participated; however, District 1 Tribes they comprised 26.5% (13 of the 49) of the responding Tribes. Similarly, Districts 8 and 11 have 11.9 (n = 13) and 16.5% (n=18) of the Tribal Nations, respectively, but 6.4 and 7.3% in each District participated. This could be due to several issues that will be discussed later in this report (such as capacity and existing collaborative partnerships with state, federal, and local agencies; conflicting priorities such as responding to COVID-19 pandemic challenges, wildfires, and other emergencies).

Figure 2. Relationship between Caltrans Districts,
Tribal Nations and Participating Tribal Nations
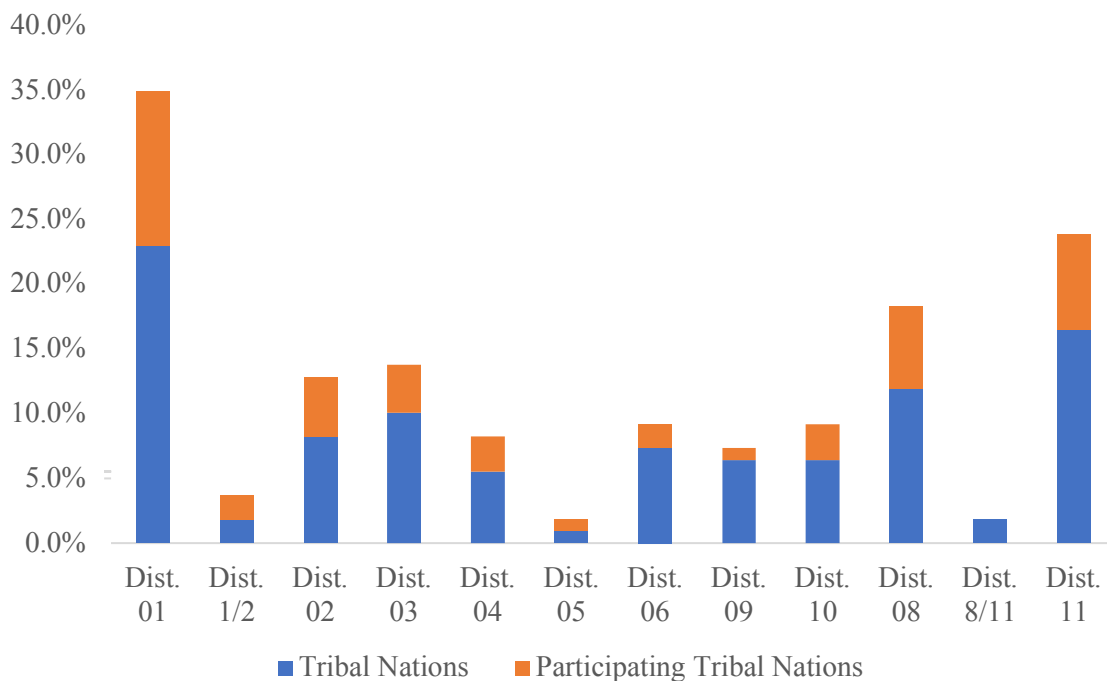
5.1 Themes of the Questionnaire

The questionnaire included 29 questions (Appendix G) which were organized into an introductory section that collected basic information about the Tribe and the individual completing the survey and five main themes (

Table 13). The questionnaire was designed to help Caltrans assess:

- Tribal perceptions of the main transportation needs on and near their lands.

- Current status of transportation planning by Tribes on Tribal lands.

- Needs for Transportation Planning Information and Technical Assistance Focused on Awareness of Local, State, and Federal Agencies and Programs.

In addition, the survey asked about the following:

- Availability of funding sources for transportation planning and implementation.

- Other questions.

These themes are described in more detail in the sections that follow.

Tribe's Perceptions of their Transportation Needs on and near their Lands

This section elicited information on the types of lands managed by the Tribe (e.g., urban, rural) and the ownership status of Tribal lands. This was followed by a set of questions on the Tribe's perception of their transportation needs. Questions on needs (1–5) fell within two main themes: needs for access (e.g., to jobs, to medical facilities, etc.) and the importance of various aspects of transportation to the Tribes (e.g., safety, road conditions, transit, air quality, etc.).

Current Status of Tribal Transportation Planning

These questions (6–16) focused on the Tribes' current transportation planning capabilities and the status of transportation plans/processes for their Tribal lands. An initial set of questions asked whether the Tribe had done any transportation planning and, if so, what kinds of plans were developed and what was the current status of the Tribal transportation plan(s) (e.g., recently updated, currently updating the plan). Specific questions are also targeted Tribal safety planning.

Follow-up questions addressed how the respondent Tribe perceived their needs for transportation planning resources. These included questions on perceived barriers to transportation planning for their Tribal government (e.g., lack of trained staff, lack of funding), transportation data collection activities, and the Tribe's willingness to share their data with Caltrans and other public agencies.

Needs for Transportation Planning Information and Technical Assistance Focused on Awareness of Local, State, and Federal Agencies and Programs

As noted previously, there are several state and federal agencies with whom Tribal Nations might want to partner or whose programs and policies can affect transportation on Tribal lands. These agencies have a number of programs that are directed specifically toward Tribal transportation. The purpose of these questions (17–23) was to assess Tribal awareness of these programs and the extent, if any, to which the Tribe has participated in these programs in the past.

Each Tribe was asked about their awareness of local agencies (e.g., transit agencies, RTPAs) and to what extent the Tribe interacted with them. At the state and federal level, specific questions

focused on awareness of the Highway Safety Improvement Program and the Tribal Transportation Self-Governance Program. Tribes were asked not only about their awareness of these programs but also about their plans, if any, for participating in these.

Funding: Availability of Funding Sources for Transportation Planning and Implementation

This section included specific questions (24 and 25) on how each Tribe funds its transportation planning, programs, and projects; potential funding sources include the Tribal Transportation Program and development fees. Tribes were also asked about their awareness of specific funding sources (e.g., the Active Transportation Program, Sustainable Communities Planning Grants, and Highway Safety Improvement Program) and to what extent, if any, the Tribe had requested funding from these sources.

Miscellaneous Questions

The final set of questions (26–29) sought information not covered by the previous four sections. Tribes were asked about their perception of the desired roles of local, state, and federal agencies in addressing Tribal transportation needs and provided open-answer text boxes to respond. Similarly, Tribes were asked if there were any other transportation issues that were not addressed in the questionnaire that concern the Tribe, and again a text box was provided for responses.

Although this study is not about cultural heritage, two questions (27.1 and 27.2) focused on broad concerns of Tribes about the potential for future transportation development initiatives on their lands to affect natural spaces and/or cultural heritage sites of Tribal significance. In addition, they asked what planning considerations would need to be made to help protect such areas from incremental encroachment or piecemeal destruction due to multiple land use and transportation initiatives. These questions were included in the questionnaire so that consultation for cultural resources can be interlaced from the planning stages of a project.

Two questions were about whether a Tribe had a casino and whether any transportation planning for the casino involved studying transportation issues, such as an environmental impact report.

These questions provided insight into whether the Tribe has an existing document that discussed transportation needs. Similarly, the question about whether there are regular interactions between the Tribe and transportation departments, local transit agencies, or local public works departments about the transportation needs of the casino provides insights into whether existing relationships were being used for Tribe's transportation planning or not.

Several questions (29–29-3) at the end of the questionnaire provided space for the Tribes to share their thoughts about communication and provide information about communication protocols. The questions included whom in the Tribe should be the contact for communication regarding Tribal Transportation Planning, whether the Tribe had a preferred method of communication

with Caltrans, and if there are specific factors that Caltrans should consider when working with your Tribal government. Such factors could include protocols for transitions in Tribal leadership following regular Tribal government elections to ensure the continuity of ongoing transportation planning efforts. Finally, Tribes were asked to provide periods during the year when there are cultural or Tribal events that Caltrans should be aware of, with the understanding that response times to engagement may be delayed at these times. The questionnaire concluded by requesting comments on the questionnaire itself.

Table 13. The Five Themes, Related Topics and Questions in the Questionnaire

Theme	Topics	Question Numbers [a]
Tribal Perceptions of main Transportation needs	Infrastructure	1.1
	Access and mobility	1.2–1.5
	Priorities	1.8
	Transit service	2–2.4
	Concerns about State Routes and/or Interstates	3
	Current overarching state of transportation facilities	4
	Condition of facilities	4.1
	Current transportation and transit infrastructure and anticipated needs	5
Current status of transportation planning by Tribes on Tribal lands	Long-Range Transportation Plan (LRTP)	6
	Presence of a transportation department and/or specialist	7
	Types of transportation planning Tribe has engaged	8
	Transportation needs assessment	9
	Information/training needed to develop/update an LRTP	10
	Collection of transportation data	12
	Barriers to transportation planning	13
	Performance measures	14
	Informational or training needs	15
	Need for an active transportation safety assessment	16
Perceived needs of the Tribe for information and technical assistance on transportation planning focusing on awareness of local, state, and federal	Familiarity with MPOs and/or RTPAs	17
	Experience working with CT Districts, MPOs, and/or RTPA	18, 19
	Experience working with local CMAs	20
	Relationship with local transit agencies	21
	Awareness and participation in Highway Safety Improvement Program	22

Theme	Topics	Question Numbers [a]
resources for transportation planning	Awareness of Tribal Transportation Self-Governance Program (TTSGP)	23
Funding: Availability of funding sources for transportation planning and implementation	Funding sources for transportation planning, programs, projects	24
	Familiarity with funding sources	25
Other questions	Insights into roles for state and local transportation agencies such as Caltrans, MPOs, RTPAs, and local CMA to help the Tribe address transportation issues	26
	Other issues about transportation and transportation planning for not addressed in the questionnaire	27
	Casino presence and related transportation concerns	28
	Contact for Communication-related to Tribe's transportation	29

Note: Almost all questions have sub-questions.

An essential aspect of the questionnaire was confidentiality. The data provided by the Tribe will not be shared in any detail and will be used only for this study. The data was incorporated into a database; however, the report only provides summary-level data and not individual responses. The report itself will be distributed to the Caltrans Headquarters Native American Liaison Branch and District Native American Liaison staff, who will then use it to prioritize work and to better respond to Tribal transportation coordination and resource needs.

5.2 Presentation of Data for Main Questions

Data for five main themes are presented in this section (see

Table 13). Several questions used a Likert scale for responses. A Likert scale is an ordered scale from which respondents choose one option that best aligns with their view. Often it is used to measure the opinions of the respondents by asking the extent to which they agree or disagree with a particular question or statement. For example, a response to a scale might be low priority to high priority, or unacceptable, poor, fair, good, very good, excellent, or n/a. How the scale is interpreted, especially where there is a sliding scale (1 to 5 as low priority to high priority), is important. Table 14 shows the interpretation of the Likert scales in this study.

Table 14. Interpretation of the Likert Scale for this Study

Likert Scale	Interpretation
1	Low
2	Low–Moderate
3	Moderate
4	Moderate–High
5	High

Tribal Perceptions of the Main Transportation Needs on and near Their Lands

Insights into Tribes' perceptions of the primary transportation needs centered on seven issues: infrastructure priorities, access and mobility, transportation priorities, transit service, concerns about state routes and/or interstates, current overarching state of transportation facilities, and condition of facilities.

Infrastructure Priorities

Tribes were asked to identify priorities in infrastructure needs (question 1.1) through seven categories using a Likert scale (Table 15; Figure 3). Depending on the category, anywhere from 38.8% to 14.3% of the 49 Tribes did not provide responses. Examining only responses that provided a score, five categories were high, and two were moderate-high priorities for the Tribes. Roads, bus stops, intersections and stop lights/signs, signage, and safety devices/features were marked as a priority, while bike paths and sidewalks were considered moderate-high priority by the Tribes (see 0).

Table 15. Priorities of Transportation Infrastructure

Infrastructure	1 (Low)	2 (Low-Mod)	3 (Mod)	4 (Mod-High)	5 (High)	No Response	Total
Roads	-	-	4.1%	8.2%	49.0%	38.8%	100.0%
Bike paths	14.3%	10.2%	18.4%	20.4%	12.2%	24.5%	100.0%
Sidewalks	4.1%	2.0%	16.3%	32.7%	24.5%	20.4%	100.0%
Bus Stops	12.2%	16.3%	16.3%	12.2%	26.5%	16.3%	100.0%
Intersection and stop lights/signs	6.1%	4.1%	24.5%	16.3%	34.7%	14.3%	100.0%
Signage	-	6.1%	24.5%	16.3%	34.7%	18.4%	100.0%
Landscape	4.1%	20.4%	22.4%	20.4%	10.2%	22.4%	100.0%
Safety devices/features (guardrails, etc.)	-	6.1%	16.3%	10.2%	51.0%	16.3%	100.0%

Figure 3. Distribution of the Priorities in Transportation Infrastructure
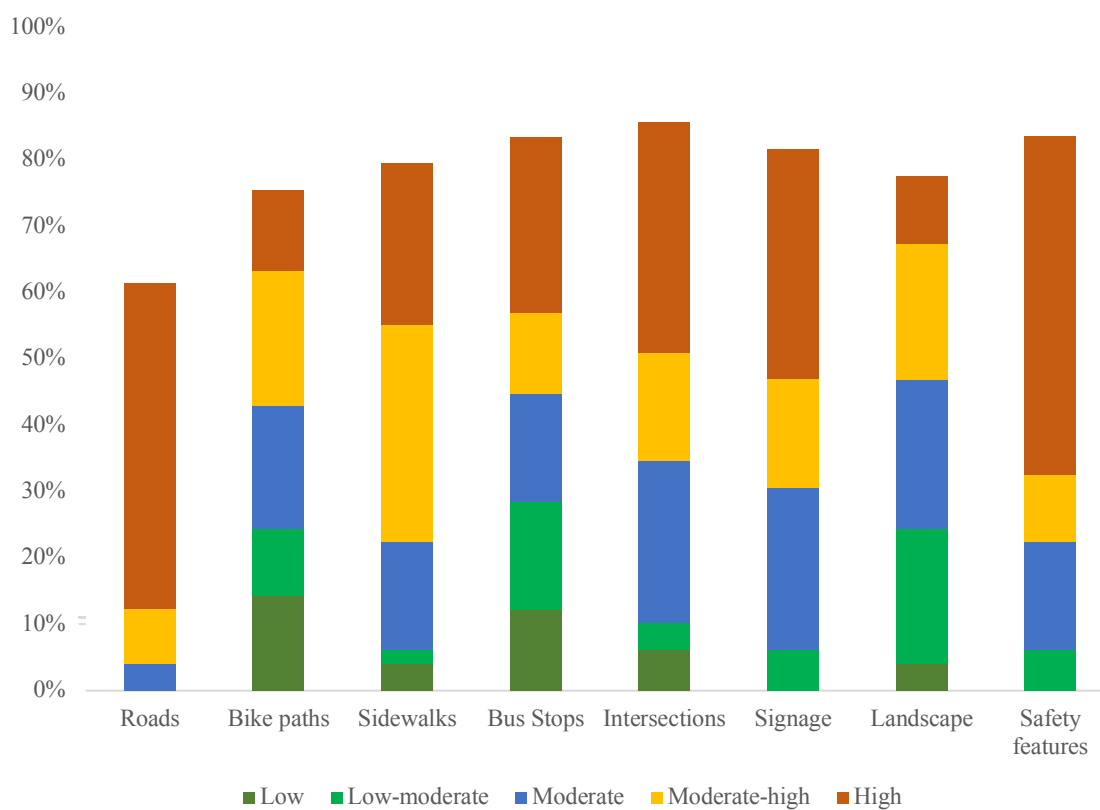
Access and Mobility

Access to and from reservations and Tribal lands is a barrier to Native American community members, and this includes getting from Tribal lands to the main transportation artery and the conditions of access roads, which pose safety concerns (questions 1.2–1.7; Table 16; Figure 4). Another access challenge was related to the rural isolation of the Tribal lands, which necessitates travel out of the area for major services (for food and commodities stores, hospitals, schools, etc.), and access to some parts of Tribal lands is through unpaved dirt roads. Public transportation to connect Tribal lands to urban centers in their immediate region is poor. Mass transit is largely unavailable and expensive (due to distance). Some Tribal lands are located within an extensive network of rural roads. However, maintenance of roads within Tribal lands is a challenge for many Tribes due to lack of funding. The important access concerns focus on access to jobs, schools, medical facilities, and social services.

Table 16. Access to and from Tribal Lands

Access	1 (Low)	2 (Low to Mod)	3 (Mod)	4 (Mod to High)	5 (High)	No Response	Total
To jobs	2.0%	-	8.2%	8.2%	65.3%	16.3%	100.0%
To schools	-	2.0%	10.2%	14.3%	57.1%	16.3%	100.0%
To Medical facilities	-	2.0%	10.2%	20.4%	51.0%	16.3%	100.0%
To shopping and grocery stores	-	2.0%	20.4%	20.4%	42.9%	14.3%	100.0%
For recreation/social	-	4.1%	40.8%	24.5%	18.4%	12.2%	100.0%
To train or bus stations	10.2%	16.3%	20.4%	20.4%	16.3%	16.3%	100.0%
To airports	12.2%	16.3%	18.4%	12.2%	18.4%	22.4%	100.0%
To social services	2.0%	0.0%	24.5%	18.4%	40.8%	14.3%	100.0%

Transportation Priorities

The most significant transportation priorities indicated by the Tribes include safety and road conditions, with 87.7% showing safety and 85.7% indicating road conditions as moderate-high and high priorities (questions 1.8 and 1.9; Table 17; Figure 5). More than two-thirds (71.5%) of the responding Tribes rated regional connectivity as moderate to high and high transportation priority. More than half the Tribes (55.1%) ranked bicycle and pedestrian facilities as important, and less than half the Tribes (44.8%) considered transit a high and high priority. The moderate to high and high priorities in other categories is lower but still notable: air quality (40.8%), congestion (36.7%), freight/goods movement (30.6%), and shared mobility (24.5%).

Table 17. Transportation Priorities

Transportation Priorities	1 (Low)	2 (Low to Mod)	3 (Mod)	4 (Mod to High)	5 (High)	No Response	Total
Safety	-	2.0%	2.0%	6.1%	81.6%	8.2%	100.0%
Regional connectivity	-	4.1%	8.2%	38.8%	32.7%	16.3%	100.0%
Road conditions	-	-	4.1%	18.4%	67.3%	10.2%	100.0%
Bicycle and pedestrian facilities	6.1%	2.0%	18.4%	26.5%	28.6%	18.4%	100.0%
Transit	6.1%	4.1%	18.4%	22.4%	22.4%	26.5%	100.0%
Congestion	10.2%	18.4%	16.3%	14.3%	22.4%	18.4%	100.0%
Air quality	6.1%	14.3%	22.4%	18.4%	22.4%	16.3%	100.0%
Shared mobility (Uber/Lyft, etc.)	12.2%	8.2%	18.4%	14.3%	10.2%	36.7%	100.0%
Freight/goods movement	4.1%	10.2%	18.4%	14.3%	16.3%	36.7%	100.0%

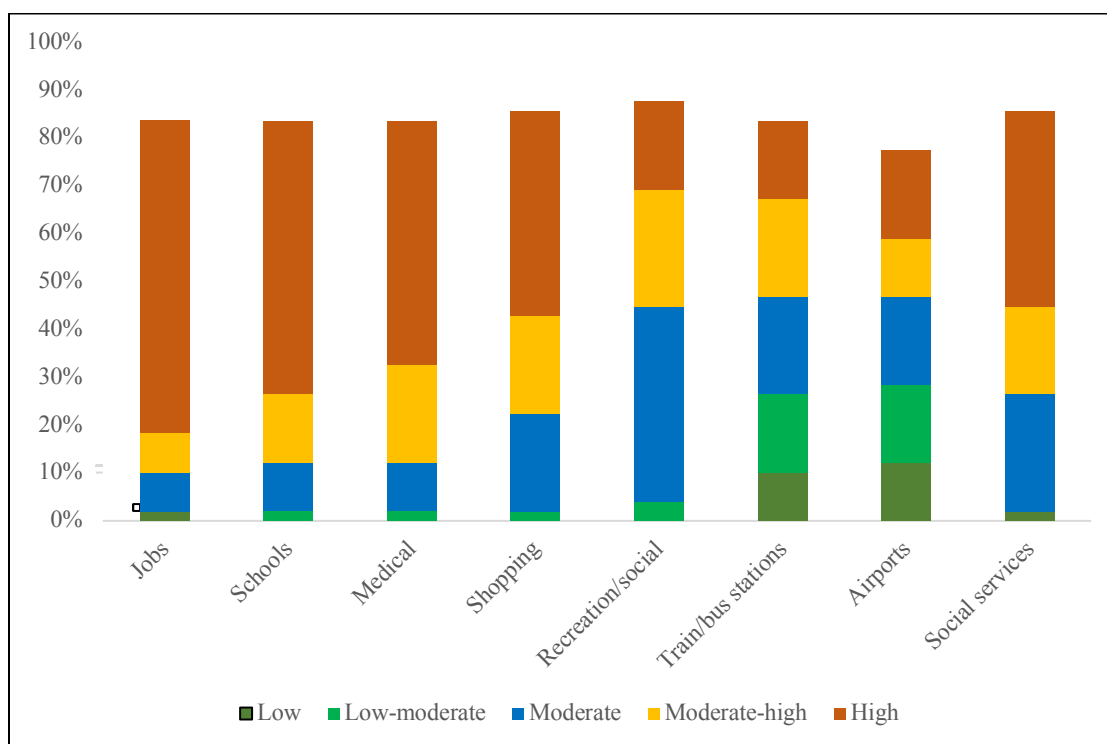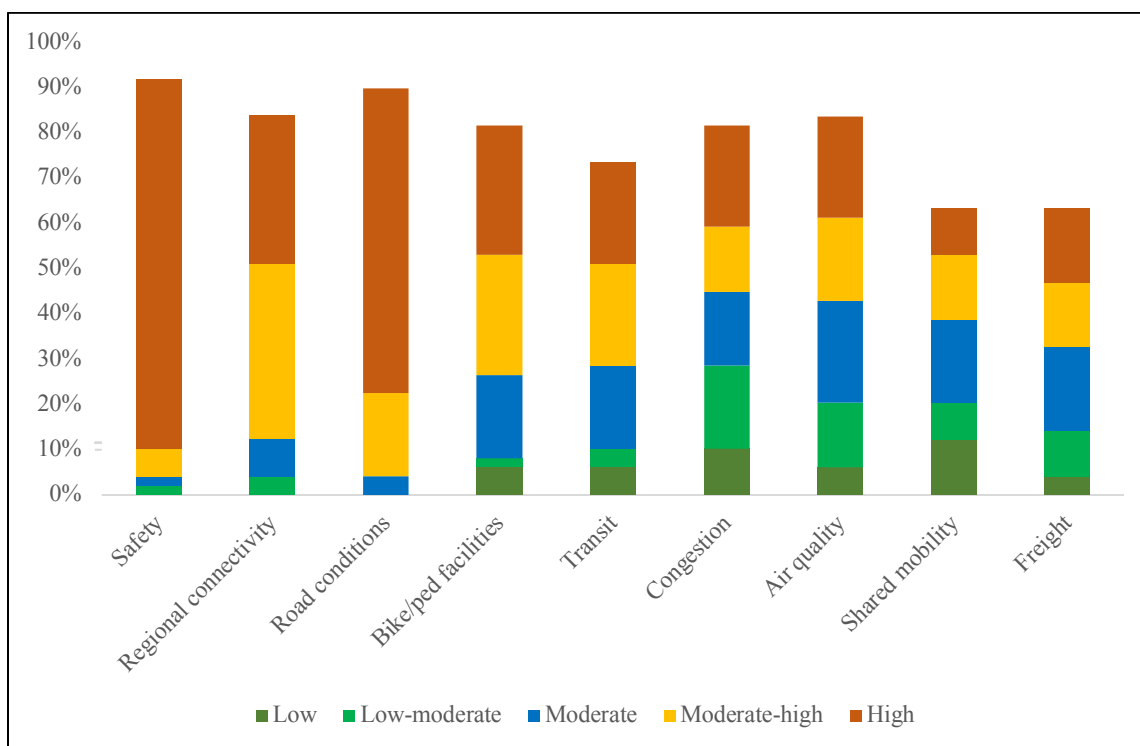Figure 4. Access and Mobility Needs and Challenges

Figure 5. Transportation Priorities

Given that safety was a moderate to a high and high priority for 87.7% of the responding Tribes, the following discussion highlights several safety concerns identified by the Tribes.

Roads

Safety regarding roads is a major concern for the Tribes. The curves in the major arterial roads that run through reservations are too sharp, resulting in higher vehicular accidents. Roads within, and those that cross through, Tribal lands are narrow, and this is a challenge for large trucks, including fire trucks which have to navigate these narrow roads with sharp turns to enter businesses on Tribal lands and the on/off Highway ramps. Related to this are concerns from Tribes about inadequate freeway designations, inadequate number of ramps (on/off) within the Tribal lands onto freeways that cross through these lands, inadequate number of weigh stations along the freeways that go through Tribal lands, and the condition of the arterial roads coupled with the high mix of different vehicles that use these roads (automobiles, trucks, recreation vehicles, and local commuters). Tribes identified the general unsafe conditions of highways that cross their lands, including but not limited to hazardous seasonal environmental conditions (for example, roads that regularly have rockslides, and poor railroad grade separations). Tribes noted that roads around some reservations receive a disproportionate amount of traffic compared to the size of the local population due to elevated levels of interregional traffic through and around reservation land from commuters.

Traffic Control

Another safety concern is a lack of traffic control, especially along two-lane highways that cross through Tribal lands, and traffic is often backed up. This is exacerbated by speeding and aggressive drivers. Roads within and that cross through Tribal lands typically lack street lighting, have no or very poor road markings, and have no or narrow bike or pedestrian paths.

Accessibility

Safety issues related to accessibility are another area of concern for the Tribes. The roads on Tribal lands have poor or lack street lighting, have either no or narrow bike and/or pedestrian paths, and have poor or no stop signs and/or signals. This, along with poor regionally connectively of Tribal lands, poses a real and significant safety challenge to the Tribal citizens who walk or bike on these roads to commute to their jobs, schools, social events, health and other services, and so on. The remoteness of many Tribal lands is one contributing factor to the poor regional connectivity, transit, and shared mobility.

Transit Services

Three-quarters of the Tribes (75.5%) do not run their own transit or paratransit services (questions 2–2.4). Slightly more than half of the Tribes (57.1%) have access to local transit, and half (53.1%) are not aware of the presence of local paratransit services in their communities (Table 18).

Paratransit services include shared ride public services such as taxis, buses, vans, etc., and serve individuals who cannot ride other public transport because of their disabilities. In summary, of the respondents, eight Tribes said that they run their own transit service. Of those who responded to the question on local transit access, 28 (57.1%) indicated that they have access to local transit service, while 17 (34.7%) said they do not. Reconsidering the transportation priorities discussion earlier, 44.8% of the Tribes considered transit moderate to high priority.

Table 18. Transit Services

Transit Services	Yes	No	No responses	Total
Does your Tribe run its own local or on-demand transit service?	16.3%	75.5%	8.2%	100.0%
Does your Tribe have access to a local transit service?	57.1%	34.7%	8.2%	100.0%
Does your Tribe run its paratransit service?	16.3%	75.5%	8.2%	100.0%
If yes, does it run in conjunction with another service? [a]	8.2%	38.8%	53.1%	100.0%
Is your Tribe aware of the presence of local paratransit services in your community?	38.8%	53.1%	8.2%	100.0%

[a] Medical transport for elders; shuttle service from casino/RV park to reservation; health service transportation; paratransit services were provided through a joint partnership with the City of Porterville (Route 9). The Tribal Transit Program offers a Dial-a-Ride Program that connects with Route 9 every 20 minutes, 7 days a week. Please note that transit services are currently suspended due to COVID-19.

The eight Tribes (16.3% of the responding Tribes) who run their transit services are diverse in locations and sizes. All, but two of them, have planning departments that are responsible for transportation needs; only two have in-house planners with transportation expertise. The size of the Tribe's lands is not a deciding factor because the eight Tribes include small to very large land holdings. Furthermore, Tribes who run their own local or on-demand transit service do not have their own paratransit service. Seven Tribes run their own paratransit service, which includes four Tribes who also run their own transit services.

Concerns about State Routes and/or Interstates

Tribes were asked to note their concerns with State Routes on or near Tribal lands (question 3). The most significant problems were pedestrian safety and signage, with more than 60% of the responding Tribes concerned about these issues (Table 19). Access to highways, the condition of the road's shoulders, and interchange design/operations come in as secondary concerns, with 51 to 55% of the Tribes identifying these issues. Of the six categories identified in the questionnaire, bike paths had the fewest Tribes; regardless 42.9% of the Tribes identified them as a concern.

Table 19. Tribal Concerns about State Routes and/or Interstates

State Routes Issues	Yes	No	No Response	Total
Highway access	55.1%	34.7%	10.2%	100.0%
Signage	61.2%	28.6%	10.2%	100.0%
Shoulders	51.0%	36.7%	12.2%	100.0%
Bike Paths	42.9%	46.9%	10.2%	100.0%
Interchange design/operations	51.0%	36.7%	12.2%	100.0%
Pedestrian safety	69.4%	20.4%	10.2%	100.0%

Tribes provided specific concerns focused on pedestrian safety, highway access, and interchange design/operations.

- Regarding pedestrian safety, there is a high need for safety and traffic control signage at the locations where state routes and interstates cross through Tribal lands. Pedestrian safety is also linked to interchange design/operations issues (see below).

- Tribes noted that there is an overwhelming lack of access to State routes and/or Interstates from Tribal lands, which results in Tribal citizens having poor access to different services and also being connected to the interstate and state routes for regional connectivity.

- Several needs for improvements in the interchange design/operations on state roads and interstates crossing Tribal lands in rural areas were noted, including the need for re-pavement of sidewalks, installing and maintenance of guardrails, adequate lighting at these locations, repainting of striping and fog lines, better signage, removal of graffiti on signs so that they are visible to pedestrians and vehicular traffic, upgrades to curb ramps, and installation of regulatory and warning signs.

Current Overarching State of Transportation Facilities

Question 4 requested Tribes share their current state of transportation facilities on or near Tribal lands (Table 20). Most of the Tribes (61.2%) informed that road conditions on their lands were unacceptable, poor, or fair. Similarly, 38.8% of the Tribes indicated that the bike lanes were unacceptable, poor, or fair, and 44.9% rated sidewalks as unacceptable, poor or fair. Tribes provided specific comments about the state of roads, underpasses, and bridges.

Table 20. Responses to Overarching State of Transportation Facilities

Facility	Unacceptable	Poor (1)	Fair (2)	Good (3)	Very Good (4)	Excellent (5)	No Response	Total
Roads	6.1%	22.4%	32.7%	14.3%	6.1%	0.0%	18.4%	100.0%
Bridges	2.0%	14.3%	12.2%	22.4%	4.1%	0.0%	44.9%	100.0%
Sidewalks	16.3%	14.3%	14.3%	4.1%	2.0%	0.0%	49.0%	100.0%
Bike Lanes	14.3%	18.4%	6.1%	0.0%	2.0%	0.0%	59.2%	100.0%
Overpasses	4.1%	4.1%	6.1%	8.2%	2.0%	2.0%	73.5%	100.0%

In terms of the overarching state of roads, Tribes shared that there is a lack of lighting and that state routes are not easily accessible to the lands of some of the Tribes and referred to the information provided in responses to questions 1.1–1.9, 2, and 3 (discussed previously in this section, see *Infrastructure, Access and Mobility, Priorities, Transit Service* and *Concerns about State Routes and/or Interstates*).

Comments for question 4 (overarching state of transportation facilities) identified the state of underpasses, including lack of underpasses, lack of rail grade crossings, lack of traffic speed signs, lack of horse trails, lack of zones for quad-type vehicles, and lack of transit stops, and the need for additional bridges, all of which are safety concerns. Finally, Tribes noted (similar to responses to questions 2–2.4) a lack of transit facilities being a challenge.

Condition of Facilities

In self-identifying the condition of transportation facilities on their lands (question 4.1), three facilities were perceived as poor, including the availability of transit service, adequate bike/pedestrian facilities, and overall safety issues (Table 21, Figure 6). Almost 60% of the respondents identified the condition of roads as fair to poor. In terms of congestion, daily congestion was less of a concern (20.4% rated it as fair to poor), and seasonal congestion was poor to fair for 40.8%. Overall, the condition of facilities was perceived as very good to excellent in a notably lower percentage. These generally poorer conditions have a direct bearing on the safety concerns and the mobility and access issues identified by the Tribes. Tribes provided specific comments about the poor condition of the roads and lack of lighting.

Table 21. Condition of Facilities

Perceptions	Poor	Fair	Good	Very good	Excellent	No response	Total
Condition of roads	20.4%	38.8%	20.4%	8.2%	0.0%	12.2%	100.0%
Daily congestion	14.3%	6.1%	36.7%	10.2%	4.1%	28.6%	100.0%
Seasonal congestion	16.3%	24.5%	24.5%	2.0%	4.1%	28.6%	100.0%
Availability of transit service	42.9%	16.3%	12.2%	6.1%	0.0%	22.4%	100.0%
Adequate bike/pedestrian facilities	53.1%	6.1%	8.2%	2.0%	0.0%	30.6%	100.0%
Safety issues	36.7%	30.6%	8.2%	6.1%	0.0%	18.4%	100.0%

Figure 6. Conditions of Transportation Facilities
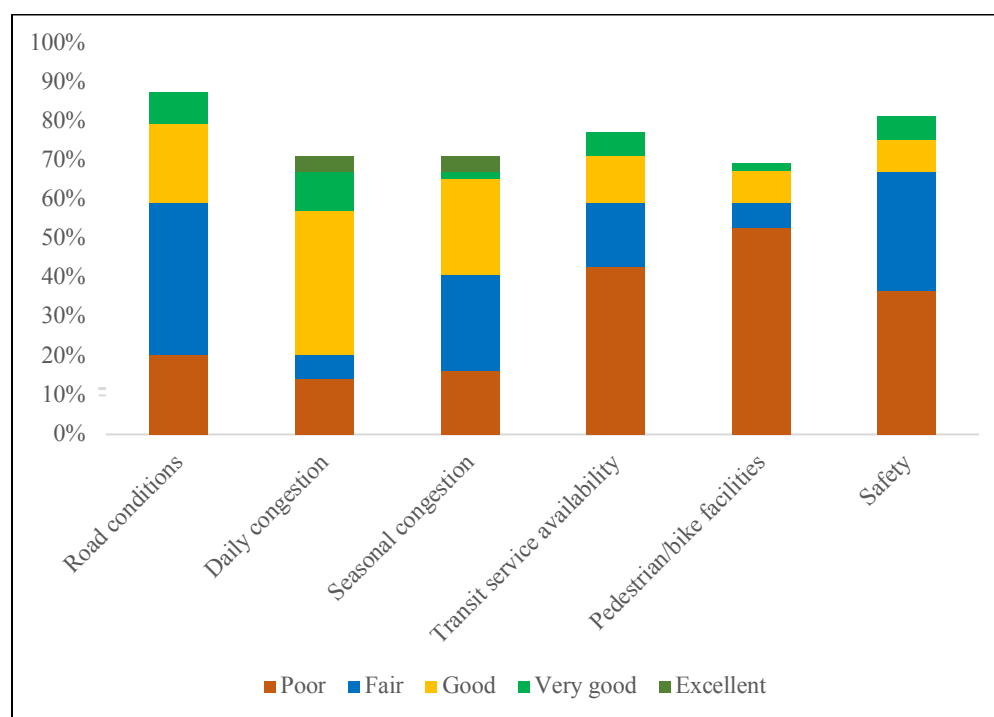
Tribes noted that the road conditions, specifically traffic signs and lights at road intersections, are poor and need upgrades and/or installation. Similarly, there are few or no sidewalks, bike paths, crosswalks, lighting, and signage along roads on Tribal land. Many of the roads need repair because some of them are unpaved and others need to be repaired. Road maintenance in rural areas is costly for Tribes. The lack of and/or poor condition of alternative transportation modalities (pedestrian walkways, pedestrian bridges) contributes to poor pedestrian safety. Tribes stated a need for

alternative energy vehicles due to the lack of gasoline outlets in and around the Tribal lands and reservations.

Tribes shared that there is a real and immediate need to widen roads and add additional lanes, although Tribes may be in a rural setting where the interstates and other rural routes that go through Tribal lands pull in high traffic. For example, some roads, including interstates within Tribal lands, are not wide enough for sidewalks, pedestrian walkways, or bike paths. While Tribes acknowledged that rural roads are difficult to access, logistics are complicated, and contracting capability is limited and costly, including expensive contract engineers, there is a grave need for the maintenance of roads within and when leaving Tribal lands.

Current Status of Transportation Planning by Tribes on Tribal Lands

Questions 6–16 posed questions about transportation planning capacity and Tribal transportation plans to provide insights on who does planning and how it is done. Overall, Tribes identified a lack of long-term planning and engineering capabilities for developing transportation infrastructure. There is also a great need for the planning and construction of new roads for new developments on Tribal lands and a need for professional transportation planning and increased resource development for implementation and road infrastructure improvement. For their transportation planning, three main challenges were identified by the Tribes, including safety, condition of transportation facilities, and access—similar to issues identified in earlier discussions of Tribes' perceptions of their transportation needs. Safety is an overwhelmingly major concern. The condition of transportation facilities on Tribal lands was consistently rated as an important planning issue, particularly roads and nonmotorized facilities (bicycles and pedestrians). Finally, access to jobs, schools, medical facilities, shopping, and social services, is another primary concern and is linked to poor regional connectivity and a lack of transit and paratransit services. The following discussion presents specific data on transportation planning.

Long-Range Transportation Plan

Of the 49 participating Tribal Nations, 53% (number = 26) have an LRTP, 22.4% (n = 11) are currently developing one, 16.3% do not have one nor are they developing one (n = 8), and 8.2% did not respond (n = 4). Of the 37 Tribal Nations who have an LRTP or are in the process of developing one, 20 of them (54%) have a transportation or public works department, and the 15 Tribes do not have such a department (note that two Tribes did not respond to the question). There appears to be no relationship between whether a Tribe has updated or is currently updating its LRTP and the presence of a transportation or public works department.

Most of the responding Tribes did not provide responses regarding when the LRTP was developed, and the years it covers into the future. The year of development ranged from 1988 through 2021, and the years covered ranged from 10 to 30 years (only 16 Tribes responded). Only nine Tribes provided data on when the LRTP was up, ranging from 2010 to 2021.

There is no single determining factor in the assistance provided to Tribes to develop an LRTP (Table 22). About 40.8% (n = 20) of the respondents stated that the plan was developed by Tribal staff in partnership with a federal agency, a consultant, or a federal agency and a consultant. Thirteen Tribes did not respond to this question, so these patterns should be approached cautiously.

Table 22. LRTP Development

Who developed or is developing this plan?	Count	Percent
Tribal staff only	4	8.2%
Tribal staff in partnership with a public agency	4	8.2%
Tribal staff in partnership with a federal agency (e.g., BIA or FHWA)	7	14.3%
Tribal staff, consultant	2	4.0%
Consultant	7	14.3%
Tribal staff in partnership with a public agency, consultant	2	4.1%
Tribal staff in partnership with a public agency	1	2.0%
Tribal staff in partnership with a federal agency (e.g., BIA or FHWA) and consultant	6	12.2%
Tribal staff in partnership with a federal agency (e.g., BIA or FHWA)	1	2.0%
Tribal staff in partnership with a public agency, Tribal staff in partnership with a federal agency (e.g., BIA or FHWA), consultant	1	2.0%
No response	13	26.5%
Other[1]	1	2.0%
Total	49	100.0%

Note: [1] Tribe was awarded a Caltrans Sustainable Planning Grant to update the existing LRTP this year, and the Tribe sent out an RFP for bidding.

Presence of Transportation Department and/or Specialist

Only 43 of the 49 responding Tribes responded to question 7 about the presence of a transportation department and/or specialist; of these, 25 Tribes have a transportation or public works department, while 18 Tribes do not (questions 7–7.3). Of the 25 Tribes who have a transportation or public works department, only six had a transportation planning function in the department.

Similarly, only 10 Tribes identified having a transportation planner on staff, and all except one have multiple responsibilities beyond transportation planning. Furthermore, of the 10 Tribes, only three have formal training in transportation planning and/or civil engineering.

Types of Transportation Planning Tribe has Engaged.

In response to the types of transportation planning that Tribes have engaged in, Long Range Transportation Planning was by far the most common, followed by road improvement, transportation impact studies, safety studies, and environmental impact reports (question 8; Table 23).

Table 23. Types of Transportation Planning Engaged by Tribe

Planning Type	Count (n)
Long-Range Transportation Plan (LRTP)	33
Participation in Regional Transportation Plan update (plan developed by your Regional Transportation Planning Agency)	11
Transportation impact studies for facilities on Tribal lands, such as housing or commercial development (including casinos)	16
Road improvement studies	17
Transit planning	8
Adaptation planning	5
Active transportation planning (includes walking and bicycling)	10
Safety studies	16
Land use or community plan with a circulation or transportation component, transportation safety plan, or assessment.	11
Transportation improvement or infrastructure plan	11
Environmental impact report related to development on Tribal lands	14
Other	6

Regarding the type of collaboration and assistance provided to the Tribes for the above planning efforts, the responses varied based on the plan (question 8). Overall, responses to this question were poor, and the lack of response to identify collaboration and assistance ranged from 38.8 to 83.7% for each of the planning efforts (LRTP, participation in RTP update, impact studies, and so on). When responses were provided, Tribal staff and those with consultants were identified as the primary staff working on the plans in higher percentages. A few examples are provided below.

Long-Range Transportation Plan

- No responses: 38.8% of respondents

- Tribal staff: 18.4%

- Tribal staff and consultant: 10.2%

- Tribal staff, consultant, and federal agencies: 10.2%

- Tribal staff and federal agencies: 8.2%

- Tribal staff, consultant, federal, state, and regional agencies: 6.1%

- Tribal staff and state agencies: 2%

Participation in Regional Transportation Plan update (developed by RTPA)

- No responses: 61.2% of respondents

- Tribal staff: 12.2%

- Tribal staff and consultant: 8.2%

- Tribal staff, consultant, and regional agencies: 6.1%

- Tribal staff and regional agencies: 6%

- Tribal staff, state agencies, and regional agencies: 2%

- State agencies: 2%

- Consultant: 2%

In response to identifying travel modes that Tribal transportation planning efforts cover, the Tribes identified driving as the most common mode of transportation (n = 12; 24.5%). One Tribe shared that it is working with the US Federal Aviation Administration (FAA) to assist in future planning for the development of a heliport on the Reservation, and other transportation modes being considered in planning include horse trails improvement on the Reservation because of the high mountain equestrian patrols by mounted Tribal police to provide security from drug-trafficking and preservation of natural resources.

Transportation Needs Assessment

Seventeen Tribes noted that they completed a Transportation Needs Assessment or a Transportation Safety Assessment (question 9); 21 Tribes did not participate in any such studies, and 11 Tribes did not respond. Fourteen Tribes identified the following studies as the most recent transportation assessment they completed.

- 2019 SafeTREC Safety Study

- 2020 Transportation Needs Assessment

- An assessment was done with the assistance of the BIA.

- Buena Vista Rancheria Tribal Safety Plan 1/25/2021 by Michael DeSpain

- Long-range transportation plan. Land use or community plan with a circulation or transportation component transportation safety plan or assessment.

- Completed for casino development, but not for all Tribal lands.

- Transit Plan – Final Report 2012 Tule River Comprehensive Transportation Plan – December 2017 Tribal Transportation Safety Assessment Technical Report – 2017 (ITS-UC Berkeley) Tule River Road Safety Plan – 2017

- Yurok Tribe Transportation Safety Assessment, 2021

Information/Training Needed to Develop/Update a Long-Range Transportation Plan

Tribes responded well to identifying what kind of information/training would help them develop/update a Long-Range Transportation Plan (question 10; Table 24). The types of information were uniform across the types of training/information listed on the questionnaire. As clearly indicated in the table below, Tribes have a need for diverse training to develop their LRTP with no single type of information or training that is identified as significantly higher than others. Accessing roadway crash and injury data, applying for a safety or planning grant, and applying for a federal transportation grant is relatively higher, with 9%, 7.2%, and 6.3%, respectively, of the Tribes requesting these. The second priority group needed includes the following 12 types of information and training:

- Introductory overview of transportation planning

- How to do active transportation planning

- Applying for a state transportation grant

- Tribal Transportation Program process training

- An overview of the Tribal transportation program or process.

- Transportation agency's public outreach and engagement processes

- Developing/updating a Tribal long-range transportation plan

- Training on statewide and regional agencies

- How to do adaptation planning

- Environmental review process for a transportation plan or process

- Environmental review for a development project with a transportation element

- Developing/updating a Tribal transportation improvement plan

Table 24. Types of Information and Training to Help Tribes Develop/Update a LRTP

Types of Training (alphabetical order)	Count	Percent
An overview of the Tribal transportation program or process.	24	5.6%
Applying for a federal transportation grant	27	6.3%
Applying for a state transportation grant	25	5.8%
Collecting and analyzing roadway crash or injury data	19	4.4%
Developing/updating a Tribal long-range transportation plan	23	5.3%
Developing/updating a Tribal transportation improvement plan	21	4.9%
Environmental review for a development project with a transportation element	21	4.9%
The environmental review process for a transportation plan or process	22	5.1%
How to access roadway crash and injury data	39	9.0%
How to apply for a safety or planning grant	31	7.2%
How to complete a transportation safety plan	19	4.4%
How to do active transportation planning	25	5.8%
How to do adaptation planning	22	5.1%
An introductory overview of transportation planning	25	5.8%
Training on statewide and regional agencies (e.g., how Caltrans or Regional Transportation Planning agencies plan and program projects)	22	5.1%
Transportation agency's public outreach and engagement processes	23	5.3%
Tribal transportation Program process training	24	5.6%
Working with the national Tribal transportation facilities inventory program	19	4.4%
All of the above	1	0.2%
Total	432	100.0%

The third group of training and information training includes working with the National Tribal transportation facilities inventory program, how to complete a transportation safety plan, and collecting and analyzing roadway crash or injury data. In addition, Tribes provided suggestions for other training and support that would be helpful for them to complete and implement their transportation plan (question 11).

Several specific training workshops were requested, including ArcGIS training for mapping and surveying and to use of BIA's new inventory collection system. Tribes requested training for staff to get Commercial Drivers Licenses (CDL, including forms needed and the licensing processes) and driving training for current and inexperienced drivers.

Requests for training to develop plans and agreements included developing a road maintenance agreement, developing a road safety plan, developing and completing strip maps, developing emergency transportation planning, how to designate Tribal roads, creating in-depth LRTPs, and effective implementation of these plans, equipment training, and road and asphalt repair.

Finally, Tribes requested training in community outreach, primarily for needs assessment in community planning, which would also include youth involvement in planning, which is vital for future transportation needs planning.

In addition to training, Tribes also requested several types of support from Caltrans, including funding for plan updates, information and training on transportation funding opportunities, avenues to find funds for preliminary engineering for projects, planning to create a new road infrastructure (with new housing, office, and commercial developments), finding grant writers and legal aid, and partnership with funding from regional, state, and federal agencies. Tribes would like training to learn how to increase interaction with local and state organizations to negotiate agreements, participate in regional planning, and request funding.

Tribes would also like to be informed on upcoming Caltrans projects which may be adjacent or going through Tribal lands and on which Tribes can partner to improve their transportation needs. Similarly, Tribes asked for Caltrans support to get involved with transit agencies to better plan for transportation or to pool resources to provide for a project and also identify firms that can assist Tribes with partnerships, assistance, and funding.

Tribes requested more communication between local agencies and Tribe, help with permitting (including encroachment permits), support on how to expedite these permits, technical assistance, and, capacity building for Tribal staff, and would like more Tribal involvement with Caltrans on projects that are within the Critical Transportation Planning Toolkit Limits.

Collection of Transportation Data

Study results indicate that amongst the respondents who addressed these questions, only 14 Tribes (28.6%) regularly collect any type of transportation data, 25 Tribes (51%) do not collect any data, and 10 Tribes (20.5%) did not respond (question 12–12.2; Table 25). Overall, transportation data collection by the Tribes was low, ranging from 28.6 to 2% of the Tribes collecting the different data listed in Table 26. Data for traffic counts and crashes were collected on a relatively higher percentage compared to the other categories. Reasons for data collection included the need to prepare planning documents, the environmental process for economic development, and if required, traffic mitigation.

Table 25. Types of Data Collected by the Responding Tribes

Type of Data	Count (n)	Percent
General transportation data	14	28.6%
Traffic counts	13	26.5%
Seasonal traffic	3	6.1%
Crash statistics	10	20.4%
Bike or pedestrian counts	1	2.0%
Transportation needs survey	8	16.3%
Workplace travel data	1	2.0%
Demographic data	6	12.2%
Housing data	7	14.3%
Tribal transportation facility inventory data	6	12.2%
GIS-based data	5	10.2%
Freight Data	6	12.2%
Informal data collection through ad hoc methods and anonymous reporting	1	2.0%

The methods of data collection, why data were collected, and the frequency of data collection varied greatly between the Tribes. For example, for Tribes with casinos, the traffic and crash counts were related to documenting casino traffic and not traffic on Tribal roads.

These data are collected from various sources, including Tribal fire departments, outside consultants, casino administrative staff, and Tribal staff. The frequency of the data collection was not clear and could be yearly to every two years. The method of collection is also not clear but does include clipboard and ad hoc methods.

Barriers to Transportation Planning

Tribes identified lack of funding (for staff positions, data collection, transportation projects, and planning) and inability to find trained staff as some of the main barriers to transportation planning on their lands (questions 13–13.1; Table 26).

Table 26. Main Barriers to Transportation Planning

Main Barriers	Count
Lack of funding for staff positions	28
Inability to find trained staff	17
High staff turnover	5
Lack of funding for data collection	23
Lack of funding for transportation projects	29
Lack of funding for transportation planning	26
Transportation planning is not an issue for the Tribe	3
Other	9
No response	9

When rating these barriers, those identified before, lack of funding (for staff positions, data collection, transportation projects, and planning) and inability to find trained staff, were identified as more important barriers (Table 27; Figure 7).

Figure 7. Barriers to Tribal Transportation Planning
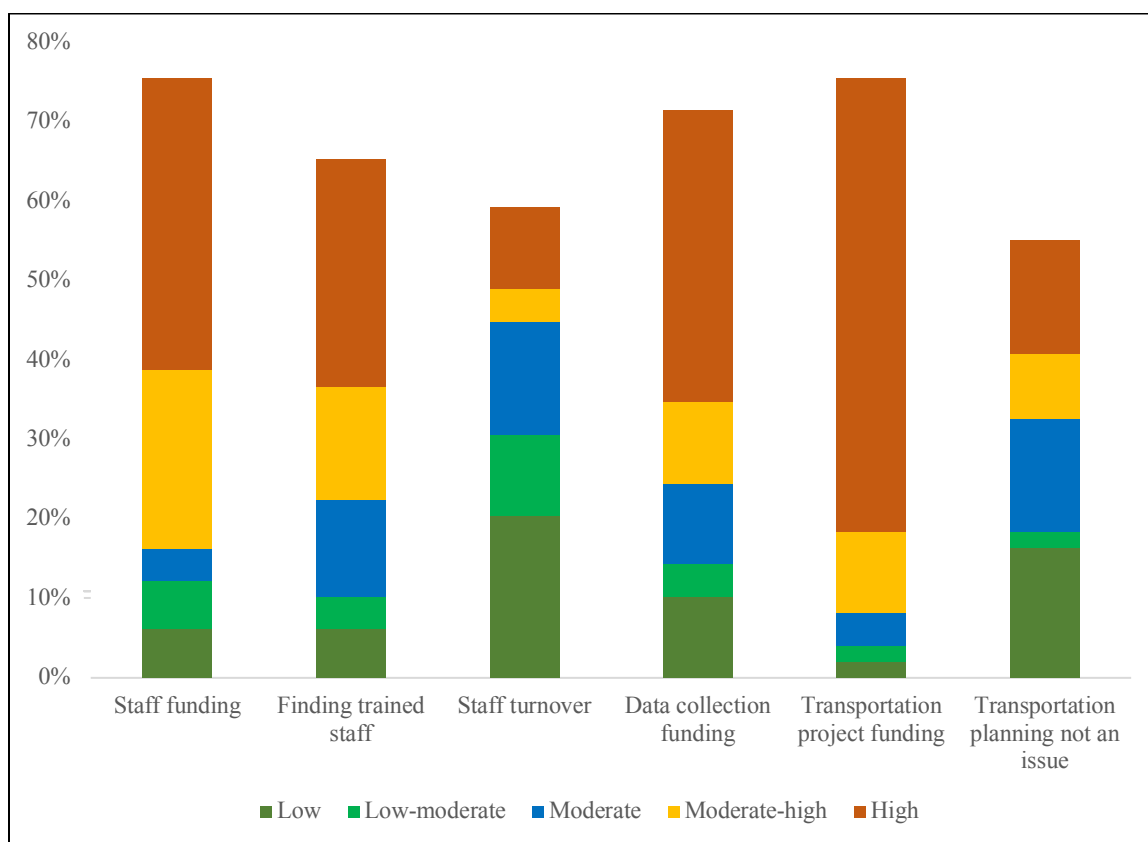
Table 27. Relative Burden created by the Barriers for Transportation Planning

Barriers to Transportation Planning	1 (Low)	2 (Low-Mod)	3 (Mod)	4 (Mod-High)	5 (High)	No Response	Total
Lack of funding for staff positions	3	3	2	11	18	12	49
Inability to find trained staff	3	2	6	7	14	17	49
High staff turnover	10	5	7	2	5	20	49
Lack of funding for data collection	5	2	5	5	18	14	49
Lack of funding for transportation projects	1	1	2	5	28	12	49
Transportation planning is not an issue for the Tribe	8	1	7	4	7	22	49

Performance Measures

Tribes were asked to provide information on performance measures which can be used to provide "report cards" on how the transportation system is serving the needs of their communities (questions 14–14.5). These measures help the agencies make informed decisions about transportation planning, management, operations, and investment.

Out of a total of 49 responding Tribes, only five Tribes (10%) have transportation performance measures in place that they regularly report on, 36 Tribes (73%) do not have such performance measures, and eight Tribes did not respond to this question (question 14). Response to the request for information on the types of performance measures used by Tribes was poor, and only four Tribes provided the information below:

- No formal data collected; citizens identify problems that are reported to the appropriate departments. Issues requiring funding or major project focus would be taken before the appropriate committee and to Tribal Council for approval.

- Road conditions, safety, and maintenance project

- Recording of vehicle speeds on a local highway

- The Tribe manages Federal Transit Administration (FTA) grant performance measures via FTA Transit Awards Management System (TRAMS), which includes milestones performance recording and financial reporting.

Similarly, there were only two responses to request to identify how the data collected were used, including crash data and assessments by consultants and use for Caltrans studies.

Tribes identified five things needed to be able to report on these measures, including financial support; funding for data collection; data from Caltrans, metropolitan planning organizations/regional transportation planning agencies, or other partner transportation agencies; staff training/capacity building; and staff time.

Needs for Transportation Planning Information and Technical Assistance Focused on Awareness of Local, State, and Federal Resources for Transportation Planning

Like all Native American Tribes in the US, California's Tribes need to coordinate with a number of local, regional, state, and federal agencies on transportation issues. Six different questions were focused on Tribes' awareness of local, state, and federal agencies and programs, and the main data for each are presented below (questions 15–20.1).

Of the 49 responding Tribes, more than half (n = 26; 53%) were aware of MPOs and/or RTPAs. Nine Tribes (28.5%) did not respond to the question. The most common type of interaction was through the Tribes' participation in regional plan updates through a Technical Advisory Committee or Public Agency Consortium, and participation in a Tribal transportation project funded by an MPO and/or RTPA or a partnership project.

Most Tribes (n = 29; 59%) have not worked with their local transit agency and were not aware of the Overall Work Programs of the Metropolitan Planning Organization or Regional Transportation Planning Agencies in their region (10 Tribes, 20%, did not respond to this question). Some Tribes indicated that they have tried to make the local transit agency aware of their Tribal needs.

Nine Tribes confirmed that one or more Tribal transportation studies or projects were included in the overall work program of the MPOs and/or RTPAs (38 Tribes did not respond). Eight Tribes noted that they had regular interactions with local transportation departments about the transportation needs related to casinos on Tribal lands. Only one Tribe indicated that they had worked with their local Congestion Management Agency.

Tribes were also asked about awareness of and work with Caltrans at the district and state level (questions 18–19.3). Of those who responded, 18 Tribes indicated that they had worked with the local Caltrans district office; 20 said that they had not. Most of the coordination with Caltrans

was to coordinate with the District Native American Liaison. Three Tribes had help with a grant application for funding, and four Tribes received technical assistance on transportation planning.

At the Caltrans district and state level, 31 Tribes were aware of the Native American Liaison at either headquarters or in the district, while seven Tribes were not aware of the branch. Of those who were aware, 19 Tribes participated in at least one program through the Native American Liaison, while 13 Tribes have not. Assistance from Caltrans included planning assistance, funding for transportation projects, training, participation by Tribes in the Native American Advisory Committee, and help with Tribal transportation studies.

In summary, as it pertains to awareness and familiarity of MPO/RTPA, OWP, and Caltrans programs, there is no clear relationship between this and different variables. As shown in Table 28, familiarity and awareness do not have a correlation with the size of the land holdings, the presence of a planning or transportation department, transportation specialist, or the presence of a casino. Note that it is important to understand that gaming revenue does not necessarily indicate a Tribe's increased fiscal status, and/or how they should spend the proceeds. There appears to be no one or two variables that clearly determine a Tribal Nation's familiarity and/or engagement with local programs. The data clearly shows that outreach and technical assistance by Caltrans to the Tribal Nations have to be customized to each Tribe.

Table 28. Comparison of Familiarity and Awareness of Transportation Programs

Category	Count	Familiarity with MPO/RTPA			Aware of OWP of MPO/RTPA			Worked with Caltrans		
		Yes	No	Unknown	Yes	No	Unknown	Yes	No	Unknown
Very Large, with casino, with TD and Planner	1	1	-	-	-	1	-	-	1	-
Very Large, with casino, with TD, No Planner or Unknown	1	1	-	-	1	-	-	1	-	-
Large, with casino, with TD and Planner	1	1	-	-	1	-	-	1	-	-
Large, with casino, with TD but No Planner or unknown	3	3	-	-	-	2	1	-	2	1
Large, with casino, unknown TD or Planner	4	2	-	2	-	2	2	-	2	2
Moderate, with casino, with TD but No Planner or unknown	6	4	2	-	2	4	-	2	4	-
Moderate, with casino, unknown TD or Planner	2	-	-	2	-	-	2	-	-	2
Moderate, without a casino, without TD or Planner	3	2	1	-	3	-	-	2	1	-
Small, with casino, with TD and Planner	2	2	-	-	2	-	-	2	-	-
Small, with casino, with TD but No Planner or Unknown	9	3	4	2	2	5	2	3	4	2

Category	Count	Familiarity with MPO/RTPA			Aware of OWP of MPO/RTPA			Worked with Caltrans		
		Yes	No	Unknown	Yes	No	Unknown	Yes	No	Unknown
Small, with casino, unknown TD or planner	1	-	-	1	-	-	1	-	-	1
Small, without casino, TD, and Planner	2	2	-	-	-	2	-	-	1	1
Small, without casino, TD but No planner or Unknown	3	1	2	-	-	3	-	1	2	-
Small, without a casino, Unknown TD and planner	2	-	1	1	-	1	1	1	-	1
Very small, with casino, TD and Planner	1	1		-		1	-	1	-	-
Very small, with casino, TD but No Planner or Unknown	1	1		-	1	-	-	1	-	-
Very small, without a casino, unknown TD or Planner	7	3	3	1	-	6	1	2	4	1

Note: TD = Transportation and/or Planning Department.

Awareness of, and Participation in, Programs at the Regional, State, and Federal Levels

The survey included questions about awareness of and participation in programs and funding sources at regional, state, and federal levels (questions 21–23.1), including local transit agencies or agencies, highway safety improvement programs (administered by Caltrans), and Tribal Transportation Self-Governance Program (TTSGP).

Regarding awareness of or working with a local transit agency or agencies whose service area includes or is adjacent to Tribal lands, the majority of the responding Tribes (n = 28; 57.1%) responded in the negative; 12 Tribes (28.5%) are aware, and/or have worked with the local transit agency, and nine Tribes did not provide an answer (18.4%). The majority of the responding Tribes did not provide information about whether the local transit agency or agencies provide transit

services, or if these services are adequately serving the Tribes (Table 29). One Tribe shared that the transit services (buses) are for the Tribal enterprises and casinos but not for the residential community, and one Tribe shared that transit services had stopped since the COVID-19 pandemic. Twenty-four Tribes provided responses on how they have interacted with the local transit agency/agencies, and these include making the agency aware of the transportation needs of the Tribe (n = 8), participating in transit planning that affects the Tribes (n = 12), opening up Tribal lands to establish stops (n = 1), attended meetings (n = 1) and provided information including LRTP to the agency/agencies.

Table 29. Awareness of Local Transit Agency or Agencies

Local transit agency/agencies:	Yes	Not in all Areas	Conditional	No	No response	Total
… provides transit service to the Tribe	7	3	1	9	29	49
… are adequately serving the Tribe	5	5	1	7	31	49

In terms of awareness of the Highway Safety Improvement Program that is administered by Caltrans (question 22), almost half (n = 22) of the respondents said that they were aware of the program. Of these 22 Tribes, 4 had sought funding from the program and 18 have not to date. Of those who sought funding, only one respondent said that they had been awarded a grant.

A few respondents (n = 12) said that they were aware of the Tribal Transportation Self-Governance Program at USDOT, while seven said that they were not aware, and 30 did not respond to the question regarding awareness. Only one Tribe indicated that they had considered participating in the program, while 10 said that they were not considering participation. One Tribe responded that they had a lack of trust in the program, and one Tribe said that they preferred direct access to USDOT via BIA as an intermediary.

Several Tribes noted problems dealing with Caltrans or local agencies. Among the issues noted were perceived inordinate delays in obtaining things such as encroachment permits or right of way. There was a perception by some respondents that Caltrans did not appear to respect Tribes' status as sovereign nations or did not appear to be concerned with the transportation needs of their Tribes.

Funding: Availability of funding sources for transportation planning and implementation

Lack of funding was one of the challenges often identified by the responding Tribes (questions 24 and 25). In responding to how Tribes fund their transportation planning, programs, and projects,

Tribal Transportation Program (TTP) funds (n = 29) and grant assistance from federal, state, and/or other local sources (n = 23) were the main sources. Only eight Tribes identified revenues from other businesses, such as casinos, as a funding source for transportation needs. Grant assistance from federal, state, and/or other local sources was in the form of Caltrans Grants, federal & state grants, federal highways grants, Public Lands Highway Discretional Program funding, BIA and FHWA grants, Federal Transit Administration Tribal Transit Program, State Wildlife Grant, Active Transportation Planning funding, the Tribal Transportation Program Safety funds, and some direct funding from the Tribe in question.

More than half of the survey respondents did not appear to be aware of most federal and state transportation funding sources (questions 25 and 25.1; Table 30). Only about 1/3 of respondents indicated that they were aware of funding sources. Thirteen Tribes were aware of funding from the Active Transportation Program and Sustainable Community planning grants, while 18 Tribes were aware of the Highway Safety Improvement Program funds, eight knew of local assistance funding, and five Tribes were aware of BIA, FHWA, and Federal Transit Administration Tribal Transit Program funds. Depending on the grant/fund, three to four Tribes applied for funding. Between one and two Tribes said that they had received assistance for transportation projects from their RTPA and/MPO.

Table 30. Familiarity with and Assistance from Federal, State, and Local Funding Sources

Familiarity/ Assistance	Active Transportation Program	Sustainable communities planning grants	Highway Safety Improvement Program	Local assistance funding	List others not mentioned
Aware of funding)	13	13	18	8	5
Participated (applied for funding)	4	3	3	-	3
Received assistance from RTPA &/or MPO	2	1	1	-	3
Unaware of funding sources	20	19	15	26	5
No response	13	14	13	16	39

Regarding funding for technical assistance (question 25.1), six Tribes said that they had been awarded funding, while 28 said that they had not. One Tribe indicated that they desired funding not just for technical assistance but also for help getting projects up and running.

Responding to questions 26 and 27, Tribes identified the three avenues of support from state and local transportation agencies to aid them in addressing their transportation issues. The three avenues of support include technical assistance and funding, permitting, and tailoring support to the unique needs of Tribal Nations.

Regarding technical assistance, Tribe requested Caltrans, SANDAG, MPO, and RTPA support Tribal projects, not just with funding but also help with planning and implementation. This includes, for example, assistance with communication and collaboration with the local government and local transportation agencies, so that Tribes can form partnerships. Tribes stated that they would like to be informed by local agencies about funding availability and collaboration opportunities. Towards this, Tribes shared that many projects that they consider important are considered to be a low priority to other agencies. Tribes would like to see partnerships and collaboration towards this end so that some Tribal projects can be incorporated into agencies' medium and high-priority projects and/or collaborate with the agencies to identify appropriate funding for such Tribal projects. This is particularly important because the majority of Tribal transportation projects are focused on county/state roads that go through the reservations. Tribes indicated that specific conversations are needed on how Caltrans and other local agencies can assist and collaborate through targeted consultation, and these cannot be provided in a questionnaire.

The respondents also discussed that state and regional agencies should ensure safety and performance standards of access roads to Tribal reservations because the BIA transportation funds for road improvements are not adequate to include these safety and performance measures. Overall, Tribes have a need for comprehensive planning to protect natural and cultural spaces while bringing along infrastructure related to development, and Tribes need both technical assistance and funding to achieve this.

The second avenue of support that Tribes identified is on permitting; for example, Tribes noted that securing access to Caltrans Right of Way (ROW) is a challenge for Tribes and request Caltrans step in so that these permits are provided in a timely manner. Tribes also noted that obtaining encroachment permits from Caltrans is a challenge, and the delays due to this are detrimental to the Tribes' projects.

The third avenue of support that Tribes identified is recognizing the importance of tailoring technical assistance, funding, and engagement to the unique needs of Tribal Nations. Every Tribe is unique in its ability and capacity for Tribal transportation needs; therefore, it is important to execute individualized outreach to each Tribe to learn more about their needs (including this survey) and follow up on how to best assist with those needs is important.

Tribes requested that Caltrans increase support and inclusion of and consultation with Tribes in a meaningful manner, including giving financial and technical assistance as requested and outreach to Tribes before undertaking transportation planning/projects that could impact their lands.

Tribes also acknowledged a lack of internal capacity to perform common maintenance activities. However, many road rights-of-way and maintenance responsibility are held by county governments which often do not align with Tribal priorities. Therefore, there needs to not only be effective respectful communication about these, but agencies also need to understand the priorities of Tribes and work collaboratively on transportation matters.

Finally, Tribes shared that California as a state collects taxes, but there is not enough funding for Tribes, and when there is funding, there are a lot of restrictions put in place. Funding should be available to access the reservations/Tribal lands, all of which must be accessed through state routes and county highways. Tribes cannot use all their resources to maintain the county/state routes, which are the main access to major highways. California should consider having a Tribal set aside to maintain these routes for a wide range of citizens (Tribal and non-Tribal) for safety.

5.3 Noteworthy Patterns and Implications

Although only 49 of the 109 Tribes responded to the survey, and not all the questions in the survey were answered by all 49 Tribes, there are several patterns discerned in the data. The sample size of the respondents has to be considered when placing significance on these patterns. Nevertheless, the emerging insights are noteworthy. In the following discussion, several patterns and their potential implications are discussed.

1. Correlations between Tribal transportation planning capabilities and the presence of a transportation plan.

> There is no observed correlation between whether a Tribe has a transportation or public works department (with or without a transportation specialist) and whether the Tribe has updated or is currently updating its LRTP. This is somewhat unexpected, given that one would expect at least some correlation. Tribes without a transportation department or specialist, used consultants and assistance from agencies to complete their LRTP.

2. Correlation between understanding transportation planning and identifying needs.

> It is difficult to determine from the responses whether there is a relationship between a Tribe's understanding of transportation planning and identifying their needs because of the high occurrence of no responses to the survey. Those who did respond demonstrated their understanding of different elements of transportation, and identified overarching transportation planning needs, which include roads, sidewalks, and bike lanes.

3. Ability of Tribes to identify deficiencies in their transportation.

Tribes identified deficiencies and priorities in their transportation planning and needs (with the caveat that not all questions centered on these issues had responses from the Tribes). Deficiencies identified include the condition of roads, poor lighting, lack of sidewalks and bike paths, lack of safety features, poor signage including intersection and stop signs, and access (to jobs, schools, medical facilities, shopping/groceries, social services).

4. Ability of Tribes to engage in transportation planning and implementation

As discussed earlier, Tribes have identified their needs and challenges but have varying abilities to engage in transportation planning. Tribes identified a general lack of long-term planning and engineering capabilities for developing transportation infrastructure, including professional transportation planning and implementation (see Table 26). Most Tribes do not have a transportation specialist on staff' therefore, implementing transportation planning and project/program delivery is a challenge.

Areas of transportation planning improvements that can be funded by the state-funded outreach include building transportation planning capacity within the Tribes, funding for developing and updating of LRTP, funding for improvement and new projects, assistance with implementation of LRTP and projects, and several types of training that were identified earlier in this section. Discussion on types of transportation planning that Tribes have engaged in clearly demonstrates that, in general, most Tribes have received little or no outreach from agencies (local, state, or federal; see Table 23).

In addition, outreach should include building collaborative partnerships between Tribes and agencies, soliciting input from Tribes on how such partnerships should look; and, how to ensure enduring partnerships.

5. Need for training and funding to effectively meet transportation planning needs.

There is an overwhelming and immediate need for both training and funding for Tribal transportation planning. Tribes identified a wide range of informational and technical training ranging from technical workshops on developing LRTP, adaptive planning, safety plans, and several types of agreements, collecting, accessing, and analyzing different data (crash, injury, etc.), applying for grants, an overview of transportation and environmental review processes, to GIS training. (See Table 24.)

6. Ability to engage in statewide, regional, and local transportation planning.

> A sentiment that was expressed by many Tribes is a perception of a lack of engagement with agencies (local, state, and federal) and responses to Tribes' requests for assistance being ignored or delayed. The ability of Tribes to engage in transportation planning with agencies (regional, state, and federal) is dependent on whether a Tribe has staff who specialize or focus on transportation. As is the case with many Tribes, a single staff person may have several responsibilities that cross-cut specializations. Therefore, the individual has limited resources, time, and on occasion expertise to effectively engage in transportation planning. As noted in Section 2, despite CTC planning guidelines that call for consideration of Tribal needs, some RTPAs have had little involvement with Tribes when developing their LRTP.

> Pathways through which the Study Group can effectively participate in the existing local, regional, and state planning processes will need to adopt a staged approach. The first stage would need to be two-pronged: provide funding and increase capacity. Funding could be to increase capacity to fund LRTP and projects. Increasing capacity should include training and technical assistance customized to short and long-term needs. The second stage would be focused on implementation and technical assistance.

This study has provided insights into the transportation needs, challenges, and deficiencies identified by 49 Tribal Nations. It highlighted the lack of equity in funding and Tribal capacity both in being aware of funding and applying for funding despite their high needs for transportation planning and transportation-related improvements. Tribes also shared that they have not been able to develop collaborative partnerships with state, regional, and local transportation so that the Tribes can engage with these agencies regarding transportation needs and planning efforts.

The study discerned the varying transportation related capacities of Tribal Nations including a lack of or few specialized personnel within Tribes with expertise in transportation, a lack of awareness of funding sources avenues, and low technical assistance and financial funding from regional, state, and federal agencies. These deficiencies have resulted in gaps in knowledge of transportation planning and the inability to respond and/or meet their citizens' transportation needs. As discussed earlier in this section, Tribes identified immediate needs for several types of training and technical and financial support and a desire to learn about how agencies develop transportation planning so that Tribal Nations can participate in from the preliminary stages.

One of the limitations of the data is that although 45% of the 109 Tribal Nations completed the questionnaire, every question and sub-question was not answered by each of the 49 responding Tribes. The research team speculates that this could be due to a lack of capacity (staff time and/or expertise), the long length of the questionnaire, and possibly distrust and lack of interest in providing information due to traumatic Tribal histories with federal, state, and local agencies.

On a final note, in addition to these observations from the survey data, three issues consistently arose. First, Tribes noted that assistance and collaboration, even when requested, have not been provided by Caltrans or local agencies for transportation needs. Second, there appear to be some significant trust issues with respect to how Tribes view Caltrans. Several respondents indicated that Caltrans, or at least the staff they have interacted with, do not seem to recognize the Tribes as sovereign nations. Finally, both during the interviews and in the data, the Tribal Nations expressed that Caltrans, along with regional and local agencies do not understand the unique governmental structure of sovereign Tribal governments and the differences in their organizational capabilities.

6. Challenges and Recommendations

Through the course of the study, several key challenges facing Tribal Nations as related to their transportation planning capabilities were identified. The results presented in Section 5 identified six meaningful patterns in the data: correlations between Tribal transportation planning capabilities and the presence of a transportation plan; the correlation between understanding of transportation planning and identifying needs; the ability of Tribes to identify deficiencies in their transportation; the ability of Tribes to engage in transportation planning and implementation; the need for training and funding to effectively meet transportation planning needs; and the ability to engage in statewide, regional and local transportation planning. Using these six data patterns, here we have condensed challenges and subsequent recommendations into the following four focus areas:

1. Tribal Capacity and Ability

2. Technical Assistance or Knowledge Building

3. Coordination with Other Agencies

4. Other Recommendations

Each subsection provides a brief description, the challenges identified in the data, and the recommendations for assisting Tribal Nations. The study team recognizes that Caltrans has limited funding and capacity to implement many of the recommendations presented here; however, the purpose of the study was to identify the barriers facing Tribal Nations and present those limitations to Caltrans. The recommendations should be considered and prioritized when funding is available. The data results are summarized and link to the more thorough discussion provided in Section 5.

6.1 Tribal Capacity and Ability

Survey results provided key insight into the capacity and abilities of California's Native American Tribal Nations. Using data presented and discussed in Section 5 (Tribal Perceptions of main Transportation needs and Current status of transportation planning by Tribes on Tribal lands), we have identified the following challenges, which are followed by recommendations as it relates to Tribal capacity and ability.

Challenge 1: Lack of/insufficient funding to prepare transportation plans, identify and prioritize transportation needs, and actively update existing transportation plans (see Tables 5-16 and 5-17), which include insufficient funding to:

- To hire a trained transportation planner;

- Draft their own LRTP;

- Implement their LRTP;

- Draft other transportation documents and agreements; and/or

- Address other transportation-related issues.

Challenge 2: Recruitment and retention of trained transportation staff.

- Only two Tribes responded they have at least one trained transportation planner on staff (Question 7.2).

- Ten Tribes (18%), including those with a trained transportation planner on staff, confirmed they have designated staff for transportation planning (Question 7.3).

Challenge 3: The capacity of designated transportation staff is limited.

- Of the 10 Tribes with transportation staff, nine responded that the designated person for transportation planning had other job responsibilities outside of transportation planning and implementation (Question 7.3).

- Two Tribes indicated a lack of staff time as a limiting factor in their ability to report on transportation performance measures (Question 14.5).

Recommendations

The challenges facing Tribes regarding capacity and ability are not easily remedied, nor does this fall within Caltrans's purview to solve. Identifying these challenges is meant to bring awareness to the agency about the struggles Tribal staff face and to provide some context for what may be limiting Tribal participation in various aspects of transportation planning and projects (see Section 6.2 Technical Assistance and Knowledge Building recommendations for Cultural Competency Workshops).

One program (Rent-a-Planner), which is recommended below, was successfully implemented in the Bay Area and may provide insight into assisting Tribes with more capacity, as well as providing training and technical assistance (more below in Section 6.2 Technical Assistance and Knowledge Building). This has the potential to help Caltrans foster new relationships and nurture existing good relationships with Tribal Nations.

Rent-a-Planner

One feasible way to provide technical planning assistance to Tribes would be to emulate the "Rent-a-Planner" program that was previously funded by the Metropolitan Transportation Commission in the Bay Area. Under this program, junior-level planners hired by the regional agency were "loaned out" to local agencies for a set period of time. This program benefited both the local agency and the planner: the local agency would gain an additional staff person at no cost to them, and the planner would gain valuable experience in working with day-to-day planning issues.

There were no challenges for the "Rent-a-Planner" program, except for possible budgetary limitations. The MTC program is no longer active, and it is not clear why it was discontinued. Possible reasons could include: (1) MTC had higher priority budget items with increased responsibilities, and/or (2) the individual who championed the program retired from MTC.

The program was very useful for both the rent-a-planners themselves and the entities with whom they were placed. It provided an excellent opportunity for planners with valuable and practical work experience at the start of their careers.

Examples of duties that a "Rent-a-Planner" could perform include the following:

- Providing training to Tribal staff on transportation planning and identification of transportation needs

- Identifying funding sources for technical assistance and transportation projects and aiding with grant applications for funding from these sources

- Acting as a liaison between the Tribe and local, state, and federal agencies that handle with Tribal transportation issues

- Training Tribal members in transportation data collection and analysis

We recommend that Caltrans consider implementing such a program, first as a pilot program specific to different regions of California, with a small group of planners collaborating with Tribes in their respective areas to gain experience and to identify any special issues that might arise when collaborating with the Tribes. The regions and Tribes can be selected using the database based on the needs of the Tribes and the types of assistance that would be most beneficial to them. Depending on the success of the pilot program and a review and evaluation of its effectiveness, the program can be considered for other regions depending on the capacity of Caltrans District staff.

We recommend Caltrans consider partnering with big MPOs, such as SANDAG, SCOG, MTC, and SCAG, for budgeting since each has a number of local jurisdictions and transit agencies that could use the help. It would be a great program to have statewide, not only for the Tribal Nations, but for the smaller RTPAs who are perennially short-staffed (e.g., the Del Norte RTPA planning "staff" which consists of one planning consultant working out of her home; the "staff" for both Lake and Mendocino counties' RTPAs consists of a single consulting firm that manages both RTPAs). Partnering with the big MPOs would also help Caltrans in terms of staff capacity and availability.

6.2 Technical Assistance or Knowledge Building

The results indicated a strong desire by Tribal Nations for assistance with technical or other knowledge-building training workshops. Building on the data presented in Section 5, we have identified challenges related to Technical Assistance or Knowledge Building and provided targeted recommendations to meet the most critical needs.

Challenge 1: Need for training in several areas.

The Survey has six questions that ask directly or indirectly about training needs or identify insufficient training as a limiting factor (Questions 10, 11, 14.4, 14.5, 15, and 15.1).

- Training for developing or updating an LRTP (Question 10). All selections had a high response rate for each training topic, and below are the topics followed by the number of Tribes indicating need, with the highest-ranking needs first.

- How to apply for a safety or planning grant (26 Tribes)

- Introductory overview of transportation planning (25 Tribes)

- How to complete a transportation safety plan (24 Tribes)

- Tribal Transportation Program Process Training (23 Tribes)

- Training Statewide and Regional Planning (22 Tribes)

- Tribal Planning Public Outreach and Engagement Processes (21 Tribes)

- How to analyze roadway crash and injury data (20 Tribes)

- How to access roadway crash and injury data (19 Tribes)

- When asked to indicate what training and/or informational sessions were needed, 39 Tribes responded (Question 15). The following are the top three requested training and/or informational sessions, followed by the number of Tribes indicating need.

- Applying for a Federal transportation grant (27 Tribes)

- Applying for a State transportation grant (25 Tribes)

- Developing or updating an LRTP (23 Tribes)

- Regarding the ability to report performance measures (Question 14.4), one Tribe indicated that Caltrans training support would benefit them, and two Tribes indicated that staff training/capabilities were needed.

- Additional training workshops identified by Tribes are detailed in Section 5, Information/training needed to develop/update a Long-Range Transportation Plan (Question 11). Many responses were provided and were individualized to each community's needs. One Tribe stated that their training needs were great and would be discussed during the consultation process.

Recommendations

Development of Training and Informational Sessions

The most requested training by Tribes (by at least 49 percent of respondents) includes how to apply for grants, an introductory overview of transportation planning, and how to complete a safety plan. It recommended that Caltrans staff can help aid Tribes with these requests by developing these training workshops tailored to Tribal needs, or direct Tribal transportation staff toward appropriate resources (such as funding opportunities for training, and existing online training that would meet their needs). One way to offset the cost of training is to provide them as an online option and record the training sessions so that they can be made available for future needs. The training could be spaced on a quarterly basis, and donations could be requested from Tribal Nations to offset the costs. Similarly, the topics of the training workshops can be prioritize ed with focus on those that got higher requests (applying for a federal transportation grant over a Tribal transportation program or process, applying for a state transportation grant, how to access roadway crash and injury data, and others; see Table 24 in Section 5) The audience of these training workshops could include the Tribal Nations and their representatives, MPOs, RTPAs, and Caltrans staff, and any other local agencies whom Caltrans identifies as potential collaborators with the Tribes.

Cultural Competency Workshops

In response to questions 26 and 27, Tribes identified how tailoring support to their unique needs is one avenue of support that Caltrans and other agencies can provide (see Section 5 under Funding: Availability of funding sources for transportation planning and implementation). To

meet this request from the Tribes, we note that a particularly important part of engaging with Tribal Nations on any aspect of their transportation needs and planning is for Caltrans staff to be educated about how California Tribes operate as sovereign nations and the history of interactions with local, state and federal governments. This goes toward several comments made by Tribes about respectful communication, engagement, and understanding Tribal sovereignty.

Receiving training in why Tribes have lost trust and how to regain that trust; the great diversity in California Tribal Nations (cultures, governance, capacities, needs, etc.); decision-making and Tribal leadership; etiquette in engagement; how and why transportation, transportation planning, and needs are distinct within Tribal Nations; and other related topics would greatly benefit Caltrans staff. Caltrans can develop such workshops through input from Tribes (especially Tribes who provided comments about such engagement). Such training workshops would greatly benefit from including Tribal voices for each topic and having critical thinking breakout sessions. Hearing directly from Tribes about their challenges and concerns, and how they would like to partner with agencies, would be helpful in building relationships and increasing understanding of Tribal transportation and needs for Caltrans and other agencies. Workshops should be tailored to what the Tribes have requested regarding transportation issues and ensure that the messaging of the workshops is appropriate and effective. A set of workshops, perhaps 4 to 5, should be developed covering one topic each session, and these sessions can be recorded for future use. Based on feedback, these workshops could be offered on an annual basis, and each annual series could be built on the previous one. It is recommended that any cultural competency training or workshop be conducted by individuals who are versed in engaging, imparting, and coordinating sensitive topics and facilitating conversations centered on difficult subjects for Tribes and non-Tribal communities. The audience of these workshops could include Caltrans staff in transportation planning, DNALs, MPOs, RTPAs, and other local agencies whom Caltrans identifies as potential collaborators with the Tribes.

6.3 Coordination with Agencies

As is the case with all Native American Tribes in the US, California's Tribes face a complex set of overlapping jurisdictions at various government levels when it comes to transportation planning. Although the CTC regional planning guidelines appear to encourage coordination between MPOs, RTPAs, and Tribes within their area, there is considerable variation in how this coordination takes place. Here we have identified the challenges below which are followed by recommendations as it relates to coordination with agencies.

Challenge 1: Lack of familiarity with regional agencies, such as the MPO and/or RTPA.

- 14 Tribes (29%) selected that they are unfamiliar with the MPO and/or RTPA in their region (Question 17).

- 29 Tribes (59%) selected that they were unaware of the Overall Work Program with the MPO and/or RTPA (Question 17.2).

Challenge 2: General concern regarding working with agencies.

Below are direct quotations from some responses to Question 26: What role do you see, if any, for state and local transportation agencies such as Caltrans, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, and local transit providers for helping your Tribe address its transportation issues?

- "These agencies have very little input and do not provide assistance in addressing any transportation issues."

- "There will need to be collaboration between agencies to address the issues we have so far identified."

- "Reasonable collaboration on transportation-related projects."

- "Sometimes helpful; sometimes adversarial."

- "more [sic] involvement with Tribe."

- "Many projects we fell are important are considered low priority to other agencies. We would be nice to partner with different agencies to get some our project lumped in with medium and high priority projects or at least supported by the agencies."

- "Tribe needs CT, SANDAG, MPO, RTPA to support Tribal projects; not just with funding, but helping Tribe get the projects up and running."

Challenge 3: Lack of familiarity with funding sources from agencies.

- 26 Tribes (53%) are unfamiliar with local assistance funding (Question 25).

Recommendations

Collaborative Road Show

The results of the survey indicate that there is a lack of understanding of how various agencies can assist with transportation needs and that Tribal Nations feel like their needs are not priorities. One way to remedy the misunderstanding is to present, possibly in the form of a road show, what the different agencies do, how to develop interagency collaboration, and form working groups. It is recommended that these presentations include representatives from Caltrans, local MPOs, and RTPAs. These types of meetings would nurture existing relationships, help develop new relationships between Tribal governments and the transportation agencies, and create opportunities for trust building.

Review of Interagency Coordination with Tribes

Based on the survey results, the Study team recommends that Caltrans develop a plan to conduct a review of the current state of coordination between MPOs, RTPAs, and Tribes to identify potential gaps in coordination and develop recommended remedies. The results of the study identified that there are gaps in knowledge and coordination, but the extent of these gaps is unknown. Potential remedies that the study team foresees include the following (which could also be implemented prior to the review):

- Encouraging MPOs and RTPAs to work with the Tribal Nations in their area and establish a formal working group that includes Tribal representation. The Interagency Technical Working Group on Tribal Transportation Issues established by SANDAG and Tribes in their area (see Chapter 2 of this report) is an excellent example.

- When appropriate, encouraging local agencies who are developing or updating their LRTPs to have a specific element that deals with transportation planning on Tribal lands, but that should only be done through consultation with and with extensive input from the Tribes.

- Recommending that Tribal representatives be included on technical advisory committees of RTPAs.

In conclusion, we note that a big challenge for this study, which is not unique, was the slow response to engagement outreach to the Tribal Nations. For example, extensive outreach was conducted in this study to obtain the 45% response rate (49 of the 109 Tribal Nations responded to our requests to participate in the study) which we consider a relatively good response. The need for extensive engagement include, but are not limited to, Tribal capacity to respond to the many daily requests from agencies, firms, and individuals; familiarity of the Tribes with the individual(s)

who reach out to them; lack of trust and concern about potential harm to the Tribe(s) of responding to the outreach; varying priorities of Tribal Nations; and, long-term or short term discontent in relationship(s) with agency(ies) who are represented in the outreach. There is no simple solution to resolving this challenge to ensure that all or a significant majority of the Tribes respond to any outreach effort. Instead, developing relationships with Tribes requires patience, considerable effort, and time.

Appendix A. Transportation Planning Process

Transportation Planning Process

Transportation planning is a process for envisioning desired futures (either for transportation specifically or as part of a more comprehensive visioning process), identifying transportation needs, considering alternative means of meeting these needs, and developing programs and projects to implement the preferred alternatives. It can also be, and often is, a part of a more general process by which a community determines its goals and objectives for its physical environment (known by names such as "general plan" or "comprehensive plan" or "vision").

There are a number of ways of describing the planning process. Figure 1 below presents one such generic representation of the process. It includes the following:

Establish Vision, Goals and Objectives

This is a critical part of the process that sets the stage for succeeding steps. Some examples of goals are the following:

> Provide access to good jobs for everyone, including those without a car.

> Provide access to schools and medical facilities.

> Improve safety on roads.

> Provide multimodal options of travel.

Public participation is crucial for this stage because it ensures that all stakeholders can feel that they have ownership of the planning process.

Identify Needs, Desired Outcomes

How well does the current transportation system go toward fulfilling the vision, goals, and objectives that were established in the first step? For example,

> How many persons who want to work do not have access to jobs?

> Is road safety a problem?

> Do we lack access to medical facilities?

This step typically involves data collection such as the following:

Determining number of persons who currently have or do not have access to jobs.
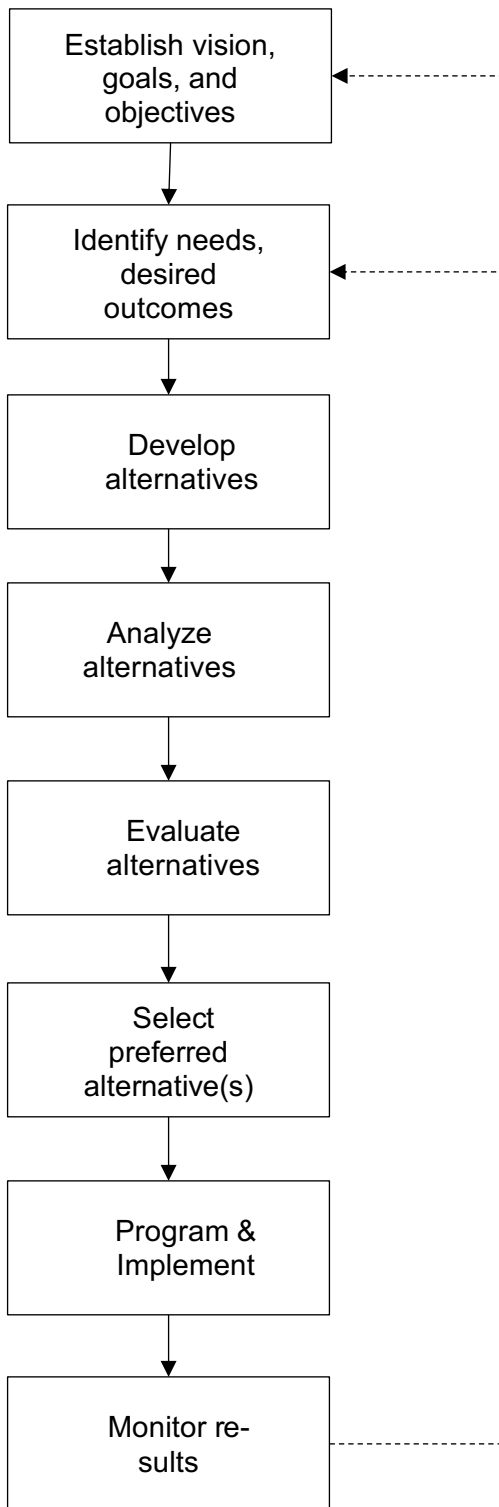
Identifying gaps in access to schools and medical facilities.

Collecting historical crash statistics by severity (fatal, injury, property damage only).

Conducting an inventory of road pavement conditions.

Data collection can be expensive and time-consuming, but it is a necessary step for identifying needs.

Figure 1. Standard Transportation Planning Process

Develop Alternatives

There may be alternative ways to meet the needs identified in the previous step. For example, access to jobs for households without cars could be improved by:

Implementing a transit system if one currently does not exist,

Coordinating with a local transit operator to improve access to jobs,

Developing a community ride sharing program, or

Some other alternatives.

Similarly, road safety could be improved by:

Removing physical conditions that contribute to crashes,

Posting lower speed limits, or

Some other alternatives.

In general, it is best to consider as many alternatives as possible in order to have the best chance of finding an alternative that best meets the goals and objectives of the community.

Analyze Alternatives

This step entails a quantitative assessment of each alternative to determine its effects. For example,

What is the expected reduction in crashes from a road safety improvement?

Will a new traffic signal reduce delays at an intersection?

How many riders might use a new transit line?

How much will each alternative cost?

The analysis phase typically entails the use of procedures for forecasting future travel demand (e.g., NCHRP 755, 2016), congestion (using the Highway Capacity Manual [Transportation Research Board, 2016]), and crash reductions (AASHTO, 2010).[39] Analysis is typically the most difficult and time-consuming part of the planning process; in large urban areas it usually entails the use of computer models for forecasting future traffic; but in smaller areas, simplified sketch-planning methods are usually adequate for the purpose.

Evaluate Alternatives

The purpose of evaluation is to rank alternatives in order of how well they meet the goals and objectives of the community. The evaluation criteria should reflect the goals and objectives established at the outset of the planning process. Most agencies use a scoring system to rank alternatives that reflects the values of the community; various outcomes of each alternative are scored (e.g., crash reductions, travel time reduction, mobility improvements) and the scores are added together to give a total score for each alternative. Benefit-cost analysis is sometimes used, either as a stand-alone criterion for ranking or as a method to screen out poorly performing alternatives.

Programming and Implementation

This phase entails putting programs and projects on a list to be funded, either as part of the regional transportation improvement program (TIP) or as part of a special program such as the Tribal Transportation Program.

Monitor Results

This is a crucial phase of the planning process that is often overlooked by some planning agencies. Monitoring consists of measuring actual project outcomes against those that were forecast in the planning process. Differences between these can be used to refine analyses for future planning efforts. Monitoring can also help identify new transportation issues as they arise.

A key feature of the planning process illustrated in Figure 1 of this report is its dynamic nature. There should be constant feedback, from measuring outcomes of projects that are implemented to revisiting the goals and objectives of the community, which will in turn, require a reassessment of transportation needs and desired outcomes. As noted below, regional transportation planning agencies are required to update their transportation plans periodically, typically at three-to-four-year intervals.

Appendix B. 2022 Survey Results by Tribe Schema

Survey Question	Alternative Question for dB
Name of the Tribe:	Name of the Tribe:
Mailing Address of Tribal Headquarters: - Street	Mailing Address
Mailing Address of Tribal Headquarters: - City	Mailing Address
Mailing Address of Tribal Headquarters: - State	Mailing Address
Mailing Address of Tribal Headquarters: - Zip	Mailing Address
Physical Address of Tribal Headquarters (if different than above): - Street	Physical Address
Physical Address of Tribal Headquarters (if different than above): - City	Physical Address
Physical Address of Tribal Headquarters (if different than above): - State	Physical Address
Physical Address of Tribal Headquarters (if different than above): - Zip	Physical Address
Name of Primary Person completing the questionnaire:	Name of Primary Person completing the questionnaire:
Please identify the type of land managed by the Tribe (select all that apply): - Selected Choice.	Please identify the type of land managed by the Tribe
Please identify the type of land managed by the Tribe (select all that apply): - Other - Text	Please identify the type of land managed by the Tribe - Other Text
Please identify the Tribal land ownership status (select all that apply): - Selected Choice	Please identify the Tribal land ownership status
Please identify the Tribal land ownership status (select all that apply): - Other - Text	Please identify the Tribal land ownership status - Other text
1. What are the major transportation issues/challenges on your Tribal lands?	1 What are the major transportation issues on your Tribal lands
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) – Roads	1_1 Transportation Infrastructure Roads

Survey Question	Alternative Question for dB
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Bike paths	1_1 Transportation Infrastructure Bike paths
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Sidewalks (paved or not, present or not)	1_1 Transportation Infrastructure Sidewalks
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Bus stops	1_1 Transportation Infrastructure Bus stops
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Intersection and stop lights/signs	1_1 Transportation Infrastructure Stop lights or signs
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Signage	1_1 Transportation Infrastructure Signage
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Landscape	1_1 Transportation Infrastructure Landscape
1.1. Transportation Infrastructure: (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Safety devices/features (guardrails, etc.)	1_1 Transportation Infrastructure Safety devices
Other Infrastructure Concerns/Additional comments as relevant:	1_1 Transportation Infrastructure Other Text
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - To jobs	1_2 Access To jobs

Survey Question	Alternative Question for dB
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - To school	1_2 Access To school
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - To medical facilities	1_2 Access To medical facilities
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - To shopping & grocery stores	1_2 Access To shopping or grocery
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - For recreation/social	1_2 Access To For recreation or social
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - To train or bus stations	1_2 Access To train or bus stations
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - To airports	1_2 Access To airport
1.2. Access (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - To social services	1_2 Access To social services
Other Access Concerns/Additional comments as relevant:	1_2 Access Other Text
1.3. Seasonal Traffic (Is there a significant seasonal variation in traffic? If so, which months? And how does it affect transportation on Tribal lands: safety, condition of transportation facilities, congestion, etc.?)	1_3 Seasonal Traffic
1.4. Casino Related Traffic (if applicable)	1_4 Casino Related Traffic

Survey Question	Alternative Question for dB
1.5. Mobility (including pedestrian/bike access) and Regional Connectivity	1_5 Mobility
1.6. Availability of Public Transportation including Transit Service	1_6 Availability of Public Transportation such as Transit Service
1.7. Safety	1_7 Safety
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) – Safety	1_8 Transportation Priorities Safety
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) – Regional Connectivity	1_8 Transportation Priorities Regional Connectivity
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) – Road Conditions	1_8 Transportation Priorities Road Conditions
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) – Bicycle and Pedestrian Facilities	1_8 Transportation Priorities Bicycle or Pedestrian Facilities
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) – Transit	1_8 Transportation Priorities Transit

Survey Question	Alternative Question for dB
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Congestion	1_8 Transportation Priorities Congestion
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Air Quality	1_8 Transportation Priorities Air Quality
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Shared Mobility (Uber/Lyft etc.)	1_8 Transportation Priorities Shared Mobility
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Freight/Goods Movement	1_8 Transportation Priorities Freight_Goods Movement
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Other	1_8 Transportation Priorities Other
1.8. Transportation Priorities How do you prioritize the transportation issues for your Tribe? (Please rate the following on a scale of 1 to 5, with 1 being "low priority" and 5 being "high priority".) - Other - Text	1_8 Transportation Priorities Other text
1.9. Other Transportation Issues (describe)	1_9 Other Transportation Issues (describe)

Survey Question	Alternative Question for dB
2.1. Does your Tribe run its own local or on-demand transit service?	2_1 Does Tribe run its own local or on demand service
2.2. Does your Tribe have access to a local transit service?	2_2 Does Tribe have access to a local transit service
2.3. Does your Tribe run its own paratransit service? (One possibility is that a Tribe may run a paratransit service in conjunction with their transportation services for a casino.)	2_3 Does Tribe run its own paratransit service
If yes, does it run in conjunction with another service? - Selected Choice	2_3 If yes, is it in conjunction with another service
If yes, does it run in conjunction with another service? - Yes (please provide name of this other service) - Text	2_3 If yes, is it in conjunction with another service_ Text
2.4. Is your Tribe aware of the presence of local paratransit services in your community?	2_4 Is Tribe aware of the presence of local paratransit services
3. Does your Tribe have concerns about State Routes and/or Interstates that go through Tribal lands? - Highway Access	3 Concerns Highway Access
3. Does your Tribe have concerns about State Routes and/or Interstates that go through Tribal lands? - Signage	3 Concerns Signage
3. Does your Tribe have concerns about State Routes and/or Interstates that go through Tribal lands? - Shoulders	3 Concerns Shoulders
3. Does your Tribe have concerns about State Routes and/or Interstates that go through Tribal lands? - Bike Paths	3 Concerns Bike Paths
3. Does your Tribe have concerns about State Routes and/or Interstates that go through Tribal lands? - Interchange Design/Operations	3 Concerns Interchange Designs or Operations
3. Does your Tribe have concerns about State Routes and/or Interstates that go through Tribal lands? - Pedestrian Safety	3 Concerns Pedestrian Safety
Additional Areas of Concerns or Comments:	Additional Areas of Concerns or Comments

Survey Question	Alternative Question for dB
4. How would you characterize the current overarching state of transportation facilities on your Tribal lands? - Roads	4 State of transportation facilities Roads
4. How would you characterize the current overarching state of transportation facilities on your Tribal lands? - Bridges	4 State of transportation facilities Bridges
4. How would you characterize the current overarching state of transportation facilities on your Tribal lands? - Sidewalks	4 State of transportation facilities Sidewalks
4. How would you characterize the current overarching state of transportation facilities on your Tribal lands? - Bike Lanes	4 State of transportation facilities Bike Lands
4. How would you characterize the current overarching state of transportation facilities on your Tribal lands? - Overpasses	4 State of transportation facilities Overpasses
4. How would you characterize the current overarching state of transportation facilities on your Tribal lands? - Identify other transportation facilities not listed above	4 Identify other transport facilities not listed
4. How would you characterize the current overarching state of transportation facilities on your Tribal lands? - Identify other transportation facilities not listed above - Text	4 Identify other transport facilities not listed Text
Additional Comments:	4 Additional Comments
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Condition of Roads	4_1 Condition of Roads
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Daily Congestion	4_1 Daily Congestion
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Seasonal Congestion	4_1 Seasonal Congestion
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Availability of Transit Service	4_1 Availability of Transit Service

Survey Question	Alternative Question for dB
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Adequate Bike/Pedestrian Facilities	4_1 Adequate Bike or Pedestrian Facilities
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Safety Issues	4_1 Safety Issues
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Other (describe below)	4_1 Other
4.1. Please rate the following on a scale of 1 to 5, with 1 being "poor" and 5 being "excellent": - Other (describe below) - Text	4_1 Other - Text
5. Do you believe that the current transportation and transit infrastructure on your Tribal lands meet the current and anticipated future needs of your Tribe?	5 Does current transport_transit infrastructure meet c_f needs
6. Does your Tribe have a Transportation Plan? A Long-Range Transportation Plan is a vision document for the future that looks ahead 20 or more years. It serves as a basis for identifying projects and programs to meet the long-term goals of a Tribe.	6 Does Tribe have a Transportation Plan
6.1. Who developed or is developing this plan? (Please check all that apply.) - Selected Choice	6_1 Who developed or is developing the plan
6.1. Who developed or is developing this plan? (Please check all that apply.) - Other (describe below): - Text	6_1 Who developed or is developing the plan Text
6.2. Additional Information about the Tribe's Long-Range Transportation Plan (LRTP) - Selected Choice	6_2 Additional Information on LRTP
6.2. Additional Information about the Tribe's Long-Range Transportation Plan (LRTP) - Name of most recent LRTP - Text	6_2 Name of most recent LRTP
6.2. Additional Information about the Tribe's Long-Range Transportation Plan (LRTP) - Year it was developed - Text	6_2 Year it was developed
6.2. Additional Information about the Tribe's Long-Range Transportation Plan (LRTP) - Years it covers in the future - Text	6_2 Years it covers in the future

Survey Question	Alternative Question for dB
Has the LRTP been updated? - Selected Choice	6_2 Has the LRTP been updated
Has the LRTP been updated? - Yes, and Year it was updated - Text	6_2 Has the LRTP updated If yes, what year
7. Does your Tribal government have a transportation or public works department?	7 Does Tribal gvmnt have transportation or public works dept
7.1. Is there a specific transportation planning function within that department?	7_1 Is there a specific transport planning function within dept
7.2. Do you currently have a transportation planner on staff? If so, is this person trained in transportation planning or in civil engineering?	7_2 Is there current transport planner on staff
7.3. If your Tribe has a person designated for transportation, does the individual serve in other roles also (i.e., is transportation planning the only job for this individual)?	7_3 Does the transport planner have other roles
8. What types of Transportation Planning has your Tribe engaged in for any reason?

Transportation planning is a process for envisioning desired futures (either for transportation specifically or as part of a more comprehensive visioning process), identi | 8 What type of Transport Planning has your Tribe engaged in |
| 8. What types of Transportation Planning has your Tribe engaged in for any reason?
Transportation planning is a process for envisioning desired futures (either for transportation specifically or as part of a more comprehensive visioning process), identi | 8 Text |
| 8.1. Who was involved in carrying out the planning effort?
(e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Long-Range Transportation Plan | 8_1 Long-Range Transportation Plan |
| 8.1. Who was involved in carrying out the planning effort?
(e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Participation in | 8_1 Participation in Regional Transportation Plan Update |

Survey Question	Alternative Question for dB
Regional Transportation Plan Update (plan developed by your Regional Transportation	
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Transportation impact studies for facilities on Tribal lands such as housing or commercial development	8_1 Transport impact studies for facilities on Tribal lands
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Road improvement studies	8_1 Road improvement studies
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Transit planning	8_1 Transit planning
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Adaptation Planning	8_1 Adaption Planning
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Active Transportation Planning (includes walking and bicycling)	8_1 Active Transportation Planning
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Safety Studies	8_1 Safety Studies

Survey Question	Alternative Question for dB
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Land use or community plan with a circulation or transportation component, transportation safety plan	8_1 Land use or comm plan with a circulation or transport comp
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Transportation improvement or infrastructure plan	8_1 Transportation improvement or infrastructure plan
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Environmental impact report related to development on Tribal lands	8_1 EIR related to development on Tribal lands
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Other	8_1 Other
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Additional information or comments:	8_1 Additional info or comments
8.1. Who was involved in carrying out the planning effort? (e.g., Tribal staff, consultants, planning staff from federal, state, or regional agencies) - Additional information or comments: - Text	8_1 Additional info or comments Text
8.2. Which travel modes do your Tribal transportation planning efforts cover? (Please check all that apply) - Selected Choice	8_2 Which travel modes do Tribal transport planning efforts
8.2. Which travel modes do your Tribal transportation planning efforts cover? (Please check all that apply) - Other (describe) - Text	8_2 Which travel modes do Tribal transport planning efforts text

Survey Question	Alternative Question for dB
9. Has your Tribe completed a Transportation Needs Assessment or a Transportation Safety Assessment? - Selected Choice	9 Has Tribe completed a TNA or a TSA
9. Has your Tribe completed a Transportation Needs Assessment or a Transportation Safety Assessment? - Yes (Provide the name and date of the most recent transportation assessment in the box below.) - Text	9 Has Tribe completed a TNA or a TSA Text
10. Please tell us what kind of information/training would help the Tribe to develop/update a Long-Range Transportation Plan? (Please check all that apply) - Selected Choice	10 What training_information would help the Tribe develop LRTP
10. Please tell us what kind of information/training would help the Tribe to develop/update a Long-Range Transportation Plan? (Please check all that apply) - Other (Please specify below.) - Text	10 What training_infor would help the Tribe develop LRTP Text
11. Please tell us about any additional information/training that would help your Tribe to complete and implement a transportation plan.	11 Any additional info_training to help Tribe
12. Does your Tribe collect transportation data of any type?	12 Does Tribe collect transport data of any type
12.1. Which types of data do you collect? (Please check all that apply.) - Selected Choice	12_1 Which types of data do you collect
12.1. Which types of data do you collect? (Please check all that apply.) - Other - Text	12_1 Which types of data do you collect Other - Text
12.2. How are these data collected? And, how often?	12_2 How is data collected? How often
12.3. Is your Tribe willing to share these data with Caltrans and/or other agencies such as your Metropolitan Planning Organizations and/or Regional Transportation Planning Agency?	12_3 Is Tribe willing to share data with Caltrans_other agencies
12.4. Do you participate in planning goods movement/freight projects?	12_4 Do you participate in planning goods movement_freight proj
12.5. Are there freight/goods movement related projects or goals in your local plan?	12_5 Are there freight_goods movement related proj or goals

Survey Question	Alternative Question for dB
13. What are the main barriers to transportation planning within your Tribal lands? (Please check all that apply.) - Selected Choice	13 What are main barriers to transport planning on Tribal lands
13. What are the main barriers to transportation planning within your Tribal lands? (Please check all that apply.) - Other - Text	13 What are main barriers to transport plan on Tribal lands Text
13.1. Can you rank your responses below in order of importance? (Please rate the following on a scale of 1 to 5, 1 being "Least important" and 5 being "Most important".) - Lack of funding for staff positions	13_1 Main barriers Lack of funding for staff positions
13.1. Can you rank your responses below in order of importance? (Please rate the following on a scale of 1 to 5, 1 being "Least important" and 5 being "Most important".) - Inability to find trained staff	13_1 Main barriers Inability to find trained staff
13.1. Can you rank your responses below in order of importance? (Please rate the following on a scale of 1 to 5, 1 being "Least important" and 5 being "Most important".) - High staff turnover	13_1 Main barriers High staff turnover
13.1. Can you rank your responses below in order of importance? (Please rate the following on a scale of 1 to 5, 1 being "Least important" and 5 being "Most important".) - Lack of funding for data collection	13_1 Main barriers Lack of funding for data collection
13.1. Can you rank your responses below in order of importance? (Please rate the following on a scale of 1 to 5, 1 being "Least important" and 5 being "Most important".) - Lack of funding for transportation projects	13_1 Main barriers Lack of funding for transport projects
13.1. Can you rank your responses below in order of importance? (Please rate the following on a scale of 1 to 5, 1 being	13_1 Main barriers Transportation planning is not an issue

Survey Question	Alternative Question for dB
"Least important" and 5 being "Most important".) – Transportation planning is not an issue	
Other (describe and prioritize below):	13_1 Other
14. Performance measures Caltrans and the U.S. Department of Transportation encourage the use of performance measures by state and regional transportation planning agencies. Performance measures can be used to provide "report cards" on how the transportation	14 Does Tribe have transport perform measures in place
14.1. Please provide information on which performance measures are used by your Tribe?	14_1 Info on perform measure used by Tribe
14.2. What types of data collection do you use for these performance measures?	14_2 What types of data collection do you use
14.3. Are there other performance measures that your Tribe would like to report on but currently do not? – Selected Choice	14_3 Report on other performance measures
14.3. Are there other performance measures that your Tribe would like to report on but currently do not? – Yes (Please describe) – Text	14_3 Report on other performance measures Text
14.4. What would your Tribe need to be able to report on these other measures? – Selected Choice	14_4 What can Tribe report on other measures
14.4. What would your Tribe need to be able to report on these other measures? – Other (Please specify below.) – Text	14_4 What can Tribe report on other measures Text
14.5. Are there any particular issues that limit the ability of your Tribe to report on transportation performance measures? (Please check all that apply.) – Selected Choice	14_5 Any issues that limit Tribe to report on measures
14.5. Are there any particular issues that limit the ability of your Tribe to report on transportation performance measures? (Please check all that apply.) – Other – Text	14_5 Any issues that limit Tribe to report on measures Text

Survey Question	Alternative Question for dB
15. Please indicate your Tribe's informational or training needs for the topics listed. (Please check all that apply.) - Selected Choice	15 Indicate Tribe's info_training needs for the topics listed
15. Please indicate your Tribe's informational or training needs for the topics listed. (Please check all that apply.) - Other - Text	15 Indicate Tribe's info_training needs for the topics Text
15.1. What other transportation informational, technical assistance, or training needs would your Tribe like to see? (Please be as specific as possible.)	15_1 What other transport info, tech assist, or training needs
16. Are there any bicycling, pedestrian (e.g., pathway, access, safe routes to schools), or transit stop safety issues that your Tribe would like an active transportation safety assessment to address.	16 Are there bike, pedestrian, or transit issues
17. Is your Tribe familiar with the Metropolitan Planning Organizations and/or Regional Transportation Planning Agencies (within the area in which your Tribal lands are located?	17 Is Tribe familiar with MPO and_or TPA
17.1. What have your interactions been with them? (Please check all that apply.) - Selected Choice	17_1 What interaction have you had with them
17.1. What have your interactions been with them? (Please check all that apply.) - Other - Text	17_1 What interaction have you had with them Text
17.2. Are you aware of the Overall Work Program of your Metropolitan Planning Organizations and/or Regional Transportation Planning Agency?	17_2 Aware of OWP of MPO and/or RTPA
17.3. Has your Tribe asked to have one or more transportation studies/projects included in the overall work program of the Metropolitan Planning Organizations and/or Regional Transportation Planning Agencies?	17_3 Has Tribe asked to have transport studies or projects
18. Have you ever worked with a Caltrans local district office on a planning project or study?	18 Ever worked with Caltrans local district office on plan proj
18.1. How have you worked with them? (Please check all that apply.) - Selected Choice	18_1 How have you worked with them

Survey Question	Alternative Question for dB
18.1. How have you worked with them? (Please check all that apply.) - Other (please specify below): - Text	18_1 How have you worked with them Text
19. Are you aware of the Caltrans Native American Liaison at your local Caltrans District or of the Caltrans Headquarters Native American Liaison Branch in Sacramento?	19 Aware of Caltrans NAL at nlocal Caltrans District
19.1. Have you ever participated in any programs through Caltrans Native American Liaison, either through your local Caltrans District office or Caltrans Headquarters in Sacramento?	19_1 Have you participated in programs through Caltrans NAL
19.2. How have you participated? (Please check all that apply.) - Selected Choice	19_2 How have you participated
19.2. How have you participated? (Please check all that apply.) - Other - Text	19_2 How have you participated Other - Text
19.3. Are you aware that Caltrans has a Native American Advisory Committee (NAAC) comprised of Tribal representatives throughout the state that meet quarterly to advise Executive Leadership on Tribal government transportation planning matters?	19_3 Are you aware of Caltrans NAAC
20. Have you ever worked with your local congestion management agency?	20 Have you worked with your local congestion management agency
20.1. How have you worked/participated with them? (Please check all that apply.) - Selected Choice	20_1 How have you participated with them
20.1. How have you worked/participated with them? (Please check all that apply.) - Other - Text	20_1 How have you participated with them Text
21. Are you aware that Caltrans has a Native American Advisory Committee (NAAC) comprised of Tribal representatives throughout the state that meet quarterly to advise Executive Leadership on Tribal government transportation planning matters?	21 Are you aware of Caltrans NAAC
21.1. Does the local transit agency or agencies you identified above provide transit service to your Tribe?	21_1 Does local transit agency identified provide service
21.2. Do you believe that this agency or agencies are adequately serving your Tribe?	21_2 Do you believe this agency is adequately serving

Survey Question	Alternative Question for dB
21.3. How have you interacted with the local transit agency or agencies you identified above? (Please check all that apply.) - Selected Choice	21_3 How have you interacted with the local transit agency
21.3. How have you interacted with the local transit agency or agencies you identified above? (Please check all that apply.) - Other - Text	21_3 How have you interacted with the local transit agency Text
22. Are you aware of the Highway Safety Improvement Program administered by Caltrans?	22 Are you aware of the HSIP by Caltrans
22.1. Has your Tribe ever participated in this program?	22_1 Has your Tribe participated in the program
22.2. How has your Tribe participated in the program? (Please check all that apply.) - Selected Choice	22_2 How has your Tribe participated in the program
22.2. How has your Tribe participated in the program? (Please check all that apply.) - Was awarded Highway Safety Improvement (HSIP) funds to fund specific improvements - Text	22_2 Was awarded HSIP funds - Text
22.2. How has your Tribe participated in the program? (Please check all that apply.) - Other - Text	22_2 How has your Tribe participated in the program Other -Text
23. Are you aware of the Tribal Transportation Self-Governance Program (TTSGP) from the USDOT? (https://www.transportation.gov/self-governance)	23 Are you aware of TTSGP from the USDOT
23.1. Is your Tribe considering participating in the Tribal Transportation Self-Governance Program?	23_1 Is Tribe participating in the TTSGP
23.2. Is your Tribe considering participating in the Tribal Transportation Self-Governance Program?	23_2 Is Tribe participating in the TTSGP
24. How does your Tribe fund transportation planning, programs, and projects? (Please check all that apply) - Selected Choice	24 How does your Tribe fund transport planning
24. How does your Tribe fund transportation planning, programs, and projects? (Please check all that apply) - Grant assistance from federal, state, and/or other local sources (Please specify below.) - Text	24 Grant assistance from federal, state, or local sources

Survey Question	Alternative Question for dB
24. How does your Tribe fund transportation planning, programs, and projects? (Please check all that apply) - Transportation-related tax (Please specify below.) - Text	24 Transportation related tax
24. How does your Tribe fund transportation planning, programs, and projects? (Please check all that apply) - Revenues from businesses such as casinos (Please specify below.) - Text	24 Revenues from businesses such as casinos
24. How does your Tribe fund transportation planning, programs, and projects? (Please check all that apply) - Other - Text	24 Other - Text
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox) Note: RTPA – Regional Transpo	25 Active Transportation Program
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox) Note: RTPA – Regional Transpo	25 Active Transportation Program - Text
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox) Note: RTPA – Regional Transpo	25 Sustainable communities planning grants
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox) Note: RTPA – Regional Transpo	25 Sustainable communities planning grants - Text

Survey Question	Alternative Question for dB
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox)	25 Highway Safety Improvement Program
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox)	25 Highway Safety Improvement Program - Text
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox)	25 Local Assistance Funding
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox)	25 Local Assistance Funding - Text
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox)	25 List others not mentioned above
25. Is your Tribe familiar with federal, state, and local funding sources that might be used for Tribal transportation planning, programs, and projects? (Please check all that apply. Indicate Year Funding Awarded in textbox)	25 List others not mentioned above - Text
25.1. Has your Tribe applied for or been awarded funds for technical assistance?	25_1 Has Tribe applied for or been awarded funds for tech assist
Please describe.	25_1 Please describe

Survey Question	Alternative Question for dB
26. What role do you see, if any, for state and local transportation agencies such as Caltrans, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, and local transit providers for helping your Tribe address its transportation i	26 What roles do you see for st/l transport agnc for help Tribe
27. Are there any other issues about transportation and transportation planning for your Tribe that we have not addressed in this interview but that you would like to discuss?	27 Other issues abt transport and transport planning for Tribe
27.1. Does your Tribe have any broader concerns about the potential for future transportation development initiatives in their area to affect natural spaces and/or cultural heritage sites of Tribal significance? Please describe if applicable.	27_1 Does Tribe have broader concerns abt future of tranport
27.2. If so, what planning considerations would need to be made to help protect such areas from incremental encroachment or piecemeal destruction due to multiple land use and transportation initiatives? Please describe if applicable.	27_2 If so, what planning considerations need to be made
28. Does your Tribe have a casino?	28 Does your Tribe have a casino
28.1. Did any planning for the casino involve studying transportation issues, such as an environmental impact report? Please describe if applicable.	28_1 Did any planning for the casino involve studying transpprtation
28.2. Are there regular interactions between your Tribe and transportation departments, local transit agencies, or local public works departments about the transportation needs of the casino? Please describe if applicable.	28_2 Are there interactions with transportatuib departments
29. With whom in the Tribe should Caltrans initiate communication regarding Tribal Transportation Planning?	29 With whom should Caltrans communicate regarding transportation planning
29.1. Does your Tribe have a preferred method of communication with Caltrans? (Please rate the following on a scale of 1 to 5, with 1 being "least preferred" to 5 being "most preferred".) – In-person	29_1 Communication In-person

Survey Question	Alternative Question for dB
29.1. Does your Tribe have a preferred method of communication with Caltrans? (Please rate the following on a scale of 1 to 5, with 1 being "least preferred" to 5 being "most preferred".) - Phone calls	29_1 Communication Phone calls
29.1. Does your Tribe have a preferred method of communication with Caltrans? (Please rate the following on a scale of 1 to 5, with 1 being "least preferred" to 5 being "most preferred".) - Letters	29_1 Communication Letters
29.1. Does your Tribe have a preferred method of communication with Caltrans? (Please rate the following on a scale of 1 to 5, with 1 being "least preferred" to 5 being "most preferred".) - Emails	29_1 Communication E-mails
29.1. Does your Tribe have a preferred method of communication with Caltrans? (Please rate the following on a scale of 1 to 5, with 1 being "least preferred" to 5 being "most preferred".) - Web conference	29_1 Communication Web conference
29.1. Does your Tribe have a preferred method of communication with Caltrans? (Please rate the following on a scale of 1 to 5, with 1 being "least preferred" to 5 being "most preferred".) - Other (describe below):	29_1 Communication Other
29.1. Does your Tribe have a preferred method of communication with Caltrans? (Please rate the following on a scale of 1 to 5, with 1 being "least preferred" to 5 being "most preferred".) - Other (describe below): - Text	29_1 Communication Other text
29.2. Are there specific factors that Caltrans should consider when working with your Tribal government? (For example, how should Caltrans approach transitions in Tribal leadership following regular Tribal government elections to ensure continuity of ongo	29_2 Specific factors that Caltrans should consider

Survey Question	Alternative Question for dB
29.3. Are there regular events that Caltrans should be aware of when seeking engagement with the Tribe? (For example, Tribal government elections, ceremonial events, or other Tribal community gatherings that happen on a regular or yearly basis).	29_3 Are there regular events that Caltrans should be aware of
Additional Comments regarding this survey or on transportation issues on your Tribal lands?	Additional Comments regarding the survey or transpor issues

Appendix C. Participation

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Agua Caliente Band of Cahuilla Indians	8	SR	-	Completed questionnaire	-
Alturas Indian Rancheria	2	SR	March 2, 2022	No response	1 mailed hard copy; 5 calls; 4 emails; Spoke to Tribe twice in 2021; But not responding to request
Augustine Band of Cahuilla Mission Indians	8	SR	March 2, 2022	No response; Tribe said needs to check with Tribal Council	1 mailed hard copy; 3 calls, 4 emails; Tribe checking with Tribal Council (9/30/21) and no longer responding; DLAB contact info is the same
Barona Group of the Capitan Grande	11	SR	March 11, 2022	Completed questionnaire	1 hard copy, 3 emails; 1 virtual meeting
Bear River Band of Rohnerville Rancheria	1	AP	-	Completed questionnaire	-
Berry Creek Rancheria of Maidu Indians	3	SR	March 2, 2022	Partially completed questionnaire; No response	1 mailed hard copy; 4 calls, 8 emails; Spoke to Tribe twice (2020 & 2021)
Big Lagoon Rancheria	1	AP	March 1, 2022	No response	1 mailed letter, 3 calls, 5 emails; No response

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Big Pine Paiute Tribe	9	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 7 emails
Big Sandy Rancheria	6	AP	March 1, 2022	Agreed to Participate	1 mailed letter, 3 calls, 5 emails; Agreed to participate- Sue Carter will be responding
Big Valley Rancheria of Pomo Indians	1	SR	-	Completed questionnaire	-
Bishop Paiute Tribe	9	AP	March 7, 2022	No response	1 mailed letter, 3 calls, 5 emails
Blue Lake Rancheria	1	AP	March 1, 2022	No response	1 mailed letter, 1 call, 5 emails; No response
Bridgeport Indian Colony	9	AP	March 1, 2022	No response	1 mailed letter, 3 calls, 4 emails; Spoke with Chairman and he requested the study information be sent directly to him
Buena Vista Rancheria of Me-Wuk Indians	10	SR	March 24, 2022	Completed questionnaire	1 mailed hard copy; 4 calls; 4 emails; Spoke to Tribe twice in 2021
Cabazon Band of Mission Indians	8	SR	March 2, 2022	No response	1 mailed hard copy; 3 calls; 5 emails; Spoke to Tribe in 2020 but no response in 2021

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Cachil DeHe Band of Wintun Indians (Colusa Comm)	3	SR	March 24, 2022	Completed questionnaire	1 mailed hard copy; 2 calls, 8 emails
Cahto Tribe of the Laytonville Rancheria	1	SR	March 2, 2022	No response	1 mailed hard copy; 2 calls, 7 emails; Spoke to Tribe in 2021 - Tribe will consider but no response
Cahuilla Band of Mission Indians	8	SR	March 2, 2022	In progress	1 hard copy, 2 emails;
California Valley Miwok Tribe	10	SR	Mar. 2, 2022	No response	1 mailed hard copy; 1 call, 2 email (but email is to office general); spoke to Tribe in 2020 when the Chairperson said there is no land so no transp. Issues
Campo Kumeyaay Nation	11	SR	March 2, 2022	No response	1 hard copy, 4 emails; 2 calls
Cedarville Rancheria of Northern Paiute Indians	2	AP	-	Completed questionnaire	1 mailed letter, 4 calls, 6 emails; Confirmed contact with Tribal office in 2021, no response
Chemehuevi Indian Tribe	8	AP	March 1, 2022	No response	1 mailed letter, 1 call, 1 email
Cher-Ae Heights Indian Community of the Trinidad Rancheria	1	AP	March 1, 2022	No response	1 mailed letter, 3 calls, 6 emails; Spoke to contact in 2020, no response to outreach in 2021

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Chicken Ranch Rancheria of Me-Wuk Indians	10	SR	March 18, 2022	No response (Questionnaire in progress but not completed)	1 hard copy mailed; 1 call, 11 emails; Tribe said they are working on the questionnaire in October 21; but no response since Nov. 4, 21
Cloverdale Rancheria of Pomo Indians	4	SR	-	Completed questionnaire	1 hard copy mailed; 4 calls; 5 emails; Spoke to Tribe in 2020 but not responding in 2021
Cold Springs Rancheria	6	AP	March 1, 2022	No response	1 mailed letter, 3 calls, 5 emails
Colorado River Indians Tribes	8	AP	-	Completed questionnaire	-
Coyote Valley Band of Pomo Indians	1	SR	March 2, 2022	No response	1 hard copy mailed; 5 calls, 5 emails; Spoke to Tribe in 2020 and 2021
Death Valley Timbisha Shoshone Tribe	9	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 4 emails
Dry Creek Rancheria Band of Pomo Indians	4	SR	-	Completed questionnaire	1 hard copy mailed; 3 calls; 7 emails; Tribe said they are working on the update in Oct 2021 but no response
Elem Indian Colony of Pomo	1	SR	January 3, 2022	No response	1 hard copy mailed; 3 calls;

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Indians (aka Sulphur Bank Rancheria)					2 emails but all the emails bounced back as undeliverable.
Elk Valley Rancheria	1	SR	December 6, 2021	Not participating	1 mailed letter, 6 calls, 3 emails; Tribe has decided not to participate in the study.
Estom Yumeka Maidu Tribe	3	SR	March 2, 2022	No response	1 hard copy mailed; 4 calls; 4 emails
Ewiiaapaayp Band of Kumeyaay Indians	11	SR	-	Completed questionnaire	1 hard copy, 2 emails;
Federated Indians of Graton Rancheria	4	SR	March 18, 2022	Tribe said they would work on it	1 hard copy mailed; 6 calls, 5 emails; Spoke to Tribe in oct. 2021 and Tribe said they would get back but no response
Fort Bidwell Indian Community	2	AP	March 1, 2022	No response	1 mailed letter, 3 calls, 3 emails; No response
Fort Independence Indian Community of Paiute	9	AP	March 30, 2022	Completed questionnaire	1 mailed letter, 2 calls, 5 emails
Fort Mojave	8	AP	-	Completed questionnaire	-
Fort Yuma Quechan Indian Tribe	11	AP	-	Completed questionnaire	-
Greenville Rancheria	2	SR	-	Completed questionnaire	1 hard copy mailed; 2 calls,

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
					6 emails; Tribe responded PGreenville is a landless Tribe ("we own our properties") and that the questionnaire is for Tribes with Tribal lands.
Grindstone Indian Rancheria of Wintun-Wailaki Indians	3	SR	March 2, 2022	No Response	1 hard copy mailed; 5 calls, 7 emails; Spoke to Tribe in Sept 2021
Guidiville Band of Pomo Indians	1	SR	-	Completed questionnaire	1 hard copy mailed; 2 calls; 6 emails; Tribe has small land holding with 1 road that is ½ mile long and services 19 homes and couple businesses.
Habematolel Pomo of Upper Lake	1	SR	-	Completed questionnaire	-
Hoopa Valley	1	AP	March 1, 2022	No response	1 mailed letter, 1 call, 6 emails; Spoke to the Tribe in 2020, no response in 2021
Hopland Band of Pomo Indians	1	SR	-	Completed questionnaire	1 hard copy; 4 calls, 9 emails. Tribe said they are working on the update in Nov. 2021 but no response

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Iipay Nation of Santa Ysabel	11	SR	March 2, 2022	No response	1 hard copy, 4 emails; 1 call
Inaja and Cosmit Band of Indians	11	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 2 emails
Ione Band of Miwok Indians	10	SR	-	Completed questionnaire	-
Jackson Rancheria Band of Miwuk Indians	10	SR	March 2, 2022	No Response	1 hard copy; 2 calls; 3 emails
Jamul Indian Village	11	SR	-	Completed questionnaire	1 hard copy, 4 emails;
Karuk Tribe	1	AP	-	Completed questionnaire	-
Kashia Band of Pomo Indians of the Stewarts Point Rancheria	4	SR	-	Completed questionnaire	-
Kletsel Dehe Band of Wintun Indians (Formerly Cortina Indian Rancheria)	3	SR	March 2, 2022	first page done, and then no response	1 hard copy mailed; 5 calls, 7 emails; Spoke to Tribe in Oct. - waiting for Tribe to decide on participation
Koi Nation of Northern California	4	SR	March 2, 2022	No response, maybe because Tribe does not have land	1 hard copy mailed; 1 call, 5 emails; Spoke to Tribe in 2020
La Jolla Band of Luiseño Indians	11	SR	-	Completed questionnaire	1 hard copy, 1 email;
La Posta Band of Mission Indians	11	SR	March 2, 2022	No response	1 hard copy, 4 emails; 1 call

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Lone Pine Paiute-Shoshone Tribe	9	AP	March 1, 2022	No response	1 mailed letter, 3 calls, 5 emails
Los Coyotes Band of Cahuilla and Cupeño Indians	11	SR	March 2, 2022	No response	1 hard copy, 4 emails; 1 call
Lytton Rancheria Band of Pomo Indians	4	SR	March 2, 2022	No Response	1 hard copy mailed; 3 calls, 5 emails; Spoke to Tribe in Nov. 2021
Manchester Band of Pomo Indians	1	SR	March 2, 2022	No Response	1 hard copy; 2 calls, 8 emails.
Manzanita Band of Kumeyaay Nation	11	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 2 emails
Mechoopda Indian Tribe of Chico Rancheria	3	SR	-	Completed questionnaire	-
Mesa Grande Band of Mission Indians	11	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 2 emails
Middletown Rancheria of Pomo Indians	1	SR	March 16, 2022	No Response	1 hard copy mailed; 4 calls, 7 emails; Spoke to Tribe in 2020 and 2021
Mooretown Rancheria of Maidu Indians of California	3	SR	March 2, 2022	No Response	1 hard copy mailed; 6 calls, 5 emails; Spoke to Tribe in October 2021
Morongo Band of Mission Indians	8	AP	-	Completed questionnaire	-
North Fork Rancheria of Mono Indians of California	6	AP	March 1, 2022	No response	1 mailed letter, 5 calls, 5 emails; Confirmed contact

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
					with Tribe in Sept 2021.
Pala Band of Mission Indians	11	SR	-	Completed questionnaire	1 hard copy; 4 emails
Paskenta Band of Nomlaki Indians	2	SR	-	Completed questionnaire	-
Pauma Band of Luiseño Indians (Pauma and Yuima)	11	SR	March 16, 2022	Mr. McAndrews shared Berkeley SafeTREC transportation needs assessment that we can use; Completed Questionnaire	1 hard copy, 4 emails; 1 call
Pechanga Band of Luiseño Indians	8	SR	-	Completed questionnaire	-
Picayune Rancheria of Chukchansi Indians	6	AP	March 5, 2022	Requested more information	1 mailed letter, 3 calls, 6 emails
Pinoleville Pomo Nation	1	SR	-	Completed questionnaire	1 hard copy mailed; 4 calls; 4 emails
Pit River Tribe	2	SR	-	Completed questionnaire	-
Potter Valley Tribe	1	SR	-	Completed questionnaire	-
Quartz Valley Indian Community	2	SR	March 16, 2022	Tribe needs to check with Tribal Council and let SR	1 hard copy mailed; 3 calls, 8 emails; Spoke to

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
				know 3/14 or so; SR checked to see approval was given	Tribe in October 2021 and Jan. 2022
Ramona Band of Cahuilla	8	SR	March 2, 2022	No response	1 hard copy mailed; 4 calls; 5 emails Spoke to Tribe in 202 and Nov. 2021
Redding Rancheria	2	SR	March 2, 2022	No Response	1 hard copy mailed; 4 calls, 3 emails
Redwood Valley Band of Pomo Indians	1	SR	-	Completed questionnaire	-
Resighini Rancheria	1	AP	-	Completed questionnaire	-
Rincon Band of Luiseño Indians	11	SR	-	Completed questionnaire	1 hard copy, 3 emails;
Robinson Rancheria of Pomo Indians	1	SR	March 2, 2022	No Response	1 hard copy mailed; 2 calls; 6 emails
Round Valley Indian Tribe	1	SR	-	Completed questionnaire	-
San Manuel Band of Mission Indians	8	AP	March 8, 2022	No response	1 mailed letter, 3 calls, 6 emails
San Pasqual Band of Mission Indians	11	AP	March 1, 2022	No response	1 mailed letter, 1 call, 2 emails
Santa Rosa Band of Cahuilla Indians	8	SR	March 2, 2022	No Response	1 hard copy mailed; 3 calls, 4 emails; Spoke to Tribe in 2020 and October 2021

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Santa Ynez Band of Chumash Indians	5	SR	-	Completed questionnaire	-
Scotts Valley Band of Pomo Indians	1	SR	-	Completed questionnaire	-
Sherwood Valley Rancheria of Pomo	1	SR	-	Completed questionnaire	-
Shingle Springs Band of Miwok Indians	3	AP	March 1, 2022	No response	1 mailed letter, 3 calls, 5 emails; Confirmed contact with Tribe.
Soboba Band of Luiseño Indians	8	SR	Mar. 28, 2022	Completed questionnaire	1 hard copy mailed; 4 calls, 5 emails
Susanville Indian Rancheria	2	AP	March 1, 2022	Will try to complete it	1 mailed letter, 3 calls, 4 emails; The Tribe will try to complete it but did not commit.
Sycuan Band of the Kumeyaay Nation	11	AP	March 1, 2022	No response	1 mailed letter, 2 calls; 1 email
Table Mountain Rancheria	6	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 5 emails; DNALs confirmed contact
Tachi Yokut Tribe (Santa Rosa Rancheria)	6	SR	-	Completed questionnaire	-
Tejon Indian Tribe	6	SR	March 2, 2022	No Response	1 hard copy mailed; 3 calls, 4 emails
Tolowa Dee-Ni' Nation	1	AP	March 31, 2022	Completed questionnaire	-

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
Torres Martinez Desert Cahilla Indians	8	AP	-	Completed questionnaire	-
Tule River Indian Tribe	6	SR	-	Completed questionnaire	-
Tuolumne Band of Me-Wuk Indians	10	SR	-	Completed questionnaire	-
Twenty-Nine Palms Band of Mission Indians	8	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 3 emails
United Auburn Indian Community	3	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 4 emails; Spoken with front desk and they said they will pass the message along but will not provide the contact information.
Utu Gwaitu Paiute Tribe	9	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 4 emails
Viejas Band of Kumeyaay Indians	11	AP	March 1, 2022	No response	1 mailed letter, 1 call, 2 emails
Washoe Tribe of Nevada and California	3	AP	March 1, 2022	No response	1 mailed letter, 1 call, 5 emails; Spoke with contact in 2020, no response in 2021
Wilton Rancheria	3	AP	-	Completed questionnaire	-
Wiyot Tribe (Table Bluss Reservation)	1	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 3 emails; Confirmed contact by calling Tribe in

Tribe Name	CT District	Research Team Member	Last Communication	Status	Status of Contact
					2020, no response in 2021
Yocha Dehe Wintun Nation	3	AP	March 1, 2022	No response	1 mailed letter, 2 calls, 6 emails; Confirmed contact with Tribe in 2020, no response in 2021
Yurok Tribe	1	AP	-	Completed questionnaire	-

Endnotes

[1] National Conference of State Legislatures, "An Issue of Sovereignty" (January 2013), https://www.ncsl.org/research/state-Tribal-institute/an-issue-of-sovereignty.aspx.)

4 California Rural Counties Task Force, *Performance Monitoring Indicators for Rural and Small Urban Transportation Planning Report* (Sacramento: Kittelson & Associates, Inc., September 2015), https://www.ruralcountiestaskforce.org/files/a6c550dcf/Final_Report-PerfMonIndicators_StudySept2015.pdf; and California Transportation Commission, *Senate Bill 1 (SB1): Technical Performance Measurement Methodology Guidebook (Sacramento: California Transportation Commission, January 2022)*, https://catc.ca.gov/-/media/ctc-media/documents/ctc-workshops/2022/sb-1/performance-measurement-guidebook-final-draft.pdf.

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Abbreviations and Acronyms

BIA	Bureau of Indian Affairs
CAG	County Association of Governments
Cal BP	Calibrated Before Present (1950)
Caltrans or CT	California Department of Transportation
CE	Common Era
CMA	Congestion Management Agency
CORE	Caltrans Office of Race and Equity
CTC	California Transportation Commission
DNAL	District Native American Liaison
DRISI	Division of Research, Innovation and System Information
DOT	Department of Transportation
FHWA	Federal Highway Administration
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
FWARG	Far Western Anthropological Research Group, Inc.
HCAOG	Humboldt County Association of Governments
HSIP	Highway Safety Improvement Program
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MTI	Mineta Transportation Institute
NAHC	Native American Heritage Commission
NALB	Native American Liaison Branch
NHTSA	National Highway Traffic Safety Administration

OWP	Overall Work Program
RAC	Reddy Anthropology Consulting, Inc.
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
SafeTREC	Safe Transportation Research and Education Center
SANDAG	San Diego Association of Governments
STCA	Southern California Tribal Chairmen's Association
TAC	Technical Advisory Committee
TTSGP	Tribal Transportation Self-Governance Program
USDOT	United States Department of Transportation

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