

# **Plan** Bay Area

March 2013

Strategy for a  
Sustainable  
Region



Association of  
Bay Area  
Governments



Metropolitan  
Transportation  
Commission

Government-to-Government  
Consultation with  
Native American Tribes

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*City And County of San Francisco*

**Joaquin Torres, Office of the Mayor**  
*City And County of San Francisco*

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City of Fairfield  
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# Plan BayArea Plan

## Plan Bay Area Government-to-Government Consultation with Native American Tribes

June 2013



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

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## Introduction

State and federal regulations require the Metropolitan Transportation Commission (MTC) to conduct government-to-government consultation with tribal governments of federally-recognized Native American tribes regarding planning and programming activities. This report documents MTC's government-to-government consultation during preparation of Plan Bay Area, a long-range plan for the nine-county San Francisco Bay Area.

## Overview of Plan Bay Area Planning Process

Plan Bay Area is an integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution. MTC and the Association of Bay Area Governments (ABAG) are jointly responsible for developing Plan Bay Area.

MTC and ABAG launched the Plan Bay Area planning process in 2010, focusing on a new approach mandated by California Senate Bill 375 (Steinberg). The statute requires the agencies to adopt a **Sustainable Communities Strategy (SCS)** as part of a **Regional Transportation Plan**. SB 375 requires California's 18 metro areas to integrate transportation, land-use and housing as part of a sustainable communities strategy to reduce greenhouse gas emissions from cars and light-duty trucks.

The plan took shape over the next three years, through extensive public outreach, analysis, and the development of targets that can be forecasted by modeling tools and potentially influenced by the policies and investments in the plan. By integrating the three E's – environment, equity, and economy – throughout the targets, Plan Bay Area aims to measure the success of creating sustainable communities.

## Government-to-Government Consultation for Plan Bay Area

MTC coordinated the following government-to-government activities during the development of Plan Bay Area. The details of each activity are described below.

Phase	Activity	Activity Date	Materials
1	Government-to-Government Consultation	June 9, 2011	Appendix I
2	Government-to-Government Consultation	March 20, 2012	Appendix II
3	Government-to-government consultation	April 19, 2013	Appendix III

### *Phase 1 Consultation (2011)*

MTC staff sent invitation letters on May 5, 2011 to key tribal representatives (see Appendix I, Part A) inviting them to a June 9, 2011 government-to-government consultation. The meeting served as an introduction to Plan Bay Area and its development process. MTC Commissioner and Rohnert Park Councilmember Jake Mackenzie welcomed the group.

MTC Executive Director Steve Heminger and ABAG Executive Director Ezra Rapport provided an update on Plan Bay Area and how housing, transportation and conservation areas are being coordinated under a single long-range regional plan. The update was followed by group discussions on the following topics: housing development and transportation. Mr. Heminger and Mr. Rapport also provided information on how tribal governments could initiate individualized consultations. Meeting materials are included in Appendix I.

Representatives from two Tribes continued their discussion with agency staff at the conclusion of the formal meeting, for an additional half-hour discussion.

The consultation was hosted by the National Indian Justice Center, an Indian owned and operated non-profit corporation, at their offices in the city of Santa Rosa. Ms. Raquelle Myers, Senior Staff Attorney at the National Indian Justice Center, served as facilitator during the meeting. Also in attendance was California State Department of Transportation (Caltrans) District 4 Chief Deputy Director Dan McElhinney; Paul Price, Executive Director of the Napa County Transportation and Planning Agency; and Suzanne Smith, Executive Director of the Sonoma County Transportation Authority. These representatives provided the Tribes with a direct connect to all the players in the state, regional and county levels of transportation.

### ***Phase 2 Consultation (2012)***

MTC staff sent invitation letters on February 16, 2012 to key tribal representatives (see Appendix II, Part A) inviting them to the second tribal consultation meeting held on March 20, 2012. Following opening remarks by MTC Commissioner and Rohnert Park Councilmember Jake Mackenzie and Caltrans District 4 Director Bijan Sartipi, participants were invited to rotate through two consultations:

1. Plan Bay Area Transportation & Land-Use/Housing Consultation
2. Sonoma and Marin Counties Transportation Consultation

MTC Deputy Executive Director Ann Flemer and ABAG Planning Director Ken Kirkey were the discussion leaders for the Plan Bay Area Transportation & Land-Use/Housing Consultation. Sonoma County Transportation Authority Executive Director Suzanne Smith and Transportation Authority of Marin Executive Director Dianne Steinhauser were the discussion leaders for the Sonoma and Marin Counties Transportation Consultation. Additional participants in the Sonoma and Marin Counties Transportation Consultation were Caltrans District 4 Director Bijan Sartipi and Caltrans District 4 Native American Coordinator Lissa McKee. Meeting materials are included in Appendix II.

In response to the Native American Tribal Consultation and Outreach Workshop held March 20, 2012, MTC and ABAG summarized key topics heard at the meeting, and explained how they planned to respond to the feedback, in a follow-up letter sent to Tribal leaders. The letter can be found in Appendix II, and covered five areas:

- Funding & Training Opportunities
- Consultation with County Congestion Management Agencies (CMAs)
- Local Streets & Roads Inventory
- Mapping of Tribal Lands, Transportation Projects, Priority Development Areas and Cultural Resources Protection
- One-on-One Consultation

### ***Phase 3 Consultation (2013)***

MTC staff sent invitation letters on March 15, 2013 to Bay Area tribal representatives (see Appendix III, Part A) inviting them to the third tribal consultation meeting held on April 19, 2013. The third meeting consisted of two parts: 1) A morning consultation session, and 2) an afternoon technical working session.

#### *Morning Consultation Session*

Following opening remarks by MTC Commissioner and Napa County Supervisor Bill Dodd, participants were invited to rotate through two consultations:

1. Plan Bay Area Transportation & Land-Use/Housing Consultation
2. Sonoma and Marin Counties Transportation Consultation

MTC Deputy Executive Director of Policy Ann Flemer and ABAG Deputy Executive Director Brad Paul were the discussion leaders for the Plan Bay Area Transportation & Land-Use/Housing Consultation and reviewed the Draft Plan Bay Area. Sonoma County Transportation Authority Deputy Director Janet Spilman and Transportation Authority of Marin Executive Director Dianne Steinhauser were the discussion leaders for the Sonoma and Marin Counties Transportation Consultation. Additional participants in the Sonoma and Marin Counties Transportation Consultation were Caltrans District 4 Deputy District Director Lee Taubneck and Caltrans District 4 Native American Coordinator Lissa McKee.

Meeting materials are included in Appendix III.

### *Afternoon Technical Working Session*

Following the morning consultation session, tribal representatives were invited to participate in an optional transportation technical working session, which consisted of a short overview of three programs:

- MTC's Transportation Fund Management System, presented by MTC staffer Adam Crenshaw — The Fund Management System serves as an interface that allows the general public and MTC partners access to project listings over the Internet.
- Plan Bay Area Online Project Database — MTC Planner Stefanie Hom presented an overview of the Plan Bay Area online project database, where the public and project sponsors can find additional detail on the proposed Plan Bay Area-funded projects and programs.
- MTC's Pavement Management Program StreetSaver® —MTC staffer Sui Tan conducted an approximately three-hour training session on the StreetSaver® computer software program. MTC is offering landed Tribes a free two-year subscription to StreetSaver®, which should help create inventories of local pavement conditions and funding needs in order to meet Bureau of Indian Affairs funding requirements. MTC's StreetSaver® is a computer-software program designed to assist jurisdictions with the decision-making process surrounding pavement problems. MTC is offering the software and training in response to feedback received from Bay Area Tribes at last year's consultation.

Materials from the technical working session are also included in Appendix III.

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**June 9, 2011 Consultation**

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## Invitation Letter



**METROPOLITAN  
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May 5, 2011

*Adrienne J. Tissier, Chair*  
San Mateo County

*Amy Rein Wirth, Vice Chair*  
Cities of Contra Costa County

*Tom Asenbrudo*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacopini*  
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*Federal D. Glover*  
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*Mark Green*  
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*Scott Haggerty*  
Alameda County

*Anne W. Halsted*  
San Francisco Bay Conservation  
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*Steve Kistey*  
Marin County and Cities

*Sam Liccardo*  
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*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Name  
<<Title>>  
Name of Tribe  
Address  
Address

Dear <<Title>>:

As the Bay Area's population grows from about seven million to nine million people by 2040, will our region's land-use, housing and transportation investments meet the needs of local Native American Tribes? The Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and the California Department of Transportation District 4 (Caltrans) invite you to attend a summit for Government-to-Government consultation to help answer this and other questions as part of a discussion about our region's growth with federally recognized Tribes in the Bay Area and in neighboring counties.

This summit will be part of a new major regional initiative called Plan Bay Area. This joint initiative combines MTC's latest Regional Transportation Plan (RTP) and ABAG's housing and long-range land-use/development plan. Plan Bay Area will set the policy framework and transportation investment strategy for the region through 2040. All major transportation projects in the Bay Area must be included in the long-range plan in order to receive State or federal transportation funding.

**Please join us on Thursday, June 9 from 10:30 a.m. to 12:30 p.m. at the National Indian Justice Center, 5250 Aero Drive, Santa Rosa, CA 95403. Ms. Raquelle Myers, Senior Staff Attorney of the National Indian Justice Center, will host and facilitate the summit. Please join us at 9:30 a.m. for beverages and snacks. Lunch will also be provided. We will send the summit agenda under separate cover.**

Some of the questions we'd like to discuss with you may include:

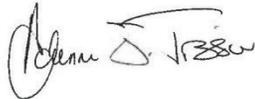
- What kind of transportation improvements are needed to support your Tribe's needs?
- What resources, including funding, are needed to make these improvements a reality?
- What are your Tribe's top priorities with respect to protecting ABAG's Priority Conservation Areas and/or other environmentally- and culturally-significant sites and landscapes?

Letter of Invitation to Summit  
May 5, 2011

MTC, ABAG, and Caltrans would appreciate your interest and participation. It is important to us that Tribal Governments be fully represented in Plan Bay Area's development. Please respond to Craig Noble, Public Information Officer of MTC, at 510.817.5867 and provide him with the name, title, and affiliated government of the guests wishing to attend. Should you prefer a one-on-one discussion or be unable to attend the summit, MTC and ABAG would be pleased to meet with you or representatives of your government to discuss these topics or other items of interest to you at the time and place of your choosing.

Should you have any questions about this summit, please feel free to contact Craig at the number above or ABAG Assistant Executive Director Patricia Jones at 510.464.7933 or MTC Planning Director Doug Kimsey at 510.817.5790.

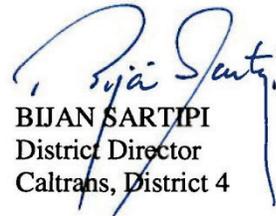
Sincerely,



ADRIENNE J. TISSIER  
Chair  
Metropolitan Transportation  
Commission



MARK GREEN  
President  
Association of Bay Area  
Governments



BIJAN SARTIPI  
District Director  
Caltrans, District 4

## Invitee List

	Name, Title	Affiliation	Contact Information
<i>Tribal Representatives — within region</i>			
1.	Patricia Hermsillo, Chairperson <i>copy</i> Silve Espinoza, Vice Chair Mario Hermsillo, EPA Council Member Vickey Macias, Tribal Administrator	<b>Cloverdale Rancheria of Pomo Indians</b>	555 South Cloverdale Blvd., Suite A Cloverdale, CA 95425-4043
2.	Harvey Hopkins, Chairperson <i>copy</i> Tom Keagan, Environmental Manager Gus Pina, Tribal Administrator	<b>Dry Creek Rancheria</b>	P.O. Box 607 Geyserville, CA 95441-0607
3.	Greg Sarris, Chairperson <i>copy</i> Gene Buvelot, Treasures/Cultural resource Lorelle Ross, Vice Chair/Tribal Administrator Ken and Nick Tipon, Sacred Sites Committee	<b>Federated Indians of Graton Rancheria</b>	6400 Redwood Drive, Suite 300 Rohnert Park, CA 94928-2341
4.	Daniel Beltran, Chairman <i>copy</i> Dino Beltran, Treasurer/Secretary Carol Tapia, Vice Chairperson	<b>Lower Lake Rancheria Koi Nation</b>	P.O. Box 3162 Santa Rosa, CA 95402
5.	Marjorie Mejia, Chairperson <i>copy</i> Cathy Lopez, Vice Chairperson Lisa Miller, Tribal Administrator	<b>Lytton Rancheria</b>	437 Aviation Boulevard Santa Rosa, CA 95403
6.	Ralph Sepulveda, Chairperson <i>copy</i> Sirirat Chullikorn, EPA Consultant Dino Franklin, Secretary Reno Franklin, Vice Chairperson Glenda Jacob-McGill, Tribal Treasurer Melinda Rivera, Tribal Administrator	<b>Stewart's Point Rancheria</b>	3535 Industrial Drive, Suite B2 Santa Rosa, CA 95403-2039
<i>Tribal Representatives — neighboring</i>			
7.	Valentino Jack, Chairperson <i>copy</i> John Cruz, Director of Public Works Anthony Jack, CEO/Tribal Administrator Sarah Ryan, EPA Council Member	<b>Big Valley Rancheria</b>	2726 Mission Rancheria Road Lakeport, CA 95453
8.	Charlie Wright, Chairperson <i>copy</i> Thelma Bradford, Tribal Administrator Dave Jones, Environmental Director	<b>Cortina Rancheria</b>	P.O. Box 1630 Williams, CA 95987-1630
9.	John Feliz, Chairperson <i>copy</i> Jesse Burnett, Tribal Transportation Planner Brad McDonald, Tribal Administrator	<b>Coyote Valley Band of Pomo Indians</b>	P.O. Box 39 Redwood Valley, CA 95470-0039

### Invitee List (continued)

Name, Title		Affiliation	Contact Information
<i>Tribal Representatives — neighboring</i>			
10.	Marlene Sanchez, Chairperson <i>copy</i> Michael Derry, Planner/Economic Developer Walter Grey, Tribal Administrator	<b>Guidiville Rancheria</b>	P.O. Box 339 Talmage, CA 95481-0339
11.	Johnny Jamerson, Acting Chairperson <i>copy</i> Pamela Baumgartner, Tribal Administrator Tracy Tripp, Tribal Council Secretary	<b>Ione Band of Miwok Indians</b>	P.O. Box 699 Plymouth, CA 95669-0699
12.	Salvador Rosales, Chairperson <i>copy</i> Michael Holman, Tribal Administrator	<b>Potter Valley Rancheria</b>	2251 South State Street Ukiah, CA 95482-6723
13.	Elizabeth Hansen, Chairperson <i>copy</i> Martin Martinez, Transportation Planner Zhoa Qiu, Tribal Administrator	<b>Redwood Valley Rancheria</b>	3250 Road I Redwood Valley, CA 95470-9526
14.	David Fendrick, CEO	<b>River Rock Casino</b>	3250 Highway 128 Geyserville, CA 95441-0607
15.	Tracy Avila, Chairperson <i>copy</i> Anthony Duncan, Tribal Transportation Planner	<b>Robinson Rancheria</b>	P.O. Box 4017 Nice, CA 95464
16.	Marshall McKay, Chairperson <i>copy</i> Creig Marcus, Tribal Administrator	<b>Rumsey Rancheria</b>	P.O. Box 18 Brooks, CA 95606-0018
17.	Donald Arnold, Chairperson <i>copy</i> Shannon Ford, Environmental/Transportation Planner Patricia Franklin, Secretary Irenia Quitiquit, Environmental Director Bennett Wright, Tribal Administrator	<b>Scotts Valley Rancheria</b>	301 Industrial Avenue, Lakeport, CA 95453-5643

# Agenda

**PLAN BAY AREA**  
**NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION AND WORKSHOP**  
 Thursday, June 9, 2011  
 National Indian Justice Center  
 5250 Aero Drive, Santa Rosa, CA 95403-8069

## AGENDA

- 10:30 AM 1. **Welcome and Introductions** (5 min.)  
 Raquelle Myers, Senior Staff Attorney, National Indian Justice Center
- 10:35 AM 2. **Opening Remarks** (5 min.)  
 Jake Mackenzie, Vice Mayor, Rohnert Park and MTC Commissioner
- Summit objectives
  - Opportunities for consultation
- 10:40 AM 3. **Building Government-to-Government Relationships** (5 min)  
 Dan McElhinney, Chief Deputy, Caltrans District 4
- 10:45 AM 4. **Overview of Plan Bay Area** (15 min.)  
 Steve Heminger, Executive Director, MTC & Ezra Rapport, Executive Director, ABAG
- How housing, transportation and conservation areas are being coordinated under a single long-range regional plan
  - How best to meet GHG emissions reductions and housing growth targets
  - How best to address tribal interests and concerns
  - Q&A
- 11:00 AM 5. **Group Discussion / Lunch** (1 hour, 20 min.)
- *Housing Development* (20 min.)
    - a. Is it possible for your members to live on Tribal lands? Do your members prefer to live on or off Tribal lands?
    - b. What are your housing challenges?
    - c. What resources would you need to support your members' access to housing?
  - *Jobs* (20 min.)
    - a. Would you like to see job centers developed or expanded near Tribal lands?
    - b. Would you like to see job centers developed or expanded near Tribal communities located off of tribal lands (urban, suburban communities)?
    - c. What resources would your community need to support your members' access to jobs?
  - *Transportation* (20 min.)
    - a. What transportation investments would be most beneficial to the Tribes?
    - b. What policies to reduce greenhouse gas emissions from cars and trucks are most supported by members of your Tribes? (Examples include transportation demand management, smart driving, etc.)
  - *Conservation Areas* (20 min.)
    - a. Is your Tribe concerned about conservation of environmentally- &/or culturally-significant sites?
    - b. Is there a process, mechanism or other ways we can collaborate with you on planning to preserve these important conservation and resource areas?
    - c. Are there areas that have been adversely impacted by development that should be protected through restoration or reduction of future growth?
- 12:20 PM 6. **Closing Remarks** – Raquelle Myers (5 min.)
- 12:25 PM 7. **Adjourn**

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## Attendees

<b>Name</b>	<b>Title</b>	<b>Affiliation</b>
Vickey Macias	Tribal Administrator/ Transportation Planner	Cloverdale Rancheria of Pomo Indians
David Delira	Engineering Division Manager	Dry Creek Rancheria of Pomo Indians
Ken Tipon	Sacred Sites Committee	Federated Indians of Graton Rancheria
Nick Tipon	Sacred Sites Committee	Federated Indians of Graton Rancheria
Nina Hapner	Director of Environmental Planning	Kashia Band of Pomo Indians
Melinda Rivera	Tribal Administrator	Stewart's Point Rancheria
Gina Perrine	Housing Assistant	Stewart's Point Rancheria
Jake Mackenzie	Commissioner	Metropolitan Transportation Commission
Steve Heminger	Executive Director	Metropolitan Transportation Commission
Ezra Rapport	Executive Director	Association of Bay Area Governments
Paul Price	Executive Director	Napa County Transportation and Planning Agency
Suzanne Smith	Executive Director	Sonoma County Transportation Authority
Dan McElhinney	District 4 Chief Deputy Director	State Department of Transportation (Caltrans)
Lisa McKee	District 4 Native American coordinator	State Department of Transportation (Caltrans)
William Velasco	Associate Transportation Planner	State Department of Transportation (Caltrans)
Craig Noble	Public Information Officer	Metropolitan Transportation Commission
Brenda Dix	Transportation Planner	Metropolitan Transportation Commission

## Meeting Notes

### Notes from Tribal Government Summit, June 9, 2011

Recorded by Craig Noble, Brenda Dix and Katie Balk

#### Take home points from Ms. Kelly Myers, during the welcome and introductions

- National Indian Justice Center (NIJC) is an Indian owned and operated non-profit corporation.
- NIJC goals are to design and deliver legal education, research, and technical assistance programs to improve quality of life and the administration of justice for Native communities.
- NIJC has been working with the California and Nevada Tribal Transportation Training and Technical Assistance Program (TTAP) in an effort to get transportation programs formed and tribes engaged in the planning process. NIJC has been trying to raise the profile of TTAP within tribal governments.
- It is important to continue the dialogue between tribes, regional agencies, and county congestion management agencies (CMAs) after this meeting and use this opportunity to meet people on each side of jurisdictional lines.
- Another primary focus of NIJC is safety.

#### Take home points from Mr. Jake Mackenzie, Vice Mayor Rohnert Park and MTC Commissioner

- Tribes with lands in Sonoma County are sovereign nations, but they are also part of Sonoma County.
- Sonoma cities and towns have tribal neighbors to their west with lands and a Memorandum of Understanding with the Federated Indians of Graton Rancheria.
- Sonoma jurisdictions have had opportunities for diplomatic relationships with the tribes on issues such as casinos.
- Senior managers from MTC, ABAG and CMAs are working together to develop a Sustainable Communities Strategy (SCS), which will come out of Plan Bay Area.
- It is important to communicate planning processes and opportunities for tribes to stay engaged and comment on plans from regional agencies and Caltrans.

#### Take home points from Mr. Dan McElhinney, Chief Deputy, Caltrans District 4

- Caltrans has a very strong foundation working with Native American tribes. For example, it has had a Native American advisory committee for many years, which meets quarterly in Woodland.
- An important function of government-to-government relationships is to minimize adverse impacts of projects. For example, the tribes have advised Caltrans on how to protect archeological resources.
- Caltrans policies acknowledge Native American rights.
- Caltrans also consults with tribes on a regular basis on Safe Routes to Schools.

#### Comments by tribal government representatives during group discussion

##### Housing

- A big issue for the tribes is getting access to funding from the U.S. Department of Housing and Urban Development (HUD). Tribes still have members in need of housing.

## Meeting Notes (continued)

Getting housing through HUD can be problematic because of long waiting lists. Also, some tribal members don't qualify for HUD assistance because they are "too rich to be poor, and too poor to be rich."

- There often is no land available for housing on tribal reservations, either because there is not sufficient acreage or the land isn't suitable for housing construction. Consequently, most people don't live on tribal land; in fact, many live as far away as Sacramento.
- Remoteness of some tribal lands creates major transportation challenges for people who need to get to their jobs, schools and other amenities. Serious consequences include kids dropping out of school.
- Some tribal community members facing housing challenges so severe that large, multi-generational families share a single unit.
- Regardless of whether the issue is housing or something else, tribal representatives emphasized the need for a better process, particularly a process in which the tribes are involved early in the planning process.
- A related process challenge is that housing is so intertwined with related issues (jobs, transportation, etc.) that it can be confusing and difficult to ensure that the tribes are talking with the right entities and that the big picture isn't overlooked.
- In order for Plan Bay Area to be successful, lots of follow-up and additional consultation will be needed to ensure the tribes and many different government entities are collaborating.
- Some tribal representatives said it wasn't clear enough which agencies would be held accountable for what.

### Jobs

(The group jobs discussion was skipped because the meeting was running out of time.)

### Transportation

- The observation was made that mobile pollution sources can only be regulated so much. There was a question about what percentage of emissions can be realistically reduced and how much of an effect on the region the emissions reductions will really have.
- Agencies should have a better, more formal mechanism to request information from the tribal transportation and other needs because a 20-minute discussion on each of these topics isn't enough.
- Remoteness of some tribal communities makes transportation very difficult. They do lots of driving and are interested in finding less-polluting ways to get to medical facilities and other services and amenities. One possibility would be to invest in electric or plug-in hybrid vehicles and to provide electric charging stations at facilities used by tribal members.

### Conservation Areas

(The group conservation areas discussion was skipped because the meeting was running out of time.)

## Meeting Notes (continued)

### Comments by tribal government representatives during one-on-one discussions

At 12:30 p.m. most meeting participants had to leave, however representatives of the Federated Indians of Graton Rancheria and Stewarts Point Rancheria stayed behind for an additional half-hour of facilitated discussion with agency staff. Here is a summary of their top issues and comments:

- Process - Some tribal members said their number one concern is “process.” For example, they said the agencies’ leadership doesn’t always understand that government-to-government issues are being handled at the staff level. One suggestion to improve the process was for MTC to designate a tribal “liaison.” It was also suggested that tribal representatives could have seats on the MTC and ABAG.
- Protecting Cultural Resources - Many sacred sites are next to water and may be threatened by sea level rise. What can be done to protect them? Build sea walls? When Caltrans is trying to solve the problem of sea level rise with respect to roads, its efforts should go hand-in-hand with solving the problem of protecting cultural resources. Another example: Heavy rains caused by climate change could wash away tribal sites. A U.S. National Park Service report on all the climate change effects that could harm tribal history is due to be completed in 2012.
- Conservation - For example, tribal representatives said cultural sites impacted by an oil spill could not be easily remediated since the Bay Area Contingency Plan for emergencies was never completed. There was discussion about finding a way for Caltrans to share its database of conservation areas important to tribes with MTC and ABAG without undermining the security of the information.
- Road Maintenance - Truck traffic and the need for maintenance are priority concerns; there is interest in matching funds from Sonoma County for road improvements.
- Lack of Reliable Transportation – Some reservations are far from main roads, and routes are poorly lit at night. The current bus system is prohibitive to job access; shuttle access to employment centers and reliable bus service connecting to regional transit systems are needed. Tribal representatives expressed a desire for transportation improvements, such as electric bus service with stops in Santa Rosa, Rohnert Park, Windsor and Sonoma, and/or an electric car fleet similar to the ZipCar model.
- Sustainability – Some tribal members are interested in sustainability, such as developing energy-saving, greenhouse gas reduction projects and partnering with others to provide electric vehicle charging stations.
- Collaboration and relationship building – Lack of staff resources limit the tribes’ ability to collaborate with government, and yet collaboration is crucial for tribes to find fund-matching opportunities with special district funds given to them. Some suggested that large group meetings would benefit collaboration. In terms of relationship building, important considerations include: high turnover in tribal leadership, which can alter tribal priorities over time; building relationships with key people; and having government representatives visit tribal lands to see housing and transportation issues firsthand.

## Presentation Materials

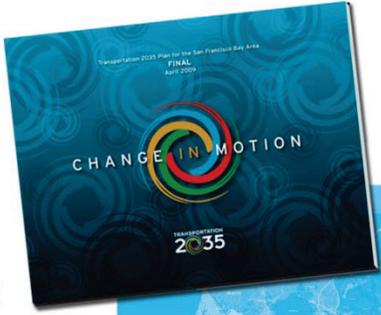
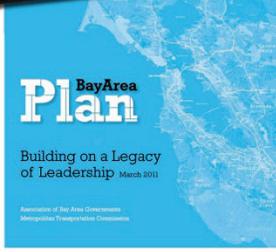


### An Overview of Plan Bay Area

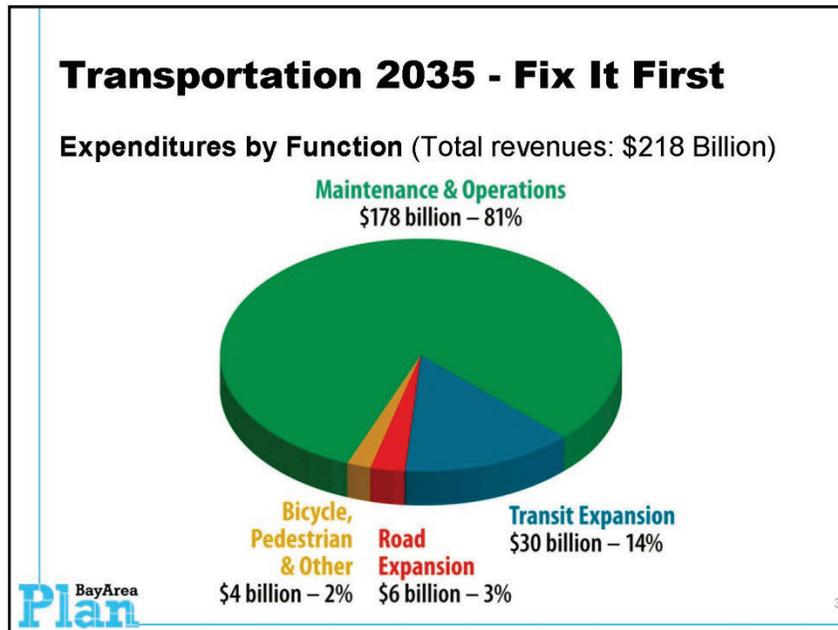
Native American Tribal Government Consultation and Workshop  
June 9, 2011

### Plan Bay Area

- Road map that guides region's transportation and land use development over 25-year period
- Plan constrained to revenues reasonably available to region
- Updated every four years
- Extensive public outreach and consultation with various agencies and tribal governments
- Transportation projects must be consistent with this plan to receive federal, state or regional funding


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## AB 32 Global Warming Solutions Act of 2006

- AB 32 establishes the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions
- AB 32 sets GHG emissions limit for 2020 at 1990 level
  - Acknowledges that 2020 is not the endpoint
  - Points way towards 80% reduction by 2050
- Air Resources Board (ARB) adopted a Scoping Plan to achieve AB 32's GHG emissions reduction target




**BayArea Plan**

## California's Three Pronged Approach to Reducing Transportation Greenhouse Gases

(with AB 32 Scoping Plan estimates for GHG reductions in 2020)

- Cleaner vehicles (AB 1493 – Pavley, 2002) – 38 tons
- Cleaner fuels (Low-Carbon Fuel Standard) – 15 tons
- More sustainable communities (SB 375) – 5 tons



## Senate Bill 375 Sustainable Communities Strategy

- Directs ARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
- Adds Sustainable Communities Strategy as new element to RTPs
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects consistent with SCS/APS
- Coordinates RHNA with the regional transportation planning process



### ARB Adopted GHG Targets September 2010

Percent Reduction in Per Capita Emissions from 2005 to Target Year		
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%

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**Plan**

### Performance Targets For 2035 compared to 2005

**1** Reduce per-capita carbon dioxide emissions from cars and light duty trucks by 15 percent



**4** Reduce by 50 percent the number of injuries and fatalities from all collisions



**2** House 100 percent of the region's projected 25-year growth by income level without displacing current low-income residents



**3** Reduce premature deaths from exposure to particulate emissions — 10 percent for fine particulates (PM 2.5) and 30 percent for coarse particulate emissions (PM 10)

— Achieve greater reductions in highly impacted areas

**5** Increase the average daily time walking or biking for transportation by 60 percent, for an average of 15 minutes per person per day



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**Plan**

## Performance Targets (cont'd) For 2035 compared to 2005

**6** Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)



**7** Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing

**9** Decrease by 10 percent vehicle miles traveled per capita and average per-trip travel time for non-auto modes



**8** Increase gross regional product (GRP) by 90 percent — an average annual growth rate of approximately 2 percent (in current dollars)



**10** Maintain the transportation system in a state of good repair



**Plan** BayArea

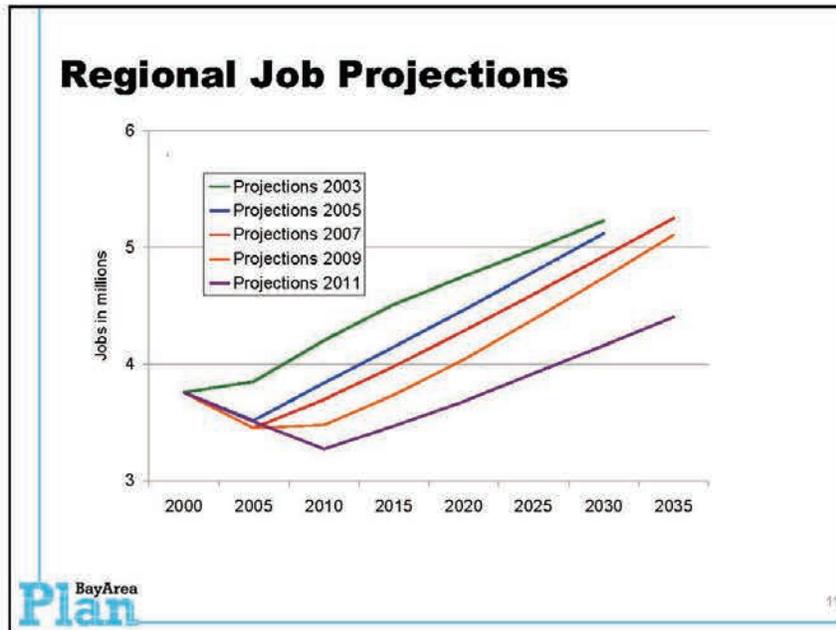
9

## Current Regional Plans

County	Population		Change	
	2005	Projections 2011	Percent Change	Increase
San Francisco	795,800	1,008,500	27%	212,700
Santa Clara	1,763,000	2,587,000	47%	824,000
Alameda	1,505,300	2,062,100	37%	556,800
Contra Costa	1,023,400	1,373,400	34%	350,000
Solano	421,600	497,600	18%	76,000
Napa	133,700	147,200	10%	13,500
Sonoma	479,200	564,500	18%	85,300
Marin	252,600	278,800	10%	26,200
San Mateo	721,900	896,300	24%	174,400
<b>Total</b>	<b>7,096,500</b>	<b>9,412,200</b>	<b>33%</b>	<b>2,315,700</b>

**Plan** BayArea

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### Bay Area Housing Costs: 2007

Rank	Median Home Value
1	San Jose—San Francisco—Oakland, CA \$694,700
2	Salinas, CA \$668,700
3	Santa Barbara—Santa Maria—Goleta, CA \$641,800
4	San Luis Obispo—Paso Robles, CA \$578,900
5	Honolulu, HI \$574,400

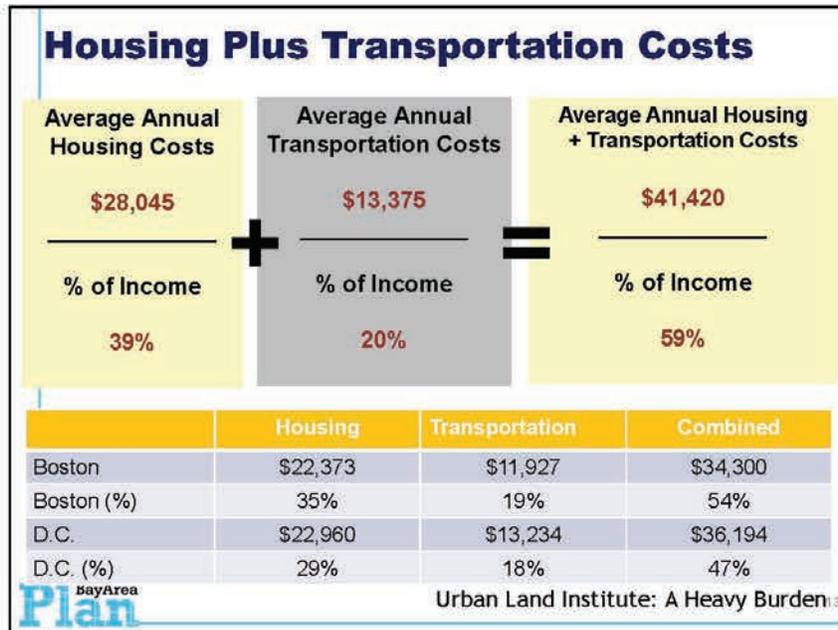
  

Rank	Median Monthly Costs for Homes with a Mortgage
1	San Jose—San Francisco—Oakland, CA \$2,803
2	Santa Barbara—Santa Maria—Goleta, CA \$2,471
3	Salinas, CA \$2,438
4	New York—Newark—Bridgeport, NY—NJ—CT—PA \$2,432
5	San Diego—Carlsbad—San Marcos, CA \$2,412

Rank	Median Gross Rent
1	San Jose—San Francisco—Oakland, CA \$1,221
2	Honolulu, HI \$1,206
3	Santa Barbara—Santa Maria—Goleta, CA \$1,205
4	San Diego—Carlsbad—San Marcos, CA \$1,168
5	Los Angeles—Long Beach—Riverside, CA \$1,090

BayArea Plan 12  
Source: 2007 American Community Survey

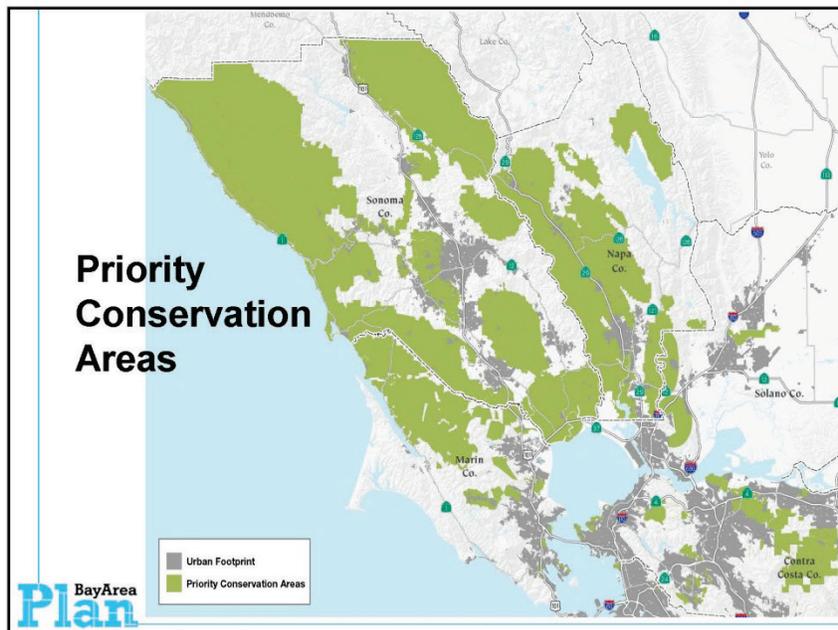
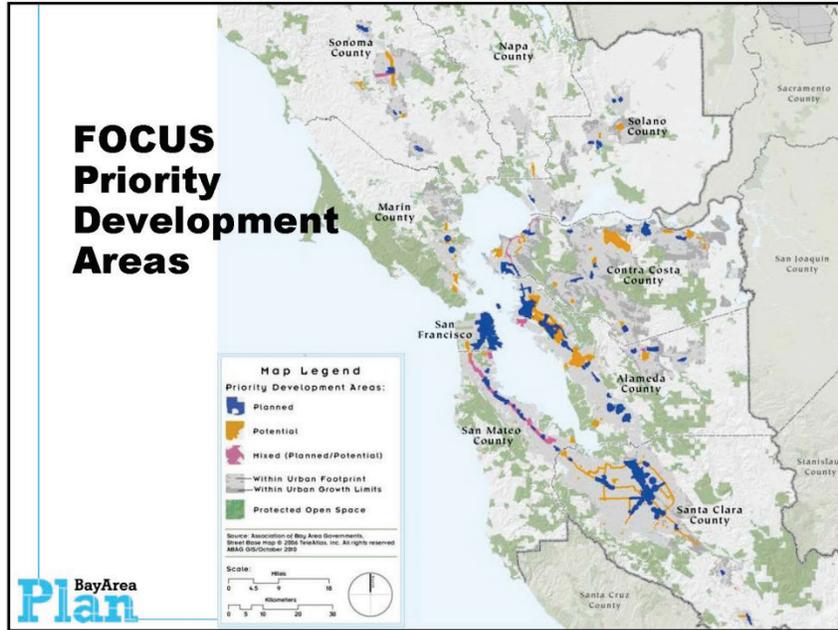


### Strategy for Growth

**What this means:**

- The growth we are planning for over the next several decades will be very different from the outward expansion over the last few decades.
- With the demands for environmental resource conservation and infrastructure efficiency, infill development with streamlined permitting and financial support will be primary strategies.

BayArea Plan 14



## Potential New Investment Strategies

- Grants for affordable housing close to transit
- Infrastructure bank to support investment in housing and jobs close to transit
- Transportation investments that reduce greenhouse gas emissions
- Infrastructure investments in small towns providing services and improving pedestrian access



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## Housing Development

- **Is it possible for your members to live on Tribal lands? Do your members prefer to live on or off Tribal lands?**
- **What are your housing challenges?**
- **What resources would you need to support your members' access to housing?**



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## Jobs

- Would you like to see job centers developed or expanded near Tribal lands?
- Would you like to see job centers developed or expanded near Tribal communities located off of tribal lands (urban, suburban communities)?
- What resources would your community need to support your members' access to jobs?



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## Transportation

- What transportation investments would be most beneficial to the Tribes?
- What policies to reduce greenhouse gas emissions from cars and trucks are most supported by members of your Tribes? (Examples included transportation demand management, smart driving, etc.)



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## Conservation Areas

- Is your Tribe concerned about conservation of environmentally- &/or culturally-significant sites?
- Is there a process, mechanism or other ways we can collaborate with you on planning to preserve these important conservation and resource areas?
- Are there areas that have been adversely impacted by development that should be protected through restoration or reduction of future growth?



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**Plan**



**Appendix II**  
**March 20, 2012 Consultation**

**Part A:** Invitation Letter and Invitee List..... page 29  
**Part B:** Agenda ..... page 33  
**Part C:** Attendees ..... page 34  
**Part D:** Meeting Notes ..... page 35  
**Part E:** Follow-up Letter ..... page 39  
**Part F:** Presentation Materials ..... page 42

## Invitation Letter



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
EMAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Adrienne J. Tissier, Chair*  
San Mateo County

February 16, 2012

*Amy Rein Worib, Vice Chair*  
Cities of Contra Costa County

*Tom Asunbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

*Scott Haggerty*  
Alameda County

*Anne W. Halted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
Cities of Santa Clara County

*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Bijan Saripati*  
State Business, Transportation  
and Housing Agency

*James P. Spring*  
Solano County and Cities

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Name

<<Title>>

Name of Tribe

Address

Address

Dear <<Title>>,

You are invited to attend the second Government-to-Government Consultation Summit with Bay Area Tribes and regional agencies to discuss Plan Bay Area, our region's long-range transportation and housing/land-use plan. We have made considerable progress since our consultation meeting last June and would like to update you and get further feedback on how Plan Bay Area can help meet the needs of federally-recognized Tribes in our region.

**Please join us on Tuesday, March 20 from 10:30 a.m. to 12:30 p.m. at the National Indian Justice Center, 5250 Aero Drive, Santa Rosa, CA 95403. Ms. Raquelle Myers, Senior Staff Attorney of the National Indian Justice Center, will host and facilitate the Summit. Breakfast snacks will be served at 10:00 a.m., and lunch will also be provided.**

In addition to updating you on Plan Bay Area, we hope to continue our discussion of issues raised by Tribes during the consultation last June, including: needed transportation improvements, affordable housing, protection of sacred sites and other cultural resources, conservation, sustainability, collaboration and relationship building.

The Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG) and the California Department of Transportation (Caltrans) would appreciate your participation in this consultation meeting. It is important that Tribal Governments have a seat at the table in planning the Bay Area's future. Please respond to Craig Noble, MTC Public Information Officer, at 510.817.5867 with the name, title, and affiliated government of the guests wishing to attend. Should you prefer a one-on-one discussion or are unable to attend the Summit, MTC and ABAG would be pleased to meet with you or representatives of your Government to discuss these topics or other items of interest at the time and place of your choosing.

Letter of Invitation to Summit  
February 16, 2012

Enclosed is a draft agenda. Should you have any questions, please feel free to contact Craig at the number above or ABAG Assistant Executive Director Patricia Jones at 510.464.7933 or MTC Planning Director Doug Kimsey at 510.817.5790.

Sincerely,



ADRIENNE J. TISSIER  
Chair  
Metropolitan Transportation  
Commission



MARK LUCE  
President  
Association of Bay Area  
Governments



BIJAN SARTIPI  
District Director  
Caltrans, District 4

## Invitee List

Name, Title		Affiliation	Contact Information
<i>Tribal Representatives — within region</i>			
1.	Patricia Hermosillo, Chairperson <i>copy</i> Silve Espinoza, Vice Chair Mario Hermosillo, EPA Council Member Vickey Macias, Tribal Administrator	<b>Cloverdale Rancheria of Pomo Indians</b>	555 South Cloverdale Blvd., Suite A Cloverdale, CA 95425-4043
2.	Harvey Hopkins, Chairperson <i>copy</i> Tom Keagan, Environmental Manager Gus Pina, Tribal Administrator	<b>Dry Creek Rancheria</b>	P.O. Box 607 Geyserville, CA 95441-0607
3.	Greg Sarris, Chairperson <i>copy</i> Gene Buvelot, Treasures/Cultural resource Lorelle Ross, Vice Chair/Tribal Administrator Ken and Nick Tipon, Sacred Sites Committee	<b>Federated Indians of Graton Rancheria</b>	6400 Redwood Drive, Suite 300 Rohnert Park, CA 94928-2341
4.	Daniel Beltran, Chairman <i>copy</i> Dino Beltran, Treasurer/Secretary Carol Tapia, Vice Chairperson	<b>Lower Lake Rancheria Koi Nation</b>	P.O. Box 3162 Santa Rosa, CA 95402
5.	Marjorie Mejia, Chairperson <i>copy</i> Cathy Lopez, Vice Chairperson Lisa Miller, Tribal Administrator	<b>Lytton Rancheria</b>	437 Aviation Boulevard Santa Rosa, CA 95403
6.	Ralph Sepulveda, Chairperson <i>copy</i> Sirirat Chullikorn, EPA Consultant Dino Franklin, Secretary Reno Franklin, Vice Chairperson Glenda Jacob-McGill, Tribal Treasurer Melinda Rivera, Tribal Administrator	<b>Stewart's Point Rancheria</b>	3535 Industrial Drive, Suite B2 Santa Rosa, CA 95403-2039
<i>Tribal Representatives — neighboring</i>			
7.	Valentino Jack, Chairperson <i>copy</i> John Cruz, Director of Public Works Anthony Jack, CEO/Tribal Administrator Sarah Ryan, EPA Council Member	<b>Big Valley Rancheria</b>	2726 Mission Rancheria Road Lakeport, CA 95453
8.	Charlie Wright, Chairperson <i>copy</i> Thelma Bradford, Tribal Administrator Dave Jones, Environmental Director	<b>Cortina Rancheria</b>	P.O. Box 1630 Williams, CA 95987-1630
9.	John Feliz, Chairperson <i>copy</i> Jesse Burnett, Tribal Transportation Planner Brad McDonald, Tribal Administrator	<b>Coyote Valley Band of Pomo Indians</b>	P.O. Box 39 Redwood Valley, CA 95470-0039

### Invitee List (continued)

	Name, Title	Affiliation	Contact Information
<i>Tribal Representatives — neighboring</i>			
10.	Marlene Sanchez, Chairperson <i>copy</i> Michael Derry, Planner/Economic Developer Walter Grey, Tribal Administrator	<b>Guidiville Rancheria</b>	P.O. Box 339 Talmage, CA 95481-0339
11.	Johnny Jamerson, Acting Chairperson <i>copy</i> Pamela Baumgartner, Tribal Administrator Tracy Tripp, Tribal Council Secretary	<b>Ione Band of Miwok Indians</b>	P.O. Box 699 Plymouth, CA 95669-0699
12.	Salvador Rosales, Chairperson <i>copy</i> Michael Holman, Tribal Administrator	<b>Potter Valley Rancheria</b>	2251 South State Street Ukiah, CA 95482-6723
13.	Elizabeth Hansen, Chairperson <i>copy</i> Martin Martinez, Transportation Planner Zhoa Qiu, Tribal Administrator	<b>Redwood Valley Rancheria</b>	3250 Road I Redwood Valley, CA 95470-9526
14.	David Fendrick, CEO	<b>River Rock Casino</b>	3250 Highway 128 Geyserville, CA 95441-0607
15.	Tracy Avila, Chairperson <i>copy</i> Anthony Duncan, Tribal Transportation Planner	<b>Robinson Rancheria</b>	P.O. Box 4017 Nice, CA 95464
16.	Marshall McKay, Chairperson <i>copy</i> Creig Marcus, Tribal Administrator	<b>Rumsey Rancheria</b>	P.O. Box 18 Brooks, CA 95606-0018
17.	Donald Arnold, Chairperson <i>copy</i> Shannon Ford, Environmental/Transportation Planner Patricia Franklin, Secretary Irenia Quitiquit, Environmental Director Bennett Wright, Tribal Administrator	<b>Scotts Valley Rancheria</b>	301 Industrial Avenue, Lakeport, CA 95453-5643

# Agenda

**PLAN BAY AREA**  
**NATIVE AMERICAN TRIBAL CONSULTATION AND OUTREACH**  
 Tuesday, March 20, 2012  
 National Indian Justice Center  
 5250 Aero Drive, Santa Rosa, CA 95403-8069

**FINAL AGENDA**

- 10:30 AM 1. **Welcome and Introductions (5 min.)**  
 Joseph Myers, Executive Director, National Indian Justice Center
- 10:35 AM 2. **Opening Remarks/Plan Bay Area Update (5 min.)**  
 Jake Mackenzie, Mayor, Rohnert Park and MTC Commissioner
- 10:40 AM 3. **California Transportation, Latest Outreach & Coordination with Tribes (5 min)**  
 Bijan Sartipi, Director, Caltrans District 4
- 10:45 AM 4. **First Breakout for Consultations (45 min.)**  
 Two tables will be set up for consultations. Tribal representatives will be invited to rotate from the first table to the second table for each of two consultation sessions:
- Plan Bay Area Transportation & Land-Use/Housing Consultation  
*Discussion Leaders:* Ann Flemer, Deputy Executive Director, Metropolitan Transportation Commission and Kenneth Kirkey, Planning Director, Association of Bay Area Governments
  - Sonoma and Marin Counties Transportation Consultation  
*Discussion Leaders:* Suzanne Smith, Executive Director, Sonoma County Transportation Authority, Dianne Steinhauer, Executive Director, Transportation Authority of Marin.  
*Additional participants:* Bijan Sartipi, Director, Caltrans District 4 and Lissa McKee, District Native American Coordinator, Caltrans District 4
- 11:30 AM 6. **Lunch Break (10 min)**  
 A catered lunch will be provided. Participants will be invited to choose their lunches and take a short break before moving to the second consultation session.
- 11:40 AM 5. **Second Breakout for Consultations (45 min.)**  
 Tribal representatives will be invited to rotate to a different table for a second consultation:
- Plan Bay Area Transportation & Land-Use/Housing Consultation
  - Sonoma and Marin Counties Transportation Consultation
- 12:25 PM 8. **Closing Remarks – Raquelle Myers (5 min.)**
- 12:30 PM 9. **Adjourn**

## Attendees

<b>Name</b>	<b>Title</b>	<b>Affiliation</b>
Vickey Macias	Tribal Administrator	Cloverdale Rancheria
Mario Hermosillo, Jr.	EPA Administrator	Cloverdale Rancheria
Teresa Romero	Tribal Administrator	Kashia Band of Pomo
Nina Hapner	Environmental Planning Director	Kashia Band of Pomo
Zhao Qiu	Tribal Administrator	Redwood Valley Rancheria
Mary Jane Fagalde	HCD Director	Scotts Valley Band of Pomo
Chuck Striplen	Associate Environmental Scientist	Amah Mutsun/ San Francisco Estuary Institute (SFEI)
Jake Mackenzie	Commissioner	Metropolitan Transportation Commission
Ann Flemer	Deputy Executive Director, Policy	Metropolitan Transportation Commission
Ken Kirkey	Planning Director	Association of Bay Area Governments
Bijan Sartipi	District 4 Director	California Department of Transportation (Caltrans)
Blesilda Gebreyesus	District Branch Chief	California Department of Transportation (Caltrans)
Lissa Mckee	District 4 Native American Coordinator	California Department of Transportation (Caltrans)
Ben Harris	Office of Cultural Resources	California Department of Transportation (Caltrans)
Kang Tang	Associate Transportation Planner	California Department of Transportation (Caltrans)
Suzanne Smith	Executive Director	Sonoma County Transportation Authority
Dianne Steinhauser	Executive Director	Transportation Authority of Marin
Craig Noble	Public Information Officer	Metropolitan Transportation Commission
Brenda Dix	Transportation Planner	Metropolitan Transportation Commission

## Meeting Notes

### **Plan Bay Area Transportation & Land-Use/Housing Breakout Consultation #1** **10:45 a.m. – 11:30 a.m.**

*Discussion Leaders:* Ann Flemer, Deputy Executive Director, Metropolitan Transportation Commission and Kenneth Kirkey, Planning Director, Association of Bay Area Governments

- There are several Priority Development Areas and Priority Conservation Areas in Sonoma County, which are designed to protect open space and agricultural lands, while making more vibrant, livable cities/housing.
- Tribal representatives expressed concern that Highway 101 splits Sonoma County, as does the Sonoma-Marín Area Rail Transit (SMART) corridor, which limits wildlife corridors leading to animal death and road kill. They would like to see the creation of animal passages to direct wildlife away from the road.
- All cities in Sonoma County have urban growth boundaries and growth will not happen outside of there. Sonoma County cities have policies in place to protect the open space between the cities. ABAG's Draft Jobs-Housing Connection Scenario also focuses on this issue.
- There are several proposed PDAs in unincorporated Sonoma County. These PDAs are in areas that have been designated "communities of concern."
- Santa Rosa's planned greenfield development is accounted for in the Draft Jobs-Housing Connection Scenario.
- Regional funding opportunities include climate, Safe Routes to School, Planning and Electric Vehicles.
- There are questions and concern about how the SMART corridor will it affect housing and displacement and safety? There is currently senior housing along the corridor. Transportation for Livable Communities station area plans will look at these issues.
- Tribal representatives asked whether they can submit projects for the plan. They were told that the counties are responsible for prioritizing projects, but that ABAG and MTC do want to hear more about needed projects. The Sonoma County Transportation Authority (SCTA) put out a notice to eligible parties to submit projects. Many of the Tribes are putting together a road inventory and a list of needed projects; they want to leverage existing funds.
- The counties are primarily responsible for local streets and road maintenance, and there is a need to coordinate this with the Tribes. Tribal plans include maintenance, planned roads and removed roads. The Tribes were asked to share their plans with the Congestion Management Agencies (CMAs) and MTC, since there may be opportunities to leverage funds.
- MTC's pavement management system could help the Tribes keep their maintenance reporting consistent.
- Tribal representatives suggested that MTC should include tribal money in the revenue stream to make a full picture. The U.S. Bureau of Indian Affairs helps manage roads on reservations, but the Tribes said they need funds eligible for any roads used by the tribes, not just on reservations.

- There is no federal funding for roads where the tribes overlap.
- Landless Tribes cannot receive funding from the Federal Highway Administration (FHWA). The Tribes can start planning efforts, but they can't receive funding for roads inventories until the roads connect to federally-recognized tribal land.
- Tribal representatives asserted that the Congestion Management Agencies should give their project lists to the tribes, so that communication goes both ways.
- Agency executives agreed there is a need to create maps with tribal land, transportation projects and growth assigned to tribal areas.
- Tribes can sign Memoranda of Agreement with the counties when working on partnering and leveraging funds.
- Agency representatives said it would be helpful to get GIS or CAD maps from the Tribes of their lands. Caltrans should have these maps as well.
- Tribal development areas are not subject to local zoning.
- All parties agreed that there is a need for more one-on-one meetings between individual Tribes and the various government agencies.
- MTC and the Kashia Band of Pomo Indians of Stewarts Point Rancheria are partnering on an electric vehicle (EV) demonstration project.
- Tribal representatives said there are many bicyclists using Tribal lands in coastal areas. They said these bicycle trips should be counted and recorded and combined with sustainable transportation goals.
- **Items for follow up:**
  - Mapping
  - One-on-one meetings
  - Pavement Management System
  - Add access to traffic counts

### **Plan Bay Area Transportation & Land-Use/Housing Breakout Consultation #2**

**11:40 a.m. – 12:25 p.m.**

*Discussion Leaders:* Ann Flemer, Deputy Executive Director, Metropolitan Transportation Commission and Kenneth Kirkey, Planning Director, Association of Bay Area Governments

- There was general discussion about the difficulty in creating transportation plans due to low funding levels and high data needs, underscoring the need for a pavement management system and traffic counts. The National Indian Justice Center and Caltrans have organized planning sessions on creating transportation plans.
- Tribal representatives complained that their connections with the CMAs are low and that they believe tribal roads are not CMA priorities.
- Caltrans Enhancement Program has provided funding for cultural and natural resources and mitigation measures.
- Tribal representatives said federal recognition of Tribes is just a starting point and that the recognized Tribes need to be included more fully in government planning efforts.
- ABAG and MTC said they would discuss how to better include Tribes in their planning and projects.
- Tribal representatives said that when there is no negotiation that they can litigate and they know how to do it.

- ABAG and MTC said the One Bay Area Grant Program PCA pilot can help protect open space in the North Bay and that it is a good opportunity for collaboration with the Tribes.
- Off-the-reservation Tribes are also interested in land easements and preservation.
- The Tribes are very interested in Safe Routes to School funds, but they said there is a need to extend the program past the current two mile boundary due to the long distances that Tribal students travel to and from school.

### **Sonoma and Marin Counties Transportation Breakout Consultation #1**

#### **10:45 a.m. – 11:30 a.m.**

*Discussion Leaders:* Suzanne Smith, Executive Director, Sonoma County Transportation Authority, Dianne Steinhauser, Executive Director, Transportation Authority of Marin.

*Additional participants:* Bijan Sartipi, Director, Caltrans District 4 and Lissa McKee, District Native American Coordinator, Caltrans District 4

- Suzanne Smith mentioned in her introduction that SCTA is primarily focused on things like widening Highway 101 and sales tax measures. She said they are a small agency, and they “don’t fill potholes.”
- Tribal representatives said that many of their members live in remote areas. This poses challenges in accessing services and other resources. They are also very concerned about protecting cultural and environmental resources.
- Tribal representatives said many, if not most, tribal members don’t live on tribal lands. In fact, many tribal members live in Santa Rosa and have difficulty traveling from their homes to the reservations to do the geographic remoteness of some reservations.
- Raquelle Meyers of the National Indian Justice Center (NIJC) said that NIJC can help the Tribes leverage funds from the Bureau of Indian Affairs (BIA).
- Caltrans underscored that it understands the importance of access issues and said Caltrans has small grants available to address these issues.
- Tribal representatives expressed interest in having shuttle service to provide transportation to community colleges.
- Raquelle Meyers said one of NIJC’s role as a resource for Tribes is training and technical assistance to help write grant applications.
- SCTA is rolling out a new real-time ride sharing pilot project in April 2012. Community colleges are one of the target audiences.
- TAM has similar “affinity” programs around colleges in Marin County.
- Raquelle Meyers said she would email grant application information/resource documents to MTC to distribute to the Tribes.
- Caltrans noted that there are many programs supporting electric vehicles and EV infrastructure through the Bay Area Air Quality Management District.
- Raquelle Meyers elaborated by referencing the Indian Reservation Roads (IRR) program, which addresses transportation needs of tribes by providing funds for planning, designing, construction, and maintenance activities. The program is jointly administered by the Federal Highway Administration’s Federal Lands Highway Office and the Bureau of Indian Affairs (BIA) in accordance with an interagency agreement.

**Sonoma and Marin Counties Transportation Breakout Consultation #2****11:40 a.m. – 12:25 p.m.**

*Discussion Leaders:* Suzanne Smith, Executive Director, Sonoma County Transportation Authority, Dianne Steinhauser, Executive Director, Transportation Authority of Marin.

*Additional participants:* Bijan Sartipi, Director, Caltrans District 4 and Lissa McKee, District Native American Coordinator, Caltrans District 4

- A Tribal representative raised the issue of a “precarious” intersection at the driveway to tribal land and Route 128. The Tribe has bought land to improve the intersection, but they’re still having problems moving forward. Caltrans acknowledged that the driveway to 128 still needs work to allow for improved access at that intersection. SCTA said that the pavement condition is not great there and the whole intersection may require some widening.
- Caltrans told Tribal representatives about its Environmental Justice Grants Program, including one project where redwood trees that get cut during project construction get used for lumber to support the program.
- Caltrans asked to learn more about the project on Route 128, so they can help review studies and the impacts on cultural resources. Mention was made of a study of Natural Resources and Heritage Resources that was performed for the Kashia Pomo Rancheria.
- Lissa McKee is the Caltrans contact person for help with a whole range of Tribal cultural issues, including: impacts, mitigation and the Indian rural roads network. She can also provide information about programs for senior mobility, ridesharing, Safe Routes to School and individual Caltrans projects.
- Some Tribal representatives said they are developing Memoranda of Understanding with Sonoma County for a few more projects.

# # #

## Recipients of Follow-up Letter

In response to the Tribal Consultation held March 20, 2012, MTC and ABAG summarized key topics heard at the meeting, and explained how they planned to respond to the feedback, in a follow-up letter sent to Tribal leaders. The letter can be found on the next page, and covered five areas:

- Funding & Training Opportunities
- Consultation with County Congestion Management Agencies (CMAs)
- Local Streets & Roads Inventory
- Mapping of Tribal Lands, Transportation Projects, Priority Development Areas and Cultural Resources Protection
- One-on-One Consultation

Name	Title	Affiliation
Vickey Macias	Tribal Administrator	Cloverdale Rancheria of Pomo Indians
Mario Hermosillo, Jr.	EPA Administrator	Cloverdale Rancheria of Pomo Indians
David DeLira	Tribal Engineer	Dry Creek Rancheria Band of Pomo Indians
Ken Tipon	Sacred Sites Committee	Federated Indians of Graton Rancheria
Nick Tipon	Sacred Sites Committee	Federated Indians of Graton Rancheria
Lorelle Ross	Vice Chair/Tribal Administrator	Graton Rancheria
Teresa Romero	Tribal Administrator	Kashia Band of Pomo Indians of the Stewarts Point Rancheria
Nina Hapner	Environmental Planning Director	Kashia Band of Pomo Indians of the Stewarts Point Rancheria
Joseph Myers	Executive Director	National Indian Justice Center
Zhao Qiu	Tribal Administrator	Redwood Valley Rancheria
Mary Jane Fagalde	HCD Director	Scotts Valley Band of Pomo Indians
Chuck Striplen	Associate Environmental Scientist	Amah Mutsun/ San Francisco Estuary Institute (SFEI)



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April 23, 2012

*Adrienne J. Tissier, Chair*  
San Mateo County

*Amy Rein Worth, Vice Chair*  
Cities of Contra Costa County

*Tom Acumbrodo*  
U.S. Department of Housing  
and Urban Development

*Tom Batey*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Dave Carrese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Federici D. Glaver*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

*Scott Hoggerty*  
Alameda County

*Anne W. Halstad*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
Cities of Santa Clara County

*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Hestinger*  
Executive Director

*Ann Fleener*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Dear \_\_\_\_\_,

Thank you for participating in the Native American Tribal Consultation and Outreach workshop held on March 20, 2012. Your input on the Bay Area's future growth and transportation investments, as well as the consultation process by which MTC and ABAG will continue to engage the tribes in our future long-range planning processes, are important to us.

As part of our follow-up, we would like to take this opportunity to summarize five key topics we heard at the workshop and how we plan to respond to the feedback, as follows:

- 1. Funding and Training Opportunities** – We heard a need for the tribal representatives to become aware of: (a) local, state and federal funding opportunities as they arise, and (b) training opportunities on how to prepare competitive grant applications. In response, MTC will coordinate with the National Indian Justice Center (NIJC) to disseminate funding opportunity notifications to the tribes, and we will also directly email them to you. Because state/federal funding processes can be difficult to navigate, MTC, Federal Highway Administration, Federal Transit Administration and Caltrans staff will host a funding workshop for tribal representatives to help you understand these processes to compete for transportation dollars.
- 2. Consultation with County Congestion Management Agencies** – We heard that there is keen interest from the tribes to continue to engage with the Sonoma County Transportation Authority (SCTA) and Transportation Authority of Marin (TAM) on planning and funding issues. MTC encourages tribal representatives to participate in the planning efforts conducted by these Congestion Management Agencies (CMAs) to share information on project priorities, to develop a better understanding of the respective county and tribal transportation needs, and to help identify ways to leverage county and tribal funds. We also encourage tribal representatives to request consultation with the CMAs and Caltrans (as applicable) to discuss the environmental review and delivery of their respective projects that may affect the tribes.

Thank you letter/Native American Tribal Consultation & Outreach Workshop  
 March 2012  
 Page 2

3. **Local Streets and Roads Inventory** – We heard that tribes need assistance in preparing an inventory of their local streets pavement conditions and funding needs for purposes of meeting Bureau of Indian Affairs requirements. As such, MTC would like to provide access to and training on MTC’s StreetSaver program – a web-based pavement management system software – to help tribes develop these inventories.
4. **Mapping of Tribal Lands, Transportation Projects, and Priority Development Areas & Cultural Resources Protection** – We heard that it would be helpful for the tribes to have a map that identifies proposed transportation projects, Priority Development Areas (PDAs), and Priority Conservation Areas (PCAs), so they can assess their potential impacts and benefits on tribal lands and resources. MTC staff is developing this map and will provide it to you shortly. In addition, we heard at past consultation meetings about the importance of preserving and protecting the tribes’ cultural and environmental resources, including resources that may not be situated on land owned by the tribes.
5. **One-on-One Consultation** – We heard that group consultations with the tribes, such as the March 20 workshop, help not only to facilitate dialogue among MTC, ABAG and tribal representatives, but also among the tribes themselves. In this spirit, we will continue to host similar consultation workshops for our long-range plans. However, we also heard about the importance of MTC and ABAG being available for one-on-one consultations to address specific issues of concern to tribal governments. We would be happy to follow up with you when requested.

We look forward to continued consultation with Native American tribes, as we move forward in our efforts to develop both long-term plans and individual projects that will enhance the quality of life in Bay Area communities for current and future generations.

Should you have any questions, or to follow up on any of the ideas listed above, please feel free to contact Craig Noble, MTC public information officer at 510.817.5867 (cnoble@mtc.ca.gov), or Ashley Nguyen, MTC senior planner at 510.817.5809 (anguyen@mtc.ca.gov).

Sincerely,

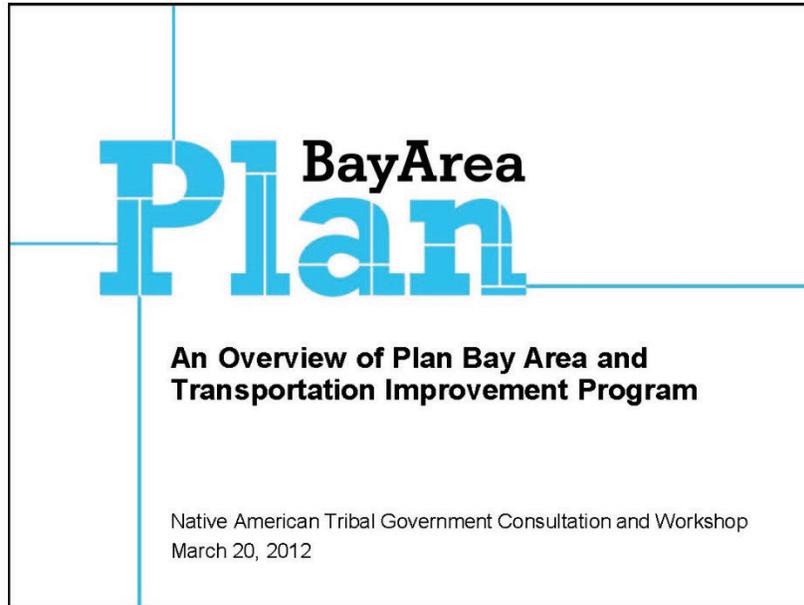


Ann Flemer  
 Deputy Executive Director, Policy

cc: Bijan Sartipi, Director, Caltrans District 4  
 Blesilda Gebreyesus, District Branch Chief, Caltrans District 4  
 Lissa McKee, District Native American Coordinator, Caltrans District 4  
 Ben Harris, Associate Environmental Planner, Office of Cultural Resources, Caltrans District 4  
 Kang Tang, Associate Transportation Planner, Caltrans District 4  
 Jake Mackenzie, Commissioner, MTC, and Mayor, City of Rohnert Park  
 Kenneth Kirkey, Planning Director, Association of Bay Area Governments  
 Suzanne Smith, Executive Director, Sonoma County Transportation Authority  
 Dianne Steinhauser, Executive Director, Transportation Authority of Marin  
 Raquelle Myers, Staff Attorney, National Indian Justice Center

J:\PROJECT\2013 RTP\_SCS\Tribal Consultation\March 2012 Summit\Follow-Ups\Thank you ltr March 2012 consultation FINAL.doc

## Presentation Materials



**Plan BayArea**

**An Overview of Plan Bay Area and  
Transportation Improvement Program**

Native American Tribal Government Consultation and Workshop  
March 20, 2012



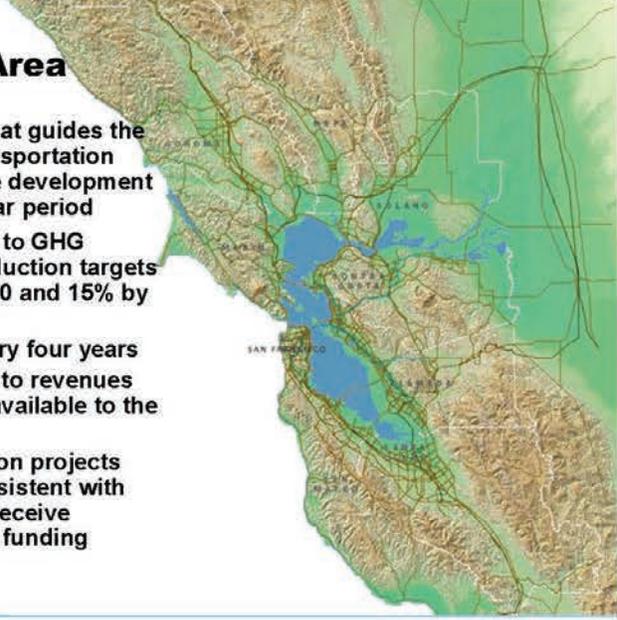
**In June, We Heard a Need for...**

- A more direct process of engaging tribal governments in the planning and project delivery of transportation projects
- Protecting cultural resources during project delivery
- Maintenance of roads serving tribal lands
- Access to funding programs to support the tribes transportation projects (e.g. electric vehicles, shuttle/bus service, and road maintenance)

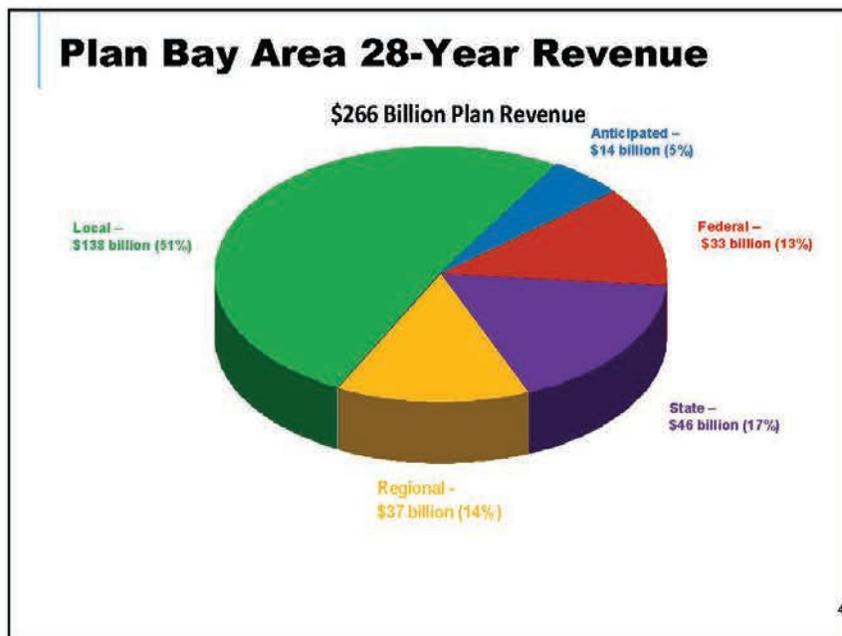
**Plan BayArea** 2

### Plan Bay Area

- Road map that guides the region's transportation and land use development over a 28-year period
- Must adhere to GHG emission reduction targets of 7% by 2020 and 15% by 2035
- Updated every four years
- Constrained to revenues reasonably available to the region
- Transportation projects must be consistent with this plan to receive federal/state funding



BayArea  
Plan



## Plan Bay Area Regional Initiatives

- **One Bay Area Grants**
  - Flexible monies distributed to counties (bike and pedestrian projects, local streets and roads maintenance, safe routes to school, planning activities, priority conservation areas)
- **Climate Initiatives Program**
  - Safe Routes to School and Climate Policy Initiatives
- **Transportation for Livable Communities**
  - Priority Development Area planning grants and the Affordable Transit Oriented Development Fund
- **Transportation Performance Initiative**
  - Increase the effectiveness of freeway and major arterial operations
  - Increase the effectiveness of transit services
- **Transit Capital Rehabilitation**
  - Keep trains, buses, and supporting infrastructure in a good state of repair
- **Transit Sustainability Project**
  - Running a more cost effective regional transit system



## One Bay Area Grant

- **\$250 million federal funds over three years (2013-2015)**
- **Rewards jurisdictions that accept housing allocations and produce housing with additional transportation dollars**
- **County congestion management agencies are responsible for project solicitation and selection.**
  - Tribes are eligible recipients
- **Eligible Project Categories**
  - Bicycle and Pedestrian, Transportation for Livable Communities, Road Rehabilitation, Safe Routes to School, Climate Initiatives, Open Space Access and Acquisition



### Potential Funding Sources for Transit in Tribal Areas

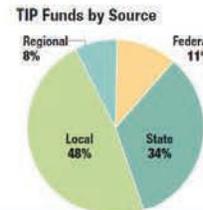
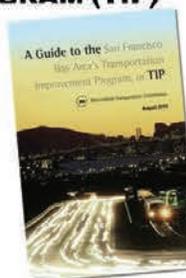
Program	Uses	Frequency	Lead Agency
FTA Tribal Transit Program (S. 5311c)	Capital and operating	Approx. Annual (FY12 applications due May 31st)	FTA
Other FTA Programs: Elderly & Disabled, Rural, New Freedom	Varies, capital and operating	Approx. Annual	MTC, Caltrans
FTA Urban Areas Transit Capital (S. 5307)	Capital Rehab/ Replacement	Annual	MTC, FTA
Lifeline Transportation Program	Capital and operating in low income areas	Periodic	MTC and Counties

- Each program has its own guidelines, process, timeline
- Federal programs may require partnerships with public agencies
- More information available on MTC, FTA, Caltrans websites or by contacting staff



### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- Programs funding for projects that are consistent with Plan Bay Area
- Total investment level of approximately \$11.1 billion
- Nearly 1,000 surface transportation projects
- Local funds are largest share, even though TIP is focused on projects with a federal interest
- A comprehensive listing of Bay Area surface transportation projects that receive **federal funds** or are **subject to a federally required action**, or are **regionally significant**
- Short-term program of projects (4-year period) that implements the Long range plan
- Updated every two years and revised monthly
- Current 2011 TIP period is FY 2010-11 through FY 2013-14. Detail of the TIP can be found at <http://www.mtc.ca.gov/funding/tip/>



### Consultation Approach

- Directed by MTC's Public Participation Plan
- Consultation occurs simultaneously with development of the long-range RTP, the earliest and key decision point regarding project and programming priorities
- During TIP development additional opportunities will be provided and additional consultation as requested

### 2013 TIP Development Schedule

- **June 22, 2012:** Draft released for Public Review
- **July 11, 2012:** Public Hearing on Draft TIP
- **August 9, 2012:** Close of Public Review Period
- **September 26, 2012:** Final 2013 TIP approved by Commission
- **December 17, 2012:** Final 2013 TIP approved by U.S. Dept. of Transportation



### Next Steps

- **April 13, 2012** - MTC presents a draft transportation investment strategy, which details the maintenance, system efficiency and expansion investment priorities over the next 28-years
- **May 2012** - MTC and ABAG adopt a preferred land use-transportation investment strategy
- **December 2012** - MTC and ABAG release Draft Plan Bay Area and companion EIR
- **Early 2013** – MTC and ABAG conduct another round of public engagement on Draft Plan Bay Area
- **Spring 2013** – MTC and ABAG adopt Final Plan Bay Area



## **Appendix III**

### **April 19, 2013 Consultation**

<b>Part A:</b>	Invitation letter and invitee list .....	page 48
<b>Part B:</b>	Agendas .....	page 53
<b>Part C:</b>	Attendees .....	page 55
<b>Part D:</b>	Meeting Notes .....	page 56
<b>Part E:</b>	Presentation Materials .....	page 58
1)	Draft Plan Bay Area Presentation .....	page 58
2)	Maps .....	page 74
3)	Transportation projects for North Bay Counties and Regional.....	page 86
4)	Draft Plan Bay Area EIR Executive Summary .....	page 96
5)	Draft Plan Bay Area EIR, Cultural Resources Chapter .....	page 110
6)	Regional Prosperity Plan.....	page 129
7)	MTC Fund Management System (FMS) & Project Information Presentation .....	page 131
8)	U.S. Department of Transportation Tribal Transportation Planning - "Module Training Series" .....	page 139
9)	One Bay Area Grant Program Information.....	page 141
10)	Transportation Research Board Publication: TCRP Project H-38: Developing, Enhancing, and Sustaining Tribal Transit Services.....	page 145



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*Amy Rein Worth, Chair*  
Cities of Contra Costa County

March 15, 2013

*Dave Cortese, Vice Chair*  
Santa Clara County

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azambardo*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Scott Huggerty*  
Alameda County

*Anne W. Hulsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Licardo*  
San Jose Mayor's Appointee

*Mark Luce*  
Association of Bay Area Governments

*Jake Mackenzie*  
Sonoma County and Cities

*Joe Pirzynski*  
Cities of Santa Clara County

*Jean Quarr*  
Oakland Mayor's Appointee

*Bijan Saripati*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Name, <<Title>>

Name of Tribe

Address

Address

Dear <<Title>>,

We are very pleased to invite you to attend the third government-to-government consultation summit with Bay Area Tribes and regional agencies to discuss Plan Bay Area, our region's long-range transportation and housing/land use plan. We have made considerable progress since our consultation meeting last March and would like to update you on the final draft plan.

**Please join us on Friday, April 19 from 10:00 a.m. to noon at the National Indian Justice Center, 5250 Aero Drive, Santa Rosa, CA 95403. Ms. Raquelle Myers, Senior Staff Attorney of the National Indian Justice Center, will host and facilitate the summit. We will start serving breakfast snacks at 10:00 a.m., and lunch also will be provided. At 1:00 p.m., we will offer an optional training on pavement management.**

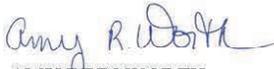
Please note that this summit will consist of two parts. First, the consultation with executives from our agencies will be from 10:00 a.m. to 12:00 p.m. Second, we will hold an optional transportation technical working session from 12:00 p.m. to 3:30 p.m. This will consist of a short overview of MTC's Transportation Fund Management System, as well as an approximately three-hour training session on MTC's StreetSaver pavement management software system. MTC is offering landed Tribes a free two-year subscription to StreetSaver, which should help create inventories of local pavement conditions and funding needs in order to meet Bureau of Indian Affairs funding requirements. We are offering the software and training in response to feedback we received from Bay Area Tribes at last year's consultation. For more information on StreetSaver, please visit [www.mtc.ca.gov/services/pmp/](http://www.mtc.ca.gov/services/pmp/).

The Metropolitan Transportation Commission, Association of Bay Area Governments and Caltrans appreciate your interest and look forward to your participation in this meeting. Please respond to Craig Noble, MTC public information officer, at 510.817.5867 and provide him with the name, title, and affiliated government of the guests wishing to attend. Also, please include RSVPs for anyone planning to attend the afternoon technical working session. Should you prefer a one-on-one discussion or be unable to attend the summit, MTC and ABAG would be pleased to schedule a meeting with you or representatives of your government to discuss these topics or other items of interest.

Letter of Invitation to Summit  
March 15, 2013

Enclosed is a draft agenda. Should you have any questions, please feel free to contact Craig at the number above or ABAG Assistant Executive Director Patricia Jones at 510.464.7933 or MTC Planning Director Ken Kirkey at 510.817.5790.

Sincerely,



AMY REIN WORTH  
Chair  
Metropolitan Transportation  
Commission



MARK LUCE  
President  
Association of Bay Area  
Governments



BIJAN SARTIPI  
District Director  
Caltrans, District 4

## Invitee List

Name, Title		Affiliation	Contact Information
<i>Tribal Representatives — within region</i>			
1.	Patricia Hermosillo, Chairperson <i>copy</i> Silve Espinoza, Vice Chair Mario Hermosillo, EPA Council Member Vickey Macias, Tribal Administrator Sandra Roope, Representative Lawrence Stra, Bookkeeper Elaine Willits, Treasurer Christina Hermosillo, Secretary	<b>Cloverdale Rancheria of Pomo Indians</b>	555 South Cloverdale Blvd., Suite A Cloverdale, CA 95425-4043
2.	Harvey Hopkins, Chairperson <i>copy</i> Tom Keagan, Environmental Manager Gus Pina, Tribal Administrator David DeLira, Tribal Engineer Gabe Nevarez, Member-at-Large Salvina Norris, Secretary/Treasurer	<b>Dry Creek Rancheria</b>	P.O. Box 607 Geyserville, CA 95441-0607
3.	Greg Sarris, Chairperson <i>copy</i> Gene Buvelot, Treasures/Cultural resource Lorelle Ross, Vice Chair/Tribal Administrator Rodney Clements/Tribal Administrator Ken and Nick Tipon, Sacred Sites Committee Jeanette Anglin, Secretary Robert Baguio, Member Joanne Campbell, Member Lawrence Stafford, Member Gillian Hayes Anne Swoveland	<b>Federated Indians of Graton Rancheria</b>	6400 Redwood Drive, Suite 300 Rohnert Park, CA 94928-2341
4.	Nina Hapner, Director of Environmental Services Angelique Lane, Member-At-Large Elayne May-Muro, Member-At-Large Gina Perrine Emilio Valencia, Tribal Chairperson Sandy Pinola, Tribal Vice Chairperson Teresa Romero, Tribal Administrator Leonard Sheard, Member-At-Large Violet Wilder, Tribal Secretary	<b>Kashia Band of Pomo Indians of the Stewarts Point Rancheria</b>	1420 Guerneville Road, Suite 1 Santa Rosa, CA 95403
5.	Daniel Beltran, Chairman <i>copy</i> Dino Beltran, Treasurer/Secretary Carol Tapia, Vice Chairperson	<b>Lower Lake Rancheria Koi Nation</b>	P.O. Box 3162 Santa Rosa, CA 95402

<b>Name, Title</b>		<b>Affiliation</b>	<b>Contact Information</b>
6.	Marjorie Mejia, Chairperson <i>copy</i> Cathy Lopez, Vice Chairperson Lisa Miller, Tribal Administrator Mary Figueroa, Tribal Official Daniel Steele, Jr., Tribal Official Carol Steele, Tribal Official Dianne Seidner, Environmental Planner Burt Steele, Treasurer Danny Ocampo, Secretary	<b>Lytton Rancheria</b>	437 Aviation Boulevard Santa Rosa, CA 95403
7.	Joseph Myers, Executive Director	<b>National Indian Justice Center</b>	5250 Aero Drive Santa Rosa, CA 95403-8069
<i>Tribal Representatives — neighboring</i>			
8.	Anthony Jack, Tribal Administrator <i>copy</i> Ronda Mottlow, Director of Public Works Sarah Ryan, EPA Council Member	<b>Big Valley Rancheria</b>	2726 Mission Rancheria Road Lakeport, CA 95453
9.	Charlie Wright, Chairperson <i>copy</i> Thelma Bradford, Tribal Administrator Dave Jones, Environmental Director Karen Flores, EPA Administrator	<b>Cortina Rancheria</b>	P.O. Box 1630 Williams, CA 95987-1630
10.	John Feliz, Chairperson <i>copy</i> Brad McDonald, Tribal Administrator	<b>Coyote Valley Band of Pomo Indians</b>	P.O. Box 39 Redwood Valley, CA 95470-0039
11.	Marlene Sanchez, Chairperson <i>copy</i> Michael Derry, Planner/Economic Developer Walter Grey, Tribal Administrator Lisa Linder, Administrative Assistant	<b>Guidiville Rancheria</b>	P.O. Box 339 Talmage, CA 95481-0339
12.	Johnny Jamerson, Acting Chairperson <i>copy</i> Pamela Baumgartner, Tribal Administrator Glen Villa, Cultural Heritage Committee Tracy Tripp, Tribal Council Secretary	<b>Ione Band of Miwok Indians</b>	P.O. Box 699 Plymouth, CA 95669-0699
13.	Salvador Rosales, Chairperson <i>copy</i> Rosemary Rahmaoui, Secretary	<b>Potter Valley Rancheria</b>	2251 South State Street Ukiah, CA 95482-6723
14.	Elizabeth Hansen, Chairperson <i>copy</i> Martin Martinez, Transportation Planner Zhoa Qiu, Tribal Administrator	<b>Redwood Valley Rancheria</b>	3250 Road I Redwood Valley, CA 95470-9526
15.	David Fendrick, CEO	<b>River Rock Casino</b>	3250 Highway 128 Geyserville, CA 95441-0607
16.	Tracy Avila, Chairperson <i>copy</i> Anthony Duncan, Tribal Transportation Planner	<b>Robinson Rancheria</b>	P.O. Box 4017 Nice, CA 95464

<b>Name, Title</b>		<b>Affiliation</b>	<b>Contact Information</b>
17.	Donald Arnold, Chairperson <i>copy</i> Mary Jane Fagalde, HCD Director Shannon Ford, EPA Administrator Jody Larson, EPA Administrator Patricia Franklin, Secretary Irenia Quitiquit, Environmental Director Bennett Wright, Tribal Administrator	<b>Scotts Valley Rancheria</b>	301 Industrial Avenue, Lakeport, CA 95453-5643
18.	Marshall McKay, Cultural Resources Director	<b>Yocha Dehe Wintun Nation</b>	P.O. Box 18 Brooks, CA 95606-0018

**PLAN BAY AREA**  
**NATIVE AMERICAN TRIBAL CONSULTATION AND OUTREACH**  
**Friday, April 19, 2013**  
**National Indian Justice Center**  
**5250 Aero Drive, Santa Rosa, CA 95403-8069**

**AGENDA**

- 10:00 AM 1. **Welcome and Introductions (5 min.)**  
 Joseph Myers, Executive Director, National Indian Justice Center
- 10:05 AM 2. **Opening Remarks/Plan Bay Area Update (5 min.)**  
 Bill Dodd, Napa County Supervisor and MTC Commissioner
- 10:10 AM 3. **California Transportation, Latest Outreach & Coordination with Tribes (5 min)**  
 Bijan Sartipi, Director, Caltrans District 4
- 10:15 AM 4. **First Breakout for Consultations (45 min.)**  
 Two tables will be set up for consultations. Tribal representatives will be invited to rotate from the first table to the second table for each of two consultation sessions:
- Plan Bay Area Transportation & Land-Use/Housing Consultation  
*Discussion Leaders:* Steve Heminger, Executive Director, Metropolitan Transportation Commission; Ezra Rapport, Executive Director, Association of Bay Area Governments
    - Plan Bay Area EIR – Cultural Resources
    - North Bay Transportation Projects
    - North Bay Land Use Development and Conservation
    - Transportation Improvement Program (TIP)
  - Sonoma and Marin Counties Transportation Consultation  
*Discussion Leaders:* Janet Spilman, Deputy Director, Planning and Outreach, Sonoma County Transportation Authority; Dianne Steinhauser, Executive Director, Transportation Authority of Marin.  
*Additional participants:* Bijan Sartipi, Director, Caltrans District 4 and Lissa McKee, District Native American Coordinator, Caltrans District 4
- 11:00 AM 5. **Second Breakout for Consultations (45 min.)**  
 Tribal representatives will be invited to rotate to a different table for a second consultation:
- Plan Bay Area Transportation & Land-Use/Housing Consultation
  - Sonoma and Marin Counties Transportation Consultation
- 11:45 AM 6. **Lunch Break (15 min)**  
 A catered lunch will be provided. Participants will be invited to choose their lunches and take a short break before the afternoon session begins. Please review the invitation letter for more information on who should attend the afternoon session.
- 12:00 PM 7. **Adjourn Morning Session**

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## TRANSPORTATION TECHNICAL WORKING SESSION

Friday, April 19, 2013  
National Indian Justice Center  
5250 Aero Drive, Santa Rosa, CA 95403-8069

### AGENDA

- |          |    |   |
|----------|----|---|
| 12:00 PM | 1. | <b>Welcome and Introductions</b> <i>(5 min.)</i><br>Brenda Dix, Metropolitan Transportation Commission  |
| 12:05 PM | 2. | <b>Transportation Fund Management System (FMS) Overview</b> <i>(10 min.)</i><br>Adam Crenshaw, Metropolitan Transportation Commission <ul style="list-style-type: none"> <li>• <i>Search and locate transportation projects online</i></li> </ul>   |
| 12:20 PM | 3. | <b>Plan Bay Area Project Database Overview</b> <i>(10 min.)</i><br>Stefanie Hom, Metropolitan Transportation Commission <ul style="list-style-type: none"> <li>• <i>Search and locate transportation projects online</i></li> </ul>   |
| 12:30 PM | 4. | <b>StreetSaver – Pavement Management System Software Training</b> <i>(3 hr.)</i><br>Sui Tan, Metropolitan Transportation Commission <ul style="list-style-type: none"> <li>• <i>MTC is offering Native American Tribes a free two year subscription to StreetSaver.</i></li> <li>• <i>StreetSaver® will help landed tribes create an inventory of their local pavement conditions and funding needs in order to meet the Bureau of Indian Affairs funding requirements. StreetSaver will help tribes make informed and timely decisions about their pavements — preventing problems through judicious maintenance, and diagnosing pavement failures and scheduling repairs in a cost-effective manner.</i></li> </ul> |
| 3:30 PM  | 5. | <b>Adjourn Afternoon Session</b>  |

## Attendees

Name	Title	Affiliation
Gillian Hayes	Transportation Planner	Graton Rancheria
Nina Hapner	Environmental Planning Director	Kashia Band of Pomo
Randy Marrufo	Transportation Planner	Kashia Band of Pomo
Chuck Striplen	Associate Environmental Scientist	Amah Mutsun/ San Francisco Estuary Institute (SFEI)
Bill Dodd	Commissioner	MTC Commission and Napa County Board of Supervisors
Ann Flemer	Deputy Executive Director, Policy	Metropolitan Transportation Commission
Brad Paul	Deputy Executive Director	Association of Bay Area Governments
Dianne Steinhauser	Executive Director	Transportation Authority of Marin
Linda Jackson	Planning Manager	Transportation Authority of Marin
Janet Spilman	Deputy Director, Planning & Public Outreach	Sonoma County Transportation Authority
Seana L. S. Gause	Program/Project Analyst	Sonoma County Transportation Authority
Diane Dohm	Transportation Planner	Sonoma County Transportation Authority
Lee Taubenek	Deputy District 4 Director	California Department of Transportation (Caltrans)
Blesilda Gebreyesus	District Branch Chief	California Department of Transportation (Caltrans)
Elizabeth Mckee	District 4 Native American Coordinator	California Department of Transportation (Caltrans)
Lonora Graves	Chief, Native American Planning Branch	California Department of Transportation (Caltrans)
Alyssa Begley	Chief, Office of Community Planning	California Department of Transportation (Caltrans)
Kathryn Rose	Cultural Resources Manager	California Department of Transportation (Caltrans)
Kang Tang	Associate Transportation Planner	California Department of Transportation (Caltrans)
Brenda Dix	Transportation Planner	Metropolitan Transportation Commission
Stefanie Hom	Transportation Planner	Metropolitan Transportation Commission
Theresa Romell	Transportation Analyst	Metropolitan Transportation Commission
Adam Crenshaw	Transportation Analyst	Metropolitan Transportation Commission
Sui Tan	Transportation Analyst	Metropolitan Transportation Commission
Craig Noble	Public Information Officer	Metropolitan Transportation Commission
Catalina Alvarado	Public Information Officer	Metropolitan Transportation Commission

## Meeting Notes

### **Plan Bay Area Transportation & Land-Use/Housing Breakout Consultation #1**

**10:15 a.m. – 11:00 a.m.**

*Discussion Leaders:* Ann Flemer, Deputy Executive Director, Metropolitan Transportation Commission, and Brad Paul, Deputy Executive Director, Association of Bay Area Governments

- Focused Growth preserves open space and resource/cultural land.
- MTC's Regional Prosperity plan and U.S. Department of Housing and Urban Development (HUD) grants would be an excellent opportunity for tribes to engage. Three upcoming meetings are scheduled in Santa Rosa. Grant announcements will be sent to the tribes.
- Environmental Impact Report (EIR) Cultural Resources
  - Comment period open until May 16<sup>th</sup>
  - Small impact on cultural resources due to limited development outside urban areas, but project managers will have to complete their own analysis before implementation.
- Online project database will be introduced in afternoon session. Transportation Fund Management Software (FMS) includes projects listed in the Transportation Improvement Program (TIP) – the short term plan of funded projects.
- Long range tribal transportation plans -
  - The TIP and MTC's online database are the best resources to identify overlap and ensure consistency when inventorying roads.
- Half of Plan Bay Area funding goes to the Congestion Management Agencies' (CMA's) priority project lists. (North Bay CMAs are Transportation Authority of Marin & Sonoma County Transportation Authority.)
  - Tribes should communicate regularly with CMAs, in addition to the regional agencies.
- Tribes must submit roads maintenance and construction information in a specific format to the U.S. Bureau of Indian Affairs (BIA). Street Saver will help, since many roads are already inventoried; using this tool can help inform where to invest.
- BIA earmarks are based on tribe sites and roads used. Funding is dispersed through the Federal Highway Administration.
- Only 2 percent of BIA transportation funding goes to California despite the large number of landed tribes.
- MAP-21 ("Moving Ahead for Progress in the 21st Century Act," the federal highway authorization act signed by President Obama in 2012) presents serious challenges for tribes, since they can no longer count county roads in their inventories.

**Plan Bay Area Transportation & Land-Use/Housing Breakout Consultation #2****11:40 a.m. – 12:25 p.m.**

*Discussion Leaders:* Ann Flemer, Deputy Executive Director of Policy, Metropolitan Transportation Commission, and Brad Paul, Deputy Executive Director, Association of Bay Area Governments

- This session addressed specific concerns of one of the tribes.
- The tribe is geographically remote from transportation services and amenities in Sonoma County.
- The tribe is working on a Long Range Transportation Plan to apply for BIA funds.
- Tribal representatives want training for road maintenance equipment operation.
- The tribe has Arc Map 10 software, but it needs help with Geographic Information Systems (GIS).
- The tribe has some housing assistance programs in place for its members.

**Sonoma and Marin Counties Transportation Breakout Consultation #1****10:15 a.m. – 11:00 a.m.**

*Discussion Leaders:* Janet Spilman, Deputy Director, Planning and Outreach, Sonoma County Transportation Authority, Dianne Steinhauser, Executive Director, Transportation Authority of Marin.

*Additional participants:* Lee Taubneck, Caltrans District 4 , Deputy District Director, Planning, and Lissa McKee, District Native American Coordinator, Caltrans District 4

- This session also addressed specific concerns of one of the tribes.
- The tribe has its own transportation plan, which it is trying to make consistent with MAP-21 standards. However a big challenge is that the new federal highway act offers tribes funding for tribal roads only, not county and state roads that the tribes also depend on.
- Road maintenance challenges in this remote area include swells, drainage, mud washing on roads, and fixing culverts.
- The tribe hopes that an electric vehicle project and installation of photovoltaic lights will benefit not just the tribe and tribal jobs, but also boost tourism.

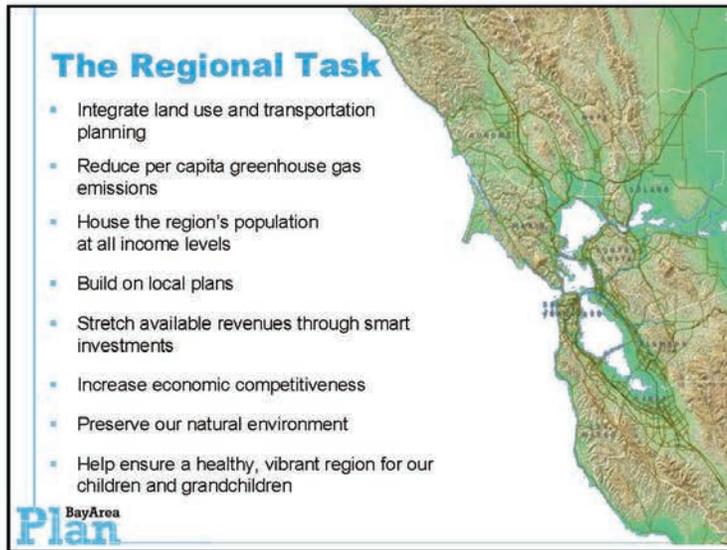
**Sonoma and Marin Counties Transportation Breakout Consultation #2****11:40 a.m. – 12:25 p.m.**

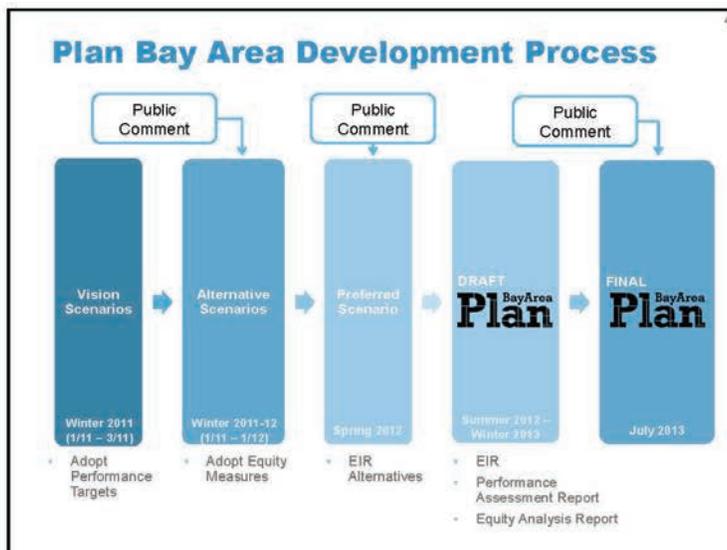
*Discussion Leaders:* Janet Spilman, Deputy Director, Planning and Outreach, Sonoma County Transportation Authority, Dianne Steinhauser, Executive Director, Transportation Authority of Marin.

*Additional participants:* Lee Taubneck, Caltrans District 4 , Deputy District Director, Planning, and Lissa McKee, District Native American Coordinator, Caltrans District 4

- Geographic Information Systems needs by tribes:
  - Tribes advised to:
    - Call CMAs to see what assistance they can offer
    - Call Caltrans for Tribal Assistance Programs
- Tribes are developing transportation plans to classify roads and conform with government funding requirements.

Presentation Materials





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**Draft Plan Bay Area =  
Preferred Scenario adopted May 2012**

- Jobs-Housing Connection Strategy
- Transportation Investment Strategy



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**Draft Plan Bay Area  
Growth Trends**

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### Regional Growth

	2010	2040	Growth 2010-2040
Jobs	3,385,000	4,505,000	1,120,000
Population	7,151,000	9,299,000	2,148,000
Housing Units	2,786,000	3,446,000	660,000

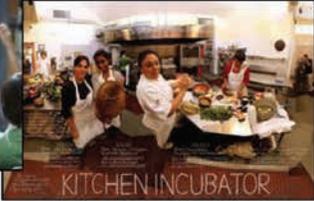
**BayArea Plan**

### Employment Trends

Knowledge-based and Service Industries Lead Job Growth

- Nearly 75% of new jobs in professional services, health and education, and leisure and hospitality

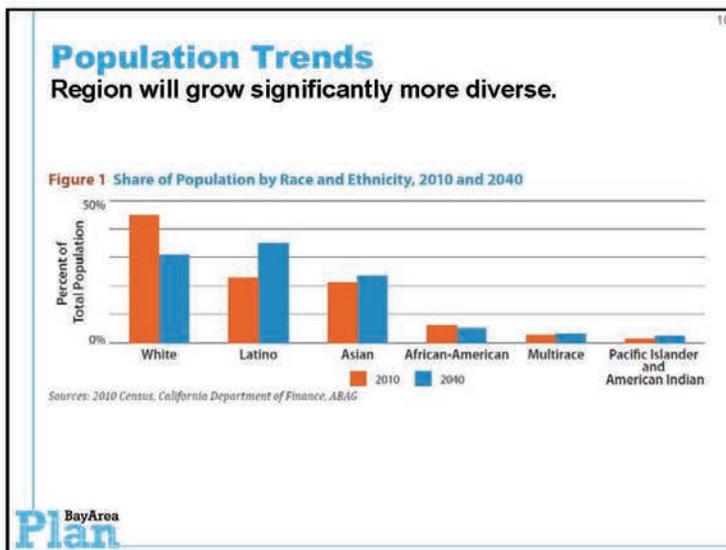


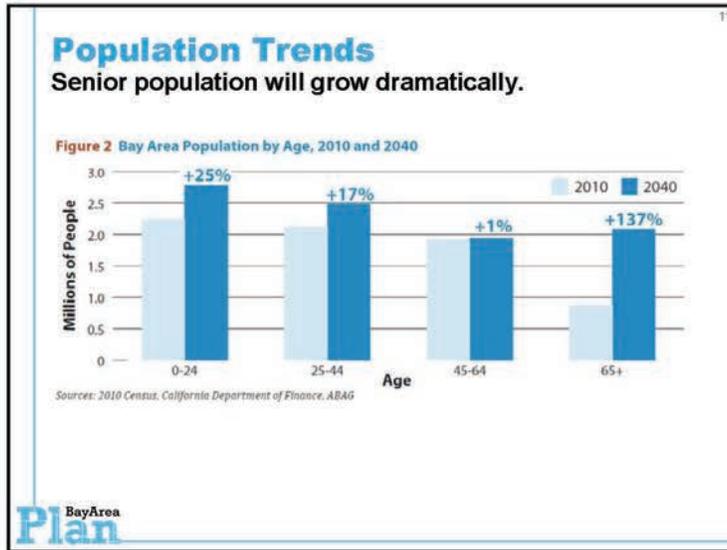



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**Employment Trends**  
 Knowledge sector and service sectors expected to grow have shown a strong preference for locations near transit in urban centers

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## Draft Plan Bay Area Growth Strategy

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### Regional Growth Strategy

**Priority Development Areas**

- Nearly 170 locally nominated areas in over 60 cities and counties
  - Within an existing community/Infill development area
  - Near existing/planned transit
  - Providing housing and/or jobs
  - Diversity of densities and community identities



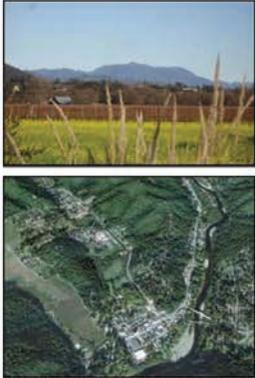
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## Regional Growth Strategy

### Priority Conservation Areas

- Areas to be retained for open space or farmland to maintain quality of life
- More than 100 locally nominated areas

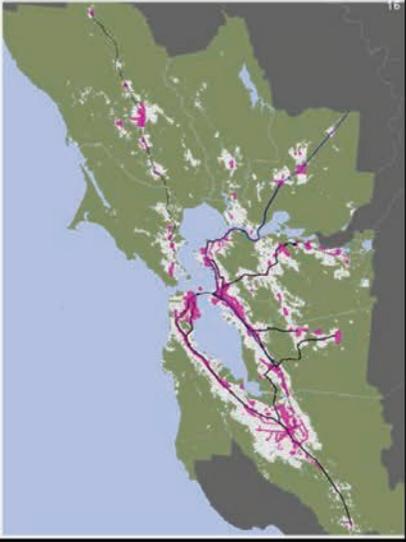


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## Regional Growth Strategy

### Focused Growth

- Non-urbanized land
- Urbanized land
- PDAs
  - Less than 5% of region's land
  - Nearly 80% of new homes
  - Over 60% of new jobs



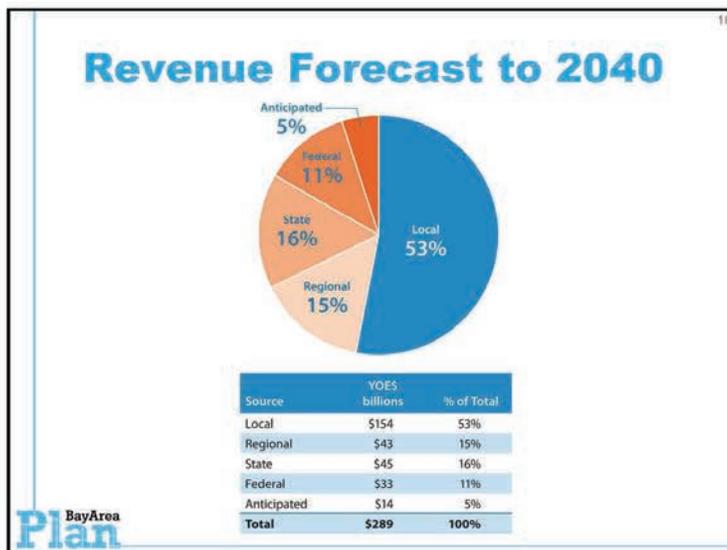
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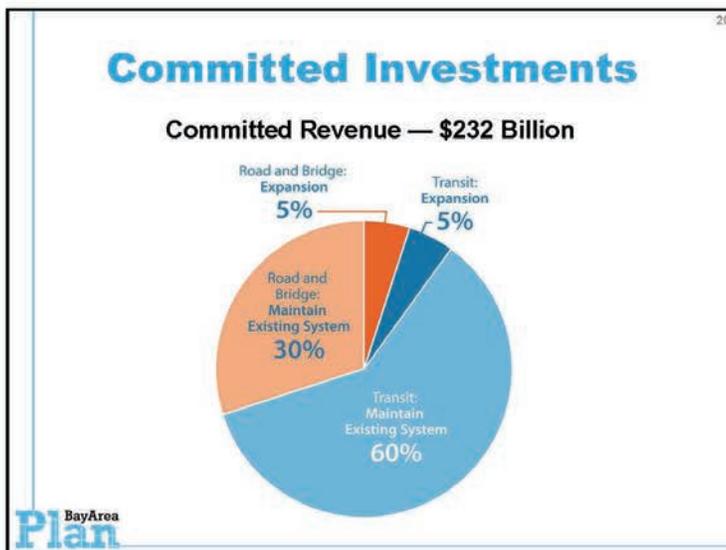
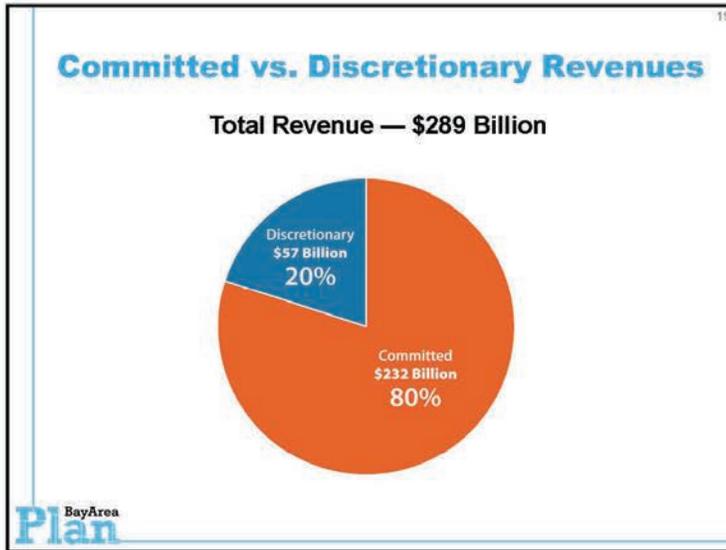
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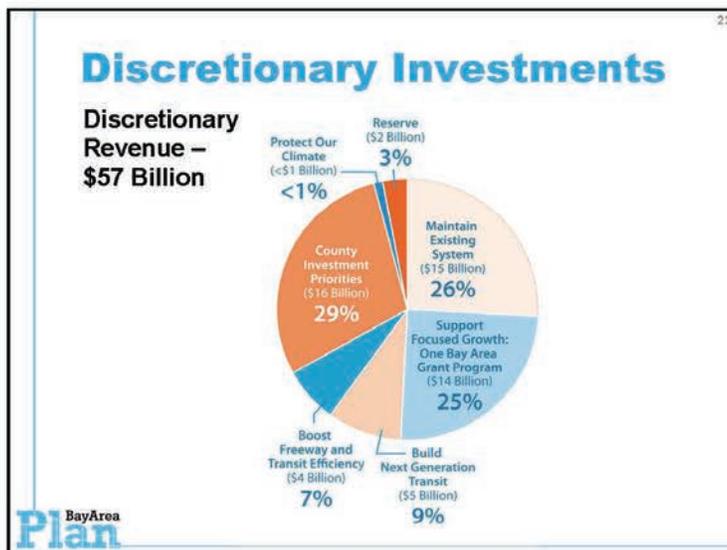
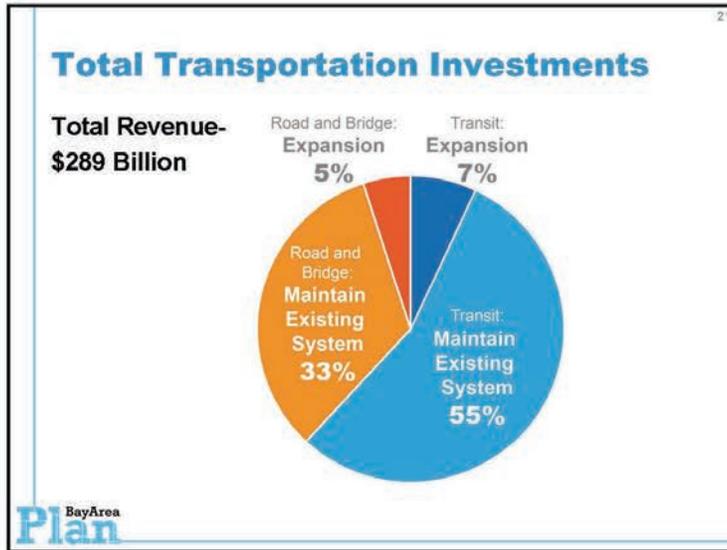
# Draft Plan Bay Area

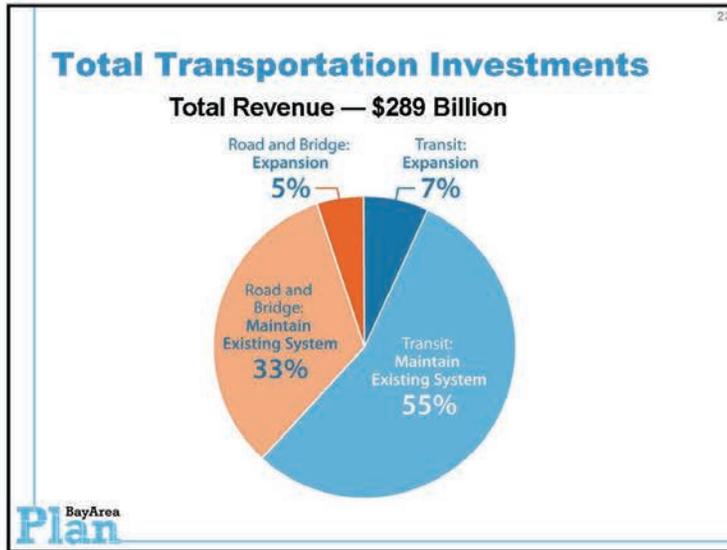
## Investments

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### Plan Bay Area Climate Program

Policy Initiative (Ordered from most to least cost effective)	Cost In YOE Millions	Per Capita CO2 Emissions Reductions in 2035
Commuter Benefits Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.8%
Vanpool Incentives/Employer Shuttles	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.6%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
<b>Total</b>	<b>\$630</b>	<b>-6.6%</b>

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## Performance Results

Plan Meets or Exceeds Six Targets		
Climate Protection	Reduce per-capita emissions from cars and light duty trucks by 15%	Reduces by 18% by 2040
Adequate Housing	House 100% of the region's projected growth	Houses 100% of projected growth
Healthy and Safe Communities	Reduce premature deaths from exposure to fine particulate matter by 10%	Reduces exposure by 71%
	Achieve greater reductions in highly impacted areas	Achieves greater reductions
Open Space and Agricultural Land	Direct all non-agricultural development within existing urban development and urban growth boundaries	Achieves target
Economic Vitality	Increase gross regional product (GRP) by 110%	Increases GRP by 119% to 2040

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## Performance Results

Plan Makes Progress toward Five Targets		
Healthy and Safe Communities	Reduce coarse particulate emissions by 30%	Reduces coarse particulate emissions by 17%
Active Transport	Increase average daily walking or biking per person by 70%	Plan boosts per-person active transport by 17%
Transportation System Effectiveness	Increase non-auto trips to 26% of all trips	Plan boosts non-auto trips to 20% of all trips
	Decrease auto vehicle miles traveled (VMT) per person by 10%	Plan reduces VMT per person by 9%
	Increase local road pavement condition to rating of 75 or better	Plan improves condition to rating of 68

**BayArea Plan**

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## Performance Results

Plan Moves in Opposite Direction from Four Targets		
Reduce Injuries and Fatalities from Collisions	Reduce collisions by 50%, including bike and pedestrian	Collisions increase by 18% during plan period
Equitable Access	Decrease share of household income needed to cover transportation and housing costs from 66% to 56%	Share of household income projected to rise to 69% for low-income and lower-income households
Transportation System Effectiveness	Decrease number of poor quality highway lane miles to less than 10% of total highway system	Percentage projected to rise to 44% of total highway system
	Replace all buses, trains and other transit equipment on schedule	Share of transit assets past their useful life projected to increase to 24%



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# Draft Plan Bay Area

## A Plan To Build On



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## A Platform for Advocacy

### Land Use

- Support PDA Development With Locally Controlled Funding
- Modernize CEQA
- Stabilize Federal Funding Levels
- “Defiscalize” Land Use Decision-making

### Transportation

- Support Local Self-Help
- Seek Reliable Transportation Funding Levels and Flexibility
- Grow State Transportation Funding

BayArea  
**Plan**

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## A Work in Progress

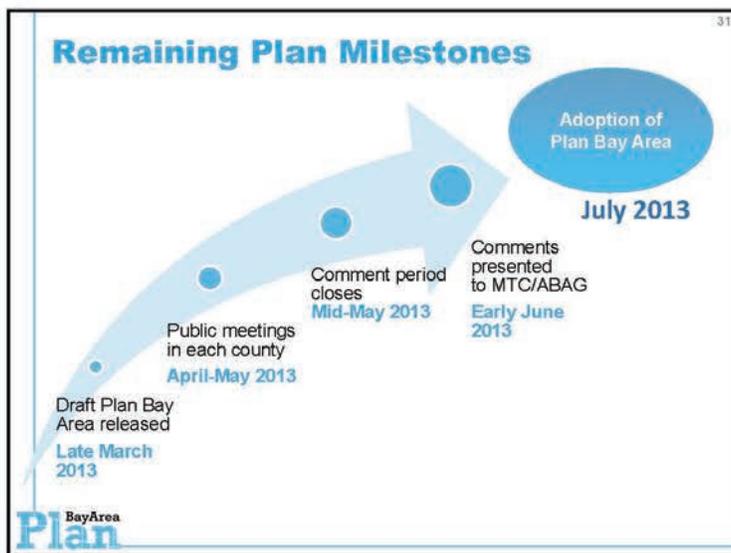
### A Vibrant Economy

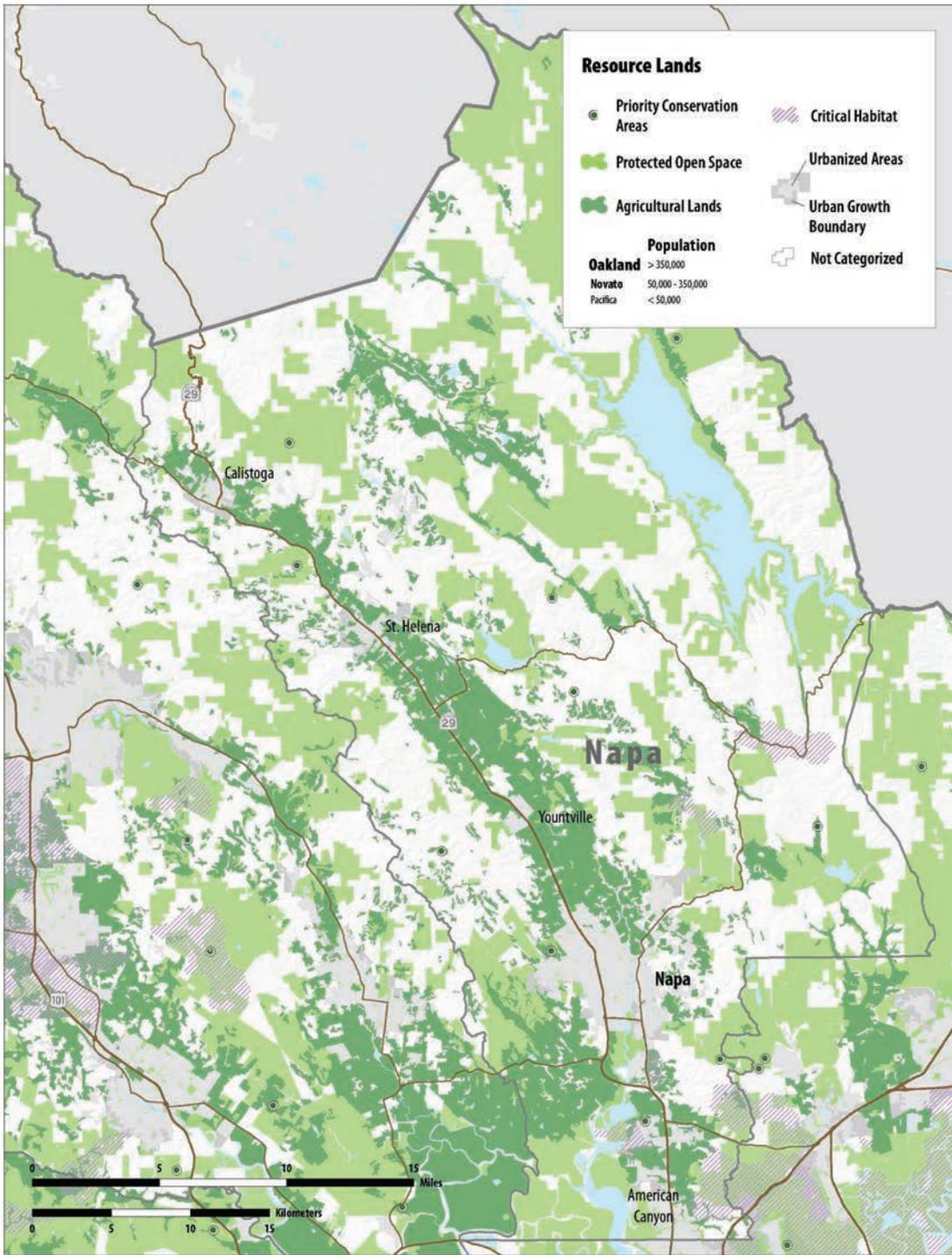
- Improve Permitting Process
- Implement the Plan Bay Area Prosperity Plan
- Link Housing, Transportation and Economic Development

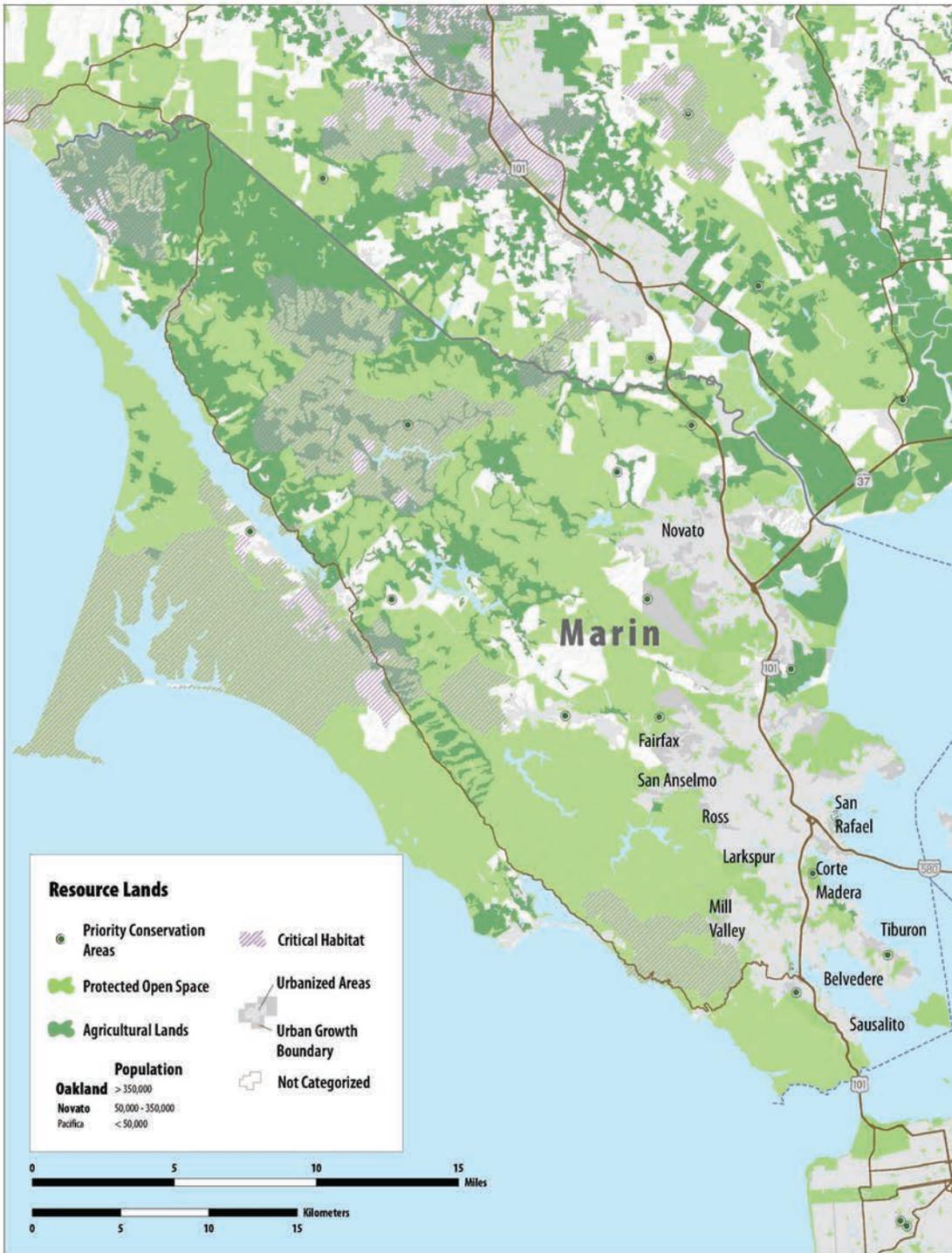
### Cleaning Our Air

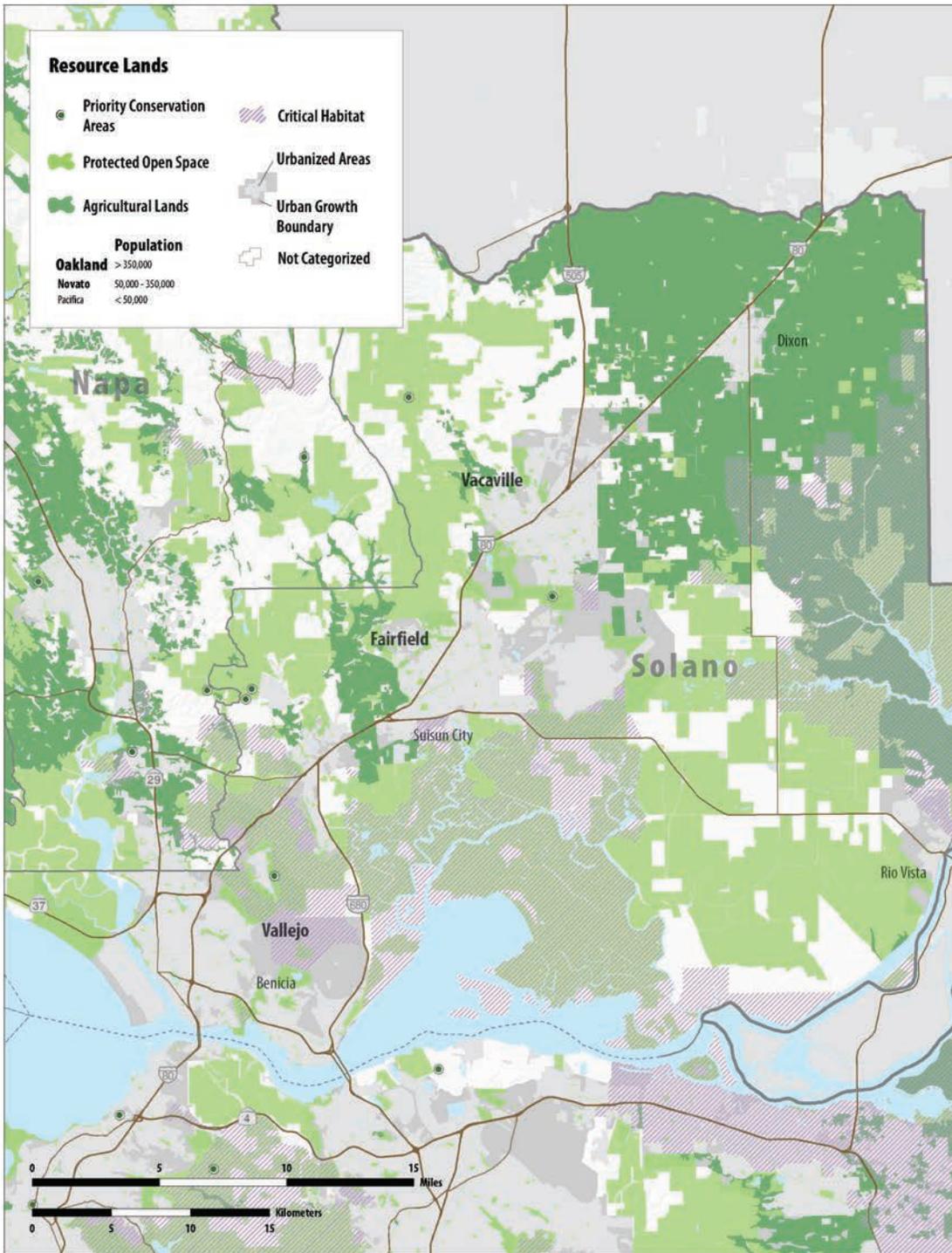
- Promote Healthy Infill Development
- Curb Greenhouse Gases
- Climate Adaptation and Sea Level Rise
- Earthquake Mitigation and Recovery

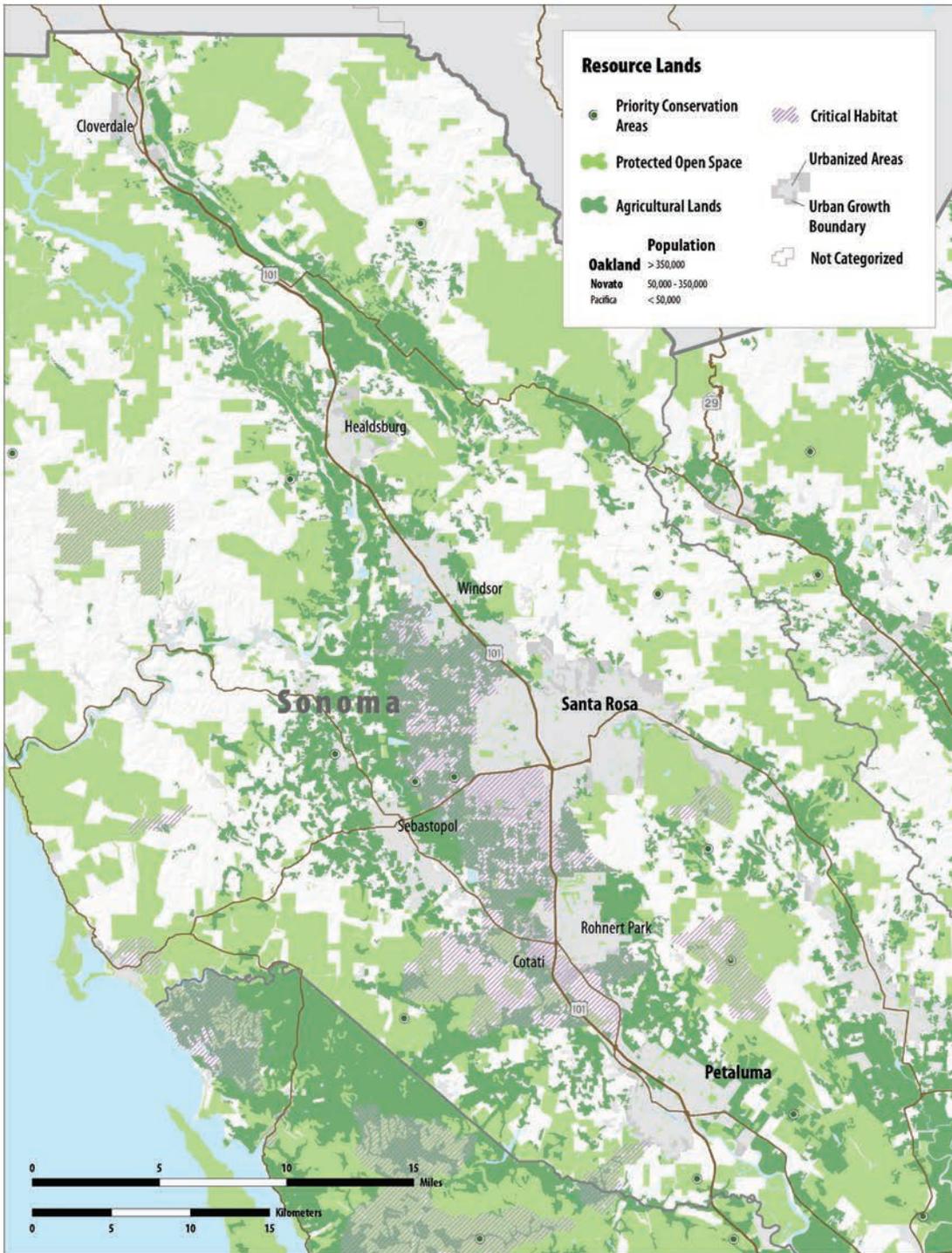
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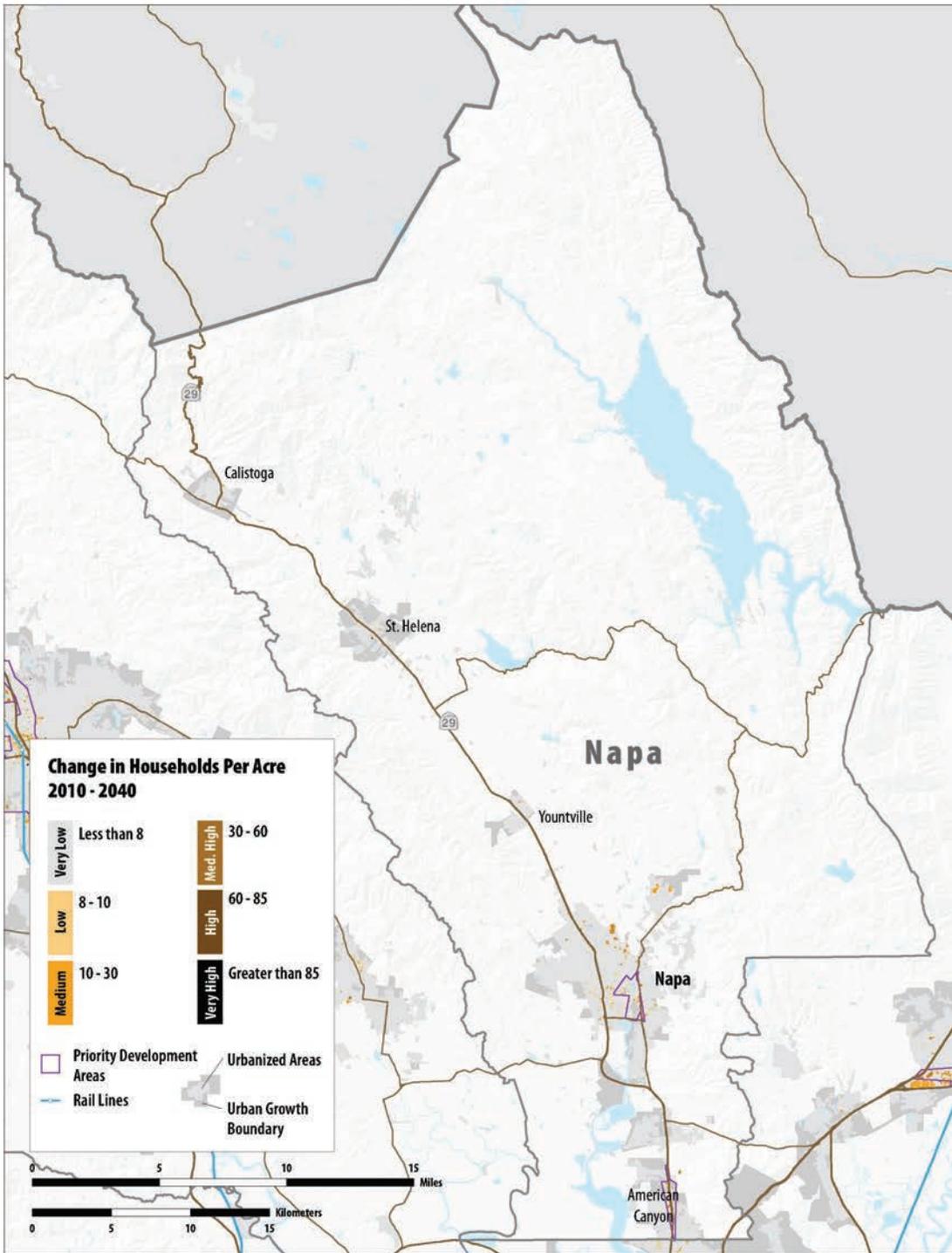


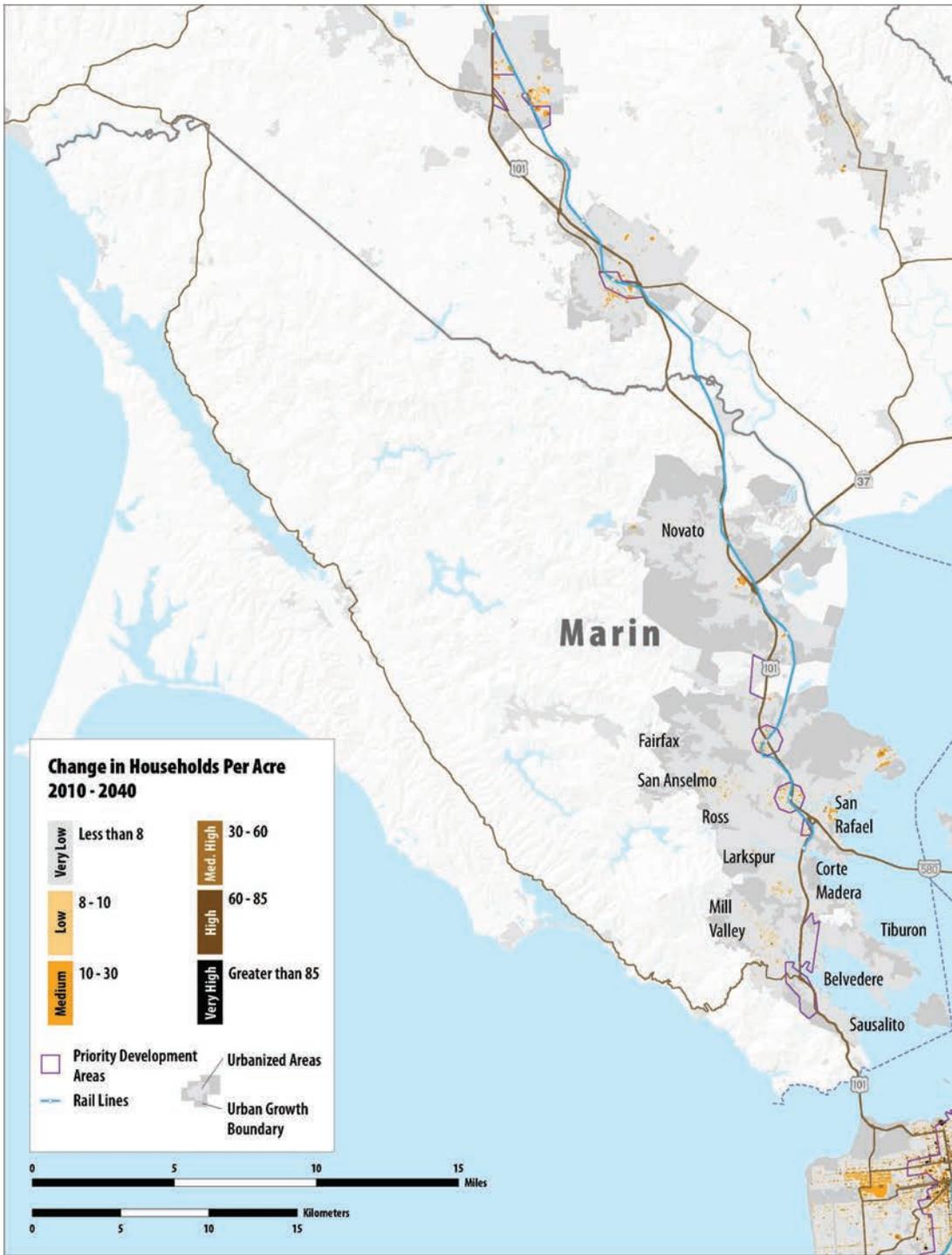


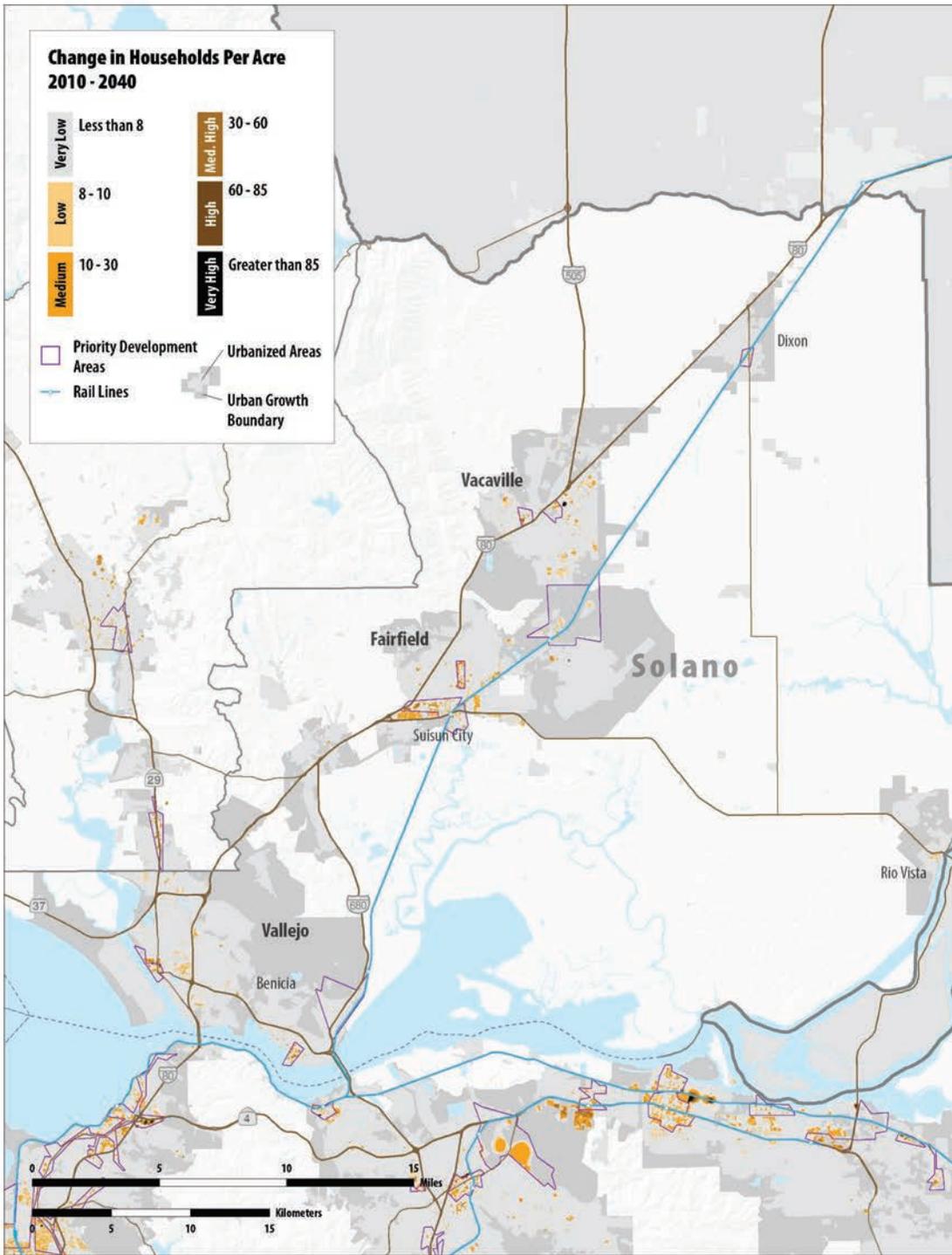


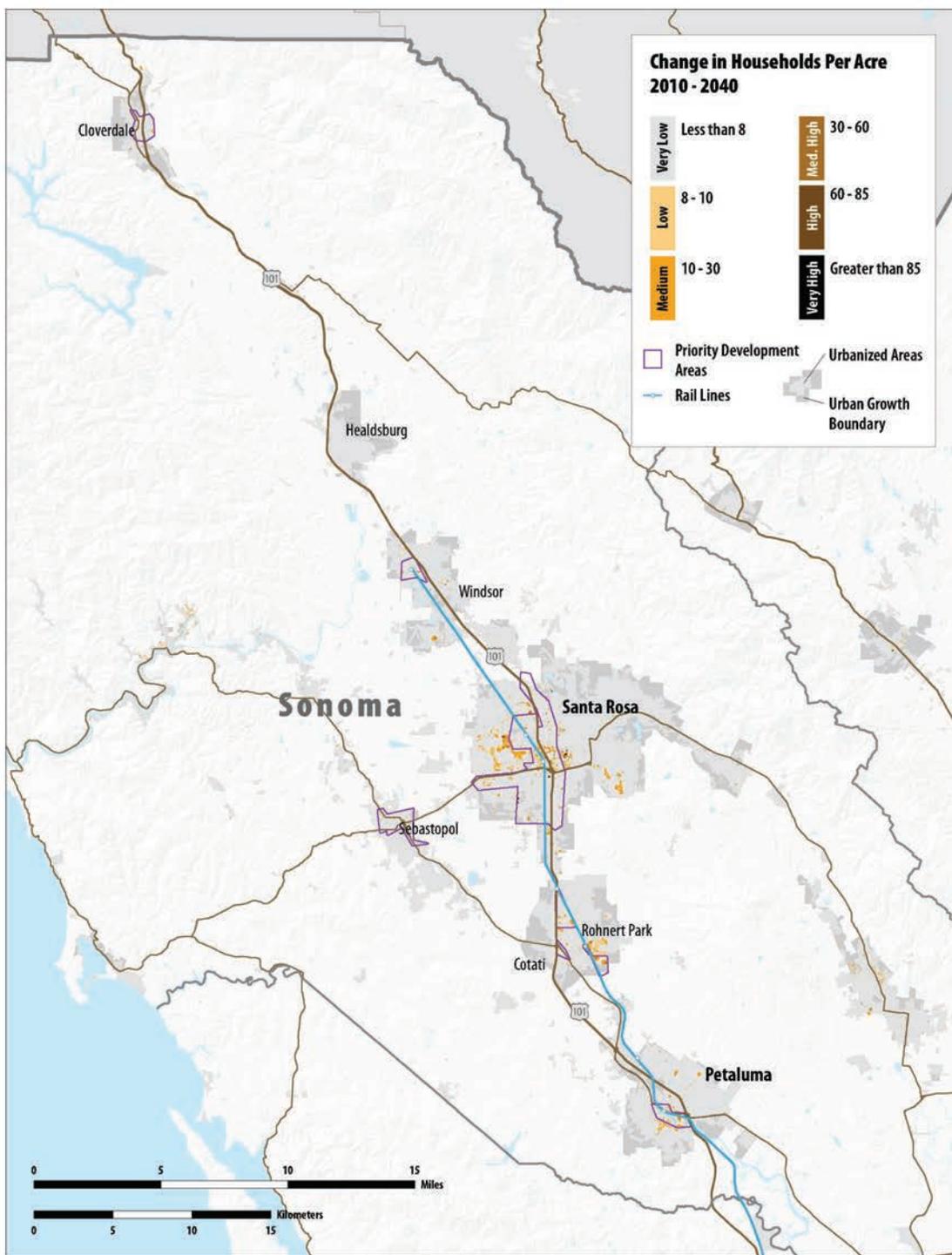


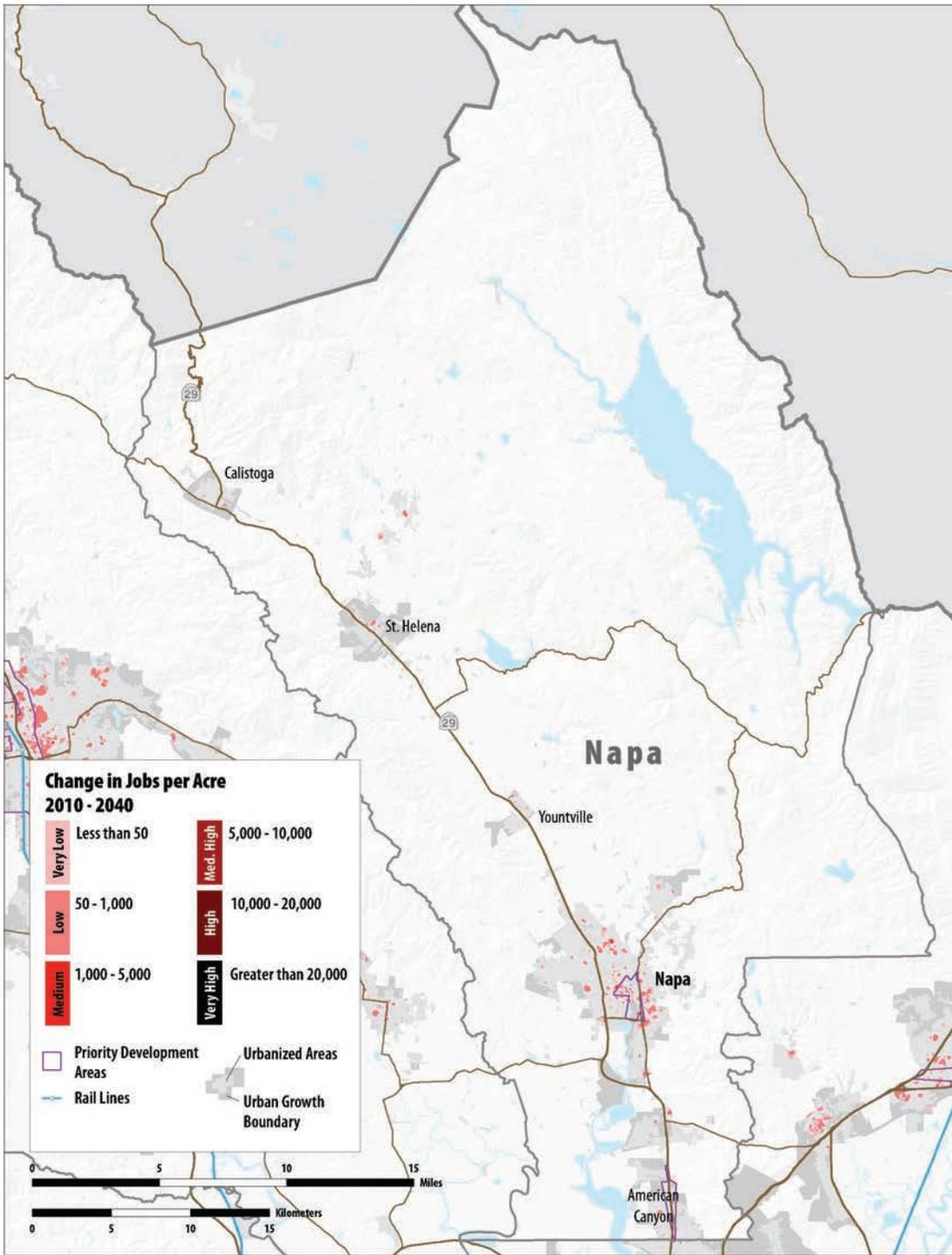


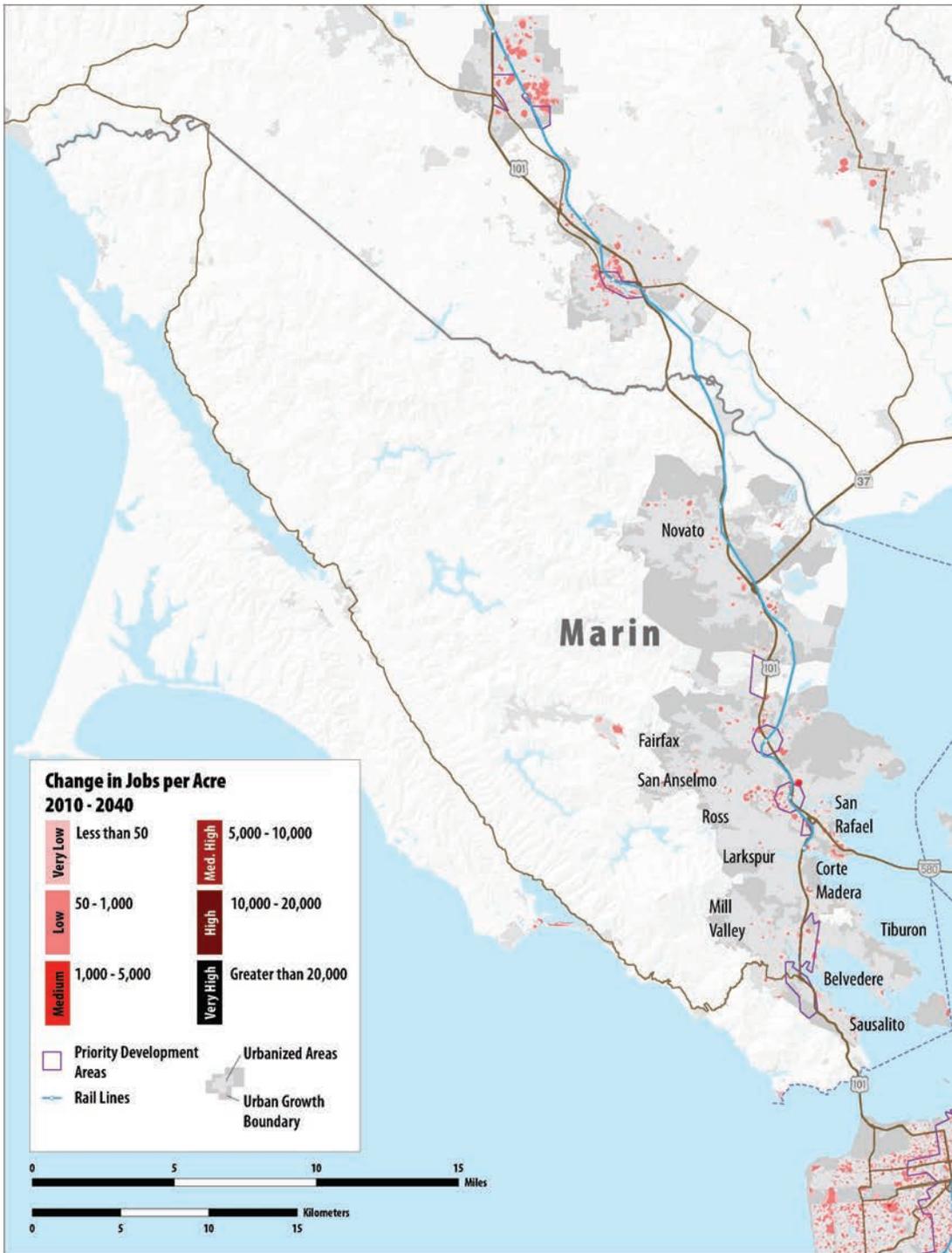


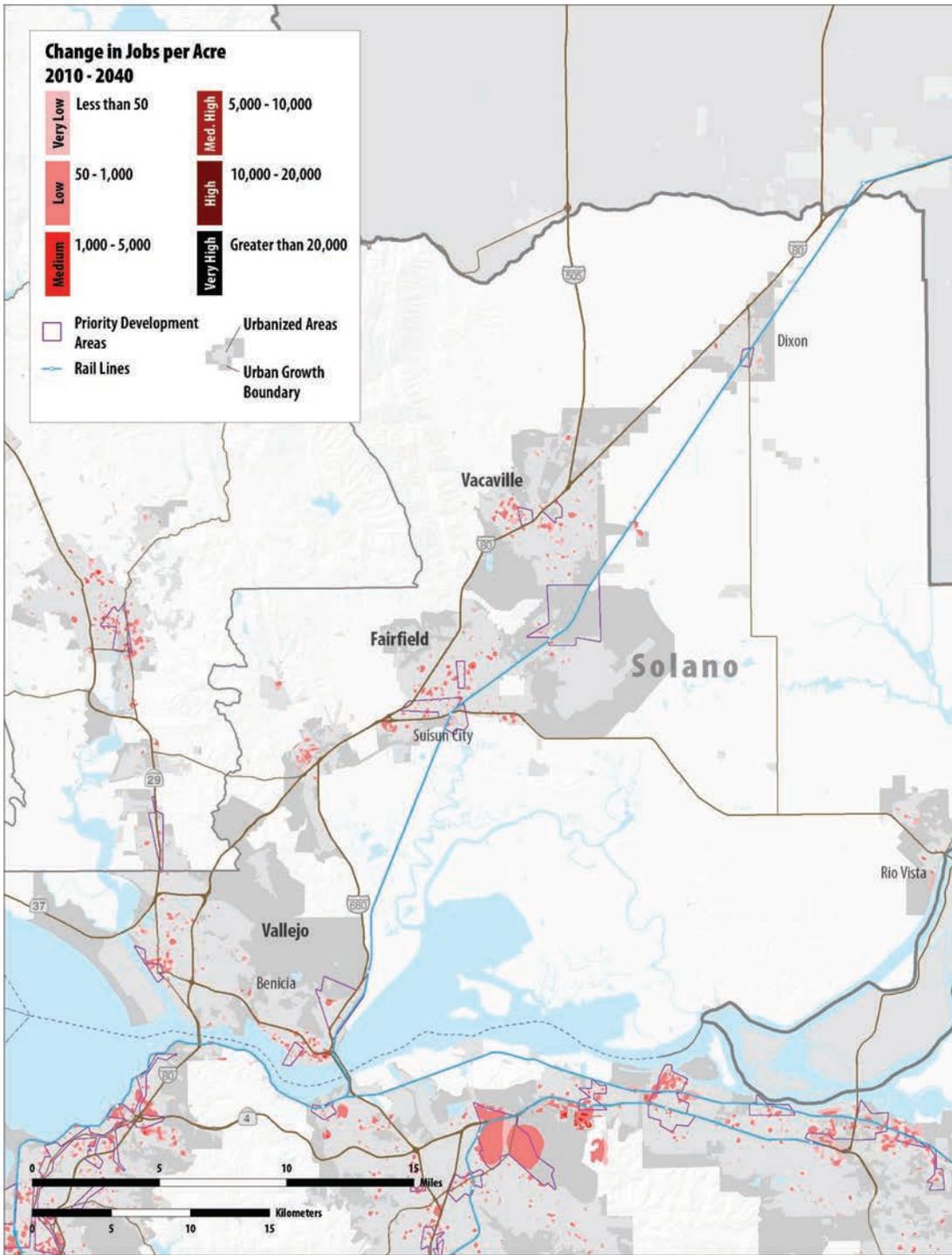


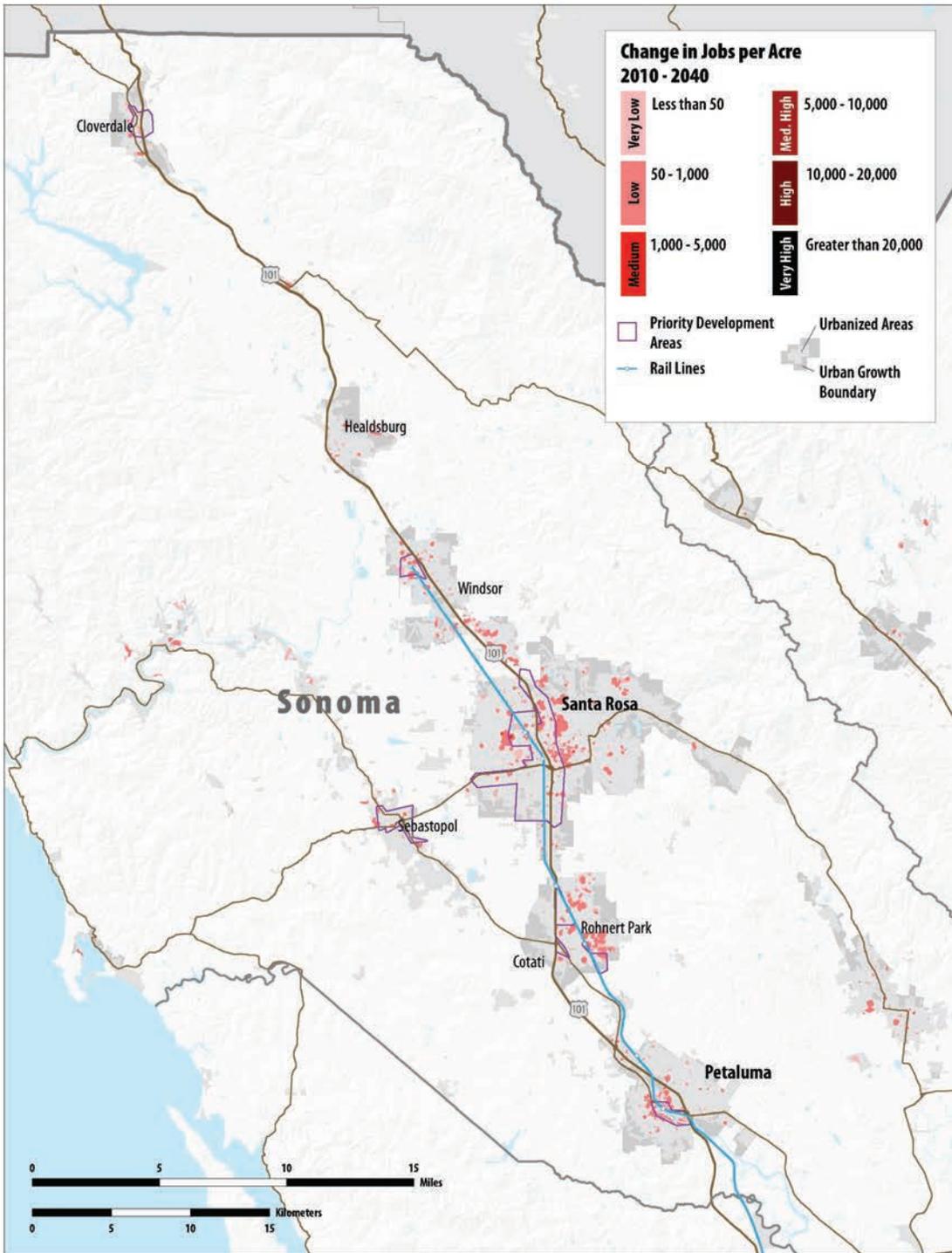












## Final List of Plan Bay Area Transportation Projects/Programs

Sonoma County

Revised April 8, 2013

(Amounts shown in millions year-of-expenditure dollars)

RTP ID	County	Project Title	Total Project Cost	Committed Funds	Discretionary Funds
21070	Sonoma	Realign Route 116 (Stage Gulch Road) along Champlin Creek to improve safety, adding shoulders to accommodate pedestrians and bicyclists	\$ 12	\$ 12	\$ -
21902	Sonoma	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway (Central Phase A)	\$ 109	\$ 109	\$ -
22190	Sonoma	Improve channelization and traffic signalization at Route 116/Route 121 intersection (includes Arnold Drive improvements)	\$ 15	\$ 5	\$ 10
22191	Sonoma	US 101 North Project - Phase B- Airport Boulevard interchange improvements and Airport Boulevard	\$ 43	\$ 43	\$ -
22195	Sonoma	Improve U.S. 101/Old Redwood Highway Interchange (includes modifying/replacing existing 2-lane interchange to at least a 5-lane interchange and improving ramps)	\$ 43	\$ 43	\$ -
22197	Sonoma	Improve local circulation at various locations in Town of Penngrove (includes improvements to Main Street, Petaluma Hill Road, Adobe Road, Old Redwood Highway and U.S. 101/Railroad Avenue)	\$ 40	\$ 20	\$ 20
22204	Sonoma	Widen Fulton Road from 2-lanes to 4-lanes from Guerneville Road and Piner Road	\$ 4	\$ 1	\$ 2
22207	Sonoma	Extend Farmers Lane from Bellevue Avenue to Bennett Valley Road as a 3-lane or 4-lane arterial (includes a bicycle lane and sidewalk)	\$ 58	\$ 29	\$ 29
22438	Sonoma	Improve Bodega Highway west of Sebastopol (includes straightening curves near Occidental and adding turn pockets)	\$ 2	\$ 1	\$ 1
22490	Sonoma	Convert bridges in Sonoma County from 1-lane to 2-lane	\$ 19	\$ 1	\$ 18
22655	Sonoma	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	\$ 69	\$ 69	\$ -
22656	Sonoma	Improve U.S. 101/East Washington Street Interchange (includes new northbound on-ramp and improvements to southbound on-ramp)	\$ 22	\$ 22	\$ -
94691	Sonoma	Install traffic signal system on Route 121 and improve channelization at 8th Street	\$ 3	\$ 0	\$ 3
98147	Sonoma	Widen U.S. 101 in each direction with 1 HOV lane from Old Redwood Highway to the Marin/Sonoma County line	\$ 220	\$ 14	\$ 206
98183	Sonoma	Implement landscaping along the HOV lanes on U.S. 101 between Steele Lane and Windsor River Road	\$ 2	\$ 2	\$ -
230341	Sonoma	Improve channelization and traffic signalization on Mirabel Road and Route 116	\$ 5	\$ 5	\$ -
230368	Sonoma	Construct Suburban Center Intersection improvements at Route 12 (Farmers Lane) and 4th Street	\$ 7	\$ -	\$ 7
230700	Sonoma	Local streets and roads operations and maintenance	\$ 2,303	\$ 2,199	\$ 104
240359	Sonoma	Widen Rohnert Park Expressway from 2-lanes to 4-lanes between Snyder Lane and Petaluma Hill Road (includes new bike lanes in both directions, curb and gutter, sidewalk, landscaped median, and traffic signal devices/improvements at Petaluma Hill Road)	\$ 9	\$ 9	\$ -
240360	Sonoma	Widen Snyder Lane from 2-lanes to 4-lanes between southside of "G" section and Southwest Boulevard	\$ 5	\$ 4	\$ 1
240366	Sonoma	Widen of Golf Course Drive West (formerly Wilfred Avenue) from 2-lanes to 4-lanes between the 1999 City Limits west of Redwood Drive to the Urban Growth Boundary (includes four travel lanes, a bike lane on both sides, sidewalks, landscaping, and traffic signals at Redwood Drive, Labath Avenue, and Dowdell Avenue)	\$ 5	\$ 5	\$ -
240524	Sonoma	Construct an interchange with bicycle and pedestrian enhancements at Route 12/Fulton Road	\$ 70	\$ 27	\$ 43
240529	Sonoma	Improve interchange at Hearn Avenue/U.S. 101	\$ 46	\$ 4	\$ 42
240547	Sonoma	Construct bicycle and pedestrian crossing at U.S. 101 and Copeland Creek	\$ 6	\$ -	\$ 6
240561	Sonoma	Implement Sonoma County's Safe Routes to School program	\$ 20	\$ -	\$ 20
240650	Sonoma	Enhance bus service frequencies in Sonoma County	\$ 104	\$ -	\$ 104
240651	Sonoma	Implement bicycle and pedestrian improvements countywide	\$ 118	\$ 14	\$ 104
240667	Sonoma	Implement Windsor River Road/Windsor Road/NWPRR Intersection improvements. Re-configure intersection and improve railroad, vehicle, pedestrian interface.	\$ 9	\$ -	\$ 9
240668	Sonoma	Widen Airport Boulevard from 2-lanes to 5-lanes between Ordiance Road and Aviation Boulevard	\$ 36	\$ 13	\$ 23
240672	Sonoma	Implement Marin Sonoma Narrows Stage 1 (Sonoma County)	\$ 123	\$ 123	\$ -
240709	Sonoma	Implement Sonoma County's Climate Initiatives program	\$ 21	\$ -	\$ 21

For more information on individual projects, please visit the Plan Bay Area online project database at [www.bayarea2040.org](http://www.bayarea2040.org)

Page 1 of 2

**Final List of Plan Bay Area Transportation Projects/Programs  
Sonoma County  
Revised April 8, 2013**

*(Amounts shown in millions year-of-expenditure dollars)*

240737	Sonoma	Conduct environmental studies and preliminary design for the proposed SMART commuter rail extension from Windsor to Cloverdale (Phase III)	\$ 15	\$ -	\$ 15
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*For more information on individual projects, please visit the Plan Bay Area online project database at [www.bayarea2040.org](http://www.bayarea2040.org)*

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Final List of Plan Bay Area Transportation Projects/Programs

Solano County

Revised April 8, 2013

(Amounts shown in millions year-of-expenditure dollars)

RTP ID	County	Project Title	Total Project Cost	Committed Funds	Discretionary Funds
21341	Solano	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	\$ 49	\$ 49	\$ -
22629	Solano	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	\$ 76	\$ 76	\$ -
22632	Solano	Widen American Canyon Road overpass at I-80	\$ 12	\$ 12	\$ -
22634	Solano	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	\$ 13	\$ 13	\$ -
22794	Solano	Improve Curtola Transit Center, includes 420 space parking structure and transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	\$ 18	\$ 12	\$ 6
22795	Solano	Improve Fairfield Transportation Center, includes 1,000 additional parking spaces	\$ 34	\$ 12	\$ 22
22985	Solano	Implement transit hub in the Benicia Industrial Park	\$ 1	\$ 1	\$ -
94151	Solano	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	\$ 191	\$ 144	\$ 47
98212	Solano	Expand bicycle and pedestrian facilities	\$ 5	\$ -	\$ 5
230311	Solano	Widen and improve Peterson Road with the addition of a truck-stacking lane	\$ 2	\$ 2	\$ -
230313	Solano	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$ 96	\$ 93	\$ 3
230322	Solano	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$ 104	\$ 104	\$ -
230326	Solano	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections	\$ 578	\$ 347	\$ 231
230468	Solano	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/auto Mall hook ramps and C-D slip ramp	\$ 52	\$ -	\$ 52
230558	Solano	Provide Lifeline transit service countywide	\$ 50	\$ -	\$ 50
230590	Solano	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	\$ 5	\$ 5	\$ -
230635	Solano	Improve Vacaville Intermodal Station (Phase 2), includes parking garage	\$ 11	\$ 2	\$ 9
240210	Solano	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	\$ 2	\$ 2	\$ -
240213	Solano	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	\$ 10	\$ 10	\$ -
240313	Solano	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Military West and West 14th, and Military West and First Street	\$ 3	\$ 3	\$ -
240556	Solano	Enhance bicycle and pedestrian facilities	\$ 1	\$ -	\$ 1
240558	Solano	Rehabilitate bicycle and pedestrian facilities	\$ 1	\$ -	\$ 1
240559	Solano	Improve ADA access at existing intercity transit centers	\$ 1	\$ -	\$ 1
240572	Solano	Enhance transit information services (includes adding GPS devices and tracking hardware and software to all buses, and display media to bus stations)	\$ 1	\$ -	\$ 1
240573	Solano	Install security cameras and monitoring equipment at Solano transit stations	\$ 1	\$ -	\$ 1
240575	Solano	Rehabilitate major transit centers in Solano County	\$ 2	\$ -	\$ 2
240576	Solano	Replace existing transit fleet	\$ 10	\$ -	\$ 10
240578	Solano	Transit maintenance	\$ 50	\$ -	\$ 50
240593	Solano	Implement safety improvements to state highways in Solano County	\$ 1	\$ -	\$ 1
240594	Solano	Implement enhancements on highways in Solano County (includes landscaping, soundwalls, gateways, multi-modal enhancements, and hardscaping)	\$ -	\$ -	\$ -
240595	Solano	Modify interchanges to improve operations, safety, multi-modal access, and improve signal timing	\$ 1	\$ -	\$ 1

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**Final List of Plan Bay Area Transportation Projects/Programs**  
**Solano County**  
**Revised April 8, 2013**

*(Amounts shown in millions year-of-expenditure dollars)*

RTP ID	County	Project Title	Total Project Cost	Committed Funds	Discretionary Funds
240596	Solano	Conduct corridor studies of Solano highways and freeways and install non-ITS performance measures	\$ 3	\$ -	\$ 3
240599	Solano	Rehabilitate local bridges	\$ 1	\$ -	\$ 1
240600	Solano	Local streets and roads operations and maintenance	\$ 1,165	\$ 1,112	\$ 53
240601	Solano	Implement Solano County's local air quality and climate protection strategies	\$ 3	\$ -	\$ 3
240602	Solano	Implement ridesharing measures (includes ridematching, vanpool services, and commute trip planning/consulting)	\$ 14	\$ -	\$ 14
240604	Solano	Implement local parking management programs	\$ 1	\$ -	\$ 1
240605	Solano	Implement Solano County's Safe Routes to School program	\$ 28	\$ -	\$ 28
240606	Solano	Implement Solano County's Safe Routes to Transit program	\$ 7	\$ -	\$ 7
240608	Solano	Provide transit service to seniors and individuals with disabilities (separate from Lifeline)	\$ 28	\$ -	\$ 28
240609	Solano	Rehabilitate transit guideways (includes docking facilities and channel maintenance for WETA ferries)	\$ 1	\$ -	\$ 1
240610	Solano	Local transportation planning and public outreach efforts	\$ -	\$ -	\$ -
240719	Solano	Transit operations support	\$ 1	\$ -	\$ 1
240720	Solano	Local Road Safety	\$ 3	\$ -	\$ 3
240721	Solano	Maintain state highways in Solano County	\$ 5	\$ -	\$ 5
240722	Solano	Implement Solano County's regional air quality and climate protection strategies	\$ 5	\$ -	\$ 5
240739	Solano	Dredge Channel to Port of Stockton	\$ 18	\$ 18	\$ -

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## Final List of Plan Bay Area Transportation Projects/Programs

## Napa County

Revised April 8, 2013

(Amounts shown in millions year-of-expenditure dollars)

RTP ID	County	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
22417	Napa	Implement Napa County's Safe Routes to School program	\$ 6	\$ -	\$ 6
22744	Napa	Improve traffic signalization countywide	\$ 3	\$ -	\$ 3
22746	Napa	Construct round-a-bouts between California Blvd and Freeway Drive on First Street	\$ 15	\$ -	\$ 15
94073	Napa	Construct new southbound Route 221 to southbound Route 29 flyover, including auxiliary lane to Route 12/Route 29	\$ 5	\$ -	\$ 5
94075	Napa	Construct interchange at intersection of Route 12/Route 29/Airport Road	\$ 6	\$ 2	\$ 4
230378	Napa	Construct curb cuts and accessibility improvements in St. Helena	\$ 2	\$ -	\$ 2
230381	Napa	Improve signalization along Main Street from Sulpher Springs to Mills Lane in St. Helena	\$ 1	\$ -	\$ 1
230392	Napa	Extend Devlin Road from Airport Boulevard to Green Island Road	\$ 12	\$ -	\$ 12
230508	Napa	Construct corridor improvements in Yountville	\$ 1	\$ -	\$ 1
230510	Napa	Construct Madison Ave. bypass to Route 29 in Yountville	\$ 1	\$ -	\$ 1
230518	Napa	Improve intersection at Petrified Forest Road/Route 128	\$ 3	\$ -	\$ 3
230695	Napa	Local streets and roads operations and maintenance	\$ 1,252	\$ 1,142	\$ 110
240057	Napa	Construct corridor improvements along Route 29	\$ 26	\$ -	\$ 26
240082	Napa	Reconfigure northbound Route 29 off-ramp at Lincoln Avenue	\$ 3	\$ -	\$ 3
240083	Napa	Construct a bicycle and pedestrian undercrossing along Napa Creek	\$ 1	\$ -	\$ 1
240085	Napa	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	\$ 5	\$ -	\$ 5
240123	Napa	Rehabilitate Green Island Road	\$ 5	\$ -	\$ 5
240136	Napa	Widen intersection at Napa Junction Road/Route 29	\$ 3	\$ -	\$ 3
240152	Napa	Implement lighted crosswalks at five intersections in St. Helena	\$ 0	\$ -	\$ 0
240612	Napa	Build out countywide primary bicycle network	\$ 20	\$ -	\$ 20
240617	Napa	Create new road and transit configuration on Route 29 through American Canyon with connectivity to the Vallejo Ferry, including BRT, potential HOV, and other roadway innovations	\$ 12	\$ -	\$ 12

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**Final List of Plan Bay Area Transportation Projects/Programs  
Marin County**

Revised April 8, 2013

*(Amounts shown in millions of year-of-expenditure dollars)*

RTP ID	County	Project Title	Total Project Cost	Committed Funds	Discretionary Funds
21306	Marin	Improve interchange at U.S. 101/Lucas Valley Road - project development	\$ 3	\$ -	\$ 3
21325	Marin	Improve U.S. 101 Greenbrae/Twin Cities Corridor (includes modifying access ramps, new bus stops, improving transit stops and facilities, and adding pedestrian/bicycle facilities)	\$ 155	\$ 49	\$ 106
98154	Marin	Implement Marin Sonoma Narrows Stage 1 (Marin County)	\$ 222	\$ 222	\$ -
98179	Marin	Improve U.S. 101/Tiburon Boulevard interchange - project development	\$ 2	\$ -	\$ 2
230105	Marin	Replace Pacific Way Bridge	\$ 8	\$ 1	\$ 7
230252	Marin	Improve local transit frequencies and service spans in Marin County	\$ 5	\$ -	\$ 5
230422	Marin	Install traffic signal and modify roadway at the intersection of Anderson Drive/East Sir Francis Drake Boulevard	\$ 6	\$ -	\$ 6
240005	Marin	Implement local air quality and climate protection strategies countywide	\$ 24	\$ -	\$ 24
240034	Marin	Construct Golden Gate Multi-modal transfer facility at Larkspur Ferry Terminal	\$ 4	\$ -	\$ 4
240039	Marin	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	\$ 20	\$ -	\$ 20
240041	Marin	Improve Downtown Novato Transit Facility	\$ 4	\$ -	\$ 4
240043	Marin	Expand Marin Transit's Automated Vehicle Location (AVL) and real time system	\$ 1	\$ -	\$ 1
240044	Marin	Construct multi-modal transit hubs/green mobility hubs	\$ 6	\$ -	\$ 6
240045	Marin	Enhance facilities for Muir Woods Shuttle and West Marin Stagecoach	\$ 1	\$ 0	\$ 1
240078	Marin	Implement new technologies to manage transit systems	\$ 2	\$ -	\$ 2
240456	Marin	Improve the intersection at Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	\$ 1	\$ -	\$ 1
240552	Marin	Construct multi-use pathway connecting Calpark tunnel and the Ferry Terminal in Larkspur	\$ 15	\$ 14	\$ 2
240644	Marin	Implement senior mobility program countywide (includes free transit passes for seniors, safe routes, subsidized rides and volunteer ride program)	\$ 26	\$ -	\$ 26
240660	Marin	Improve local arterials parallel to U.S. 101 and I-580	\$ 67	\$ -	\$ 67
240662	Marin	Implementation of Station Area Plans in anticipation of SMART	\$ 29	\$ -	\$ 29
240678	Marin	Implement bicycle and pedestrian improvements countywide including Safe Routes to School elements	\$ 123	\$ 15	\$ 108
240691	Marin	Marin Sonoma Narrows HOV Lane and corridor improvements	\$ 119	\$ -	\$ 119
240712	Marin	Implement regional planning policies	\$ 22	\$ -	\$ 22
240713	Marin	Evaluate multi-modal options including trolley, Ross Valley to San Rafael	\$ 1	\$ -	\$ 1
240714	Marin	Local streets and roads operations and maintenance	\$ 1,040	\$ 864	\$ 176
240715	Marin	Implement One Bay Area Grant Pilot Priority Conservation Area improvements	\$ 1	\$ -	\$ 1
240723	Marin	Transit operations and maintenance	\$ 242	\$ -	\$ 242
240724	Marin	Transit Capital	\$ 25	\$ -	\$ 25
240729	Marin	U.S. 101 Gap Closure - San Rafael	\$ 31	\$ -	\$ 31

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**Final List of Plan Bay Area Transportation Projects/Programs  
Bay Area Region/Multi-County  
Revised April 8, 2013**

*(Amounts shown in millions of year-of-expenditure dollars)*

RTP ID	County	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
21011	Bay Area Region/Multi-County	Transportation for Livable Communities (T.L.C) Program - Priority Development Area (PDA) Planning Grants: provide planning funds to support transit-oriented development in PDAs	\$ 100	\$ -	\$ 100
21012	Bay Area Region/Multi-County	Golden Gate Bridge Seismic Retrofit	\$ 700	\$ 700	\$ -
21013	Bay Area Region/Multi-County	State-Owned Toll Bridge Rehabilitation/Replacement/Retrofit	\$ 16,019	\$ 15,119	\$ 900
21017	Bay Area Region/Multi-County	Small transit operators in Alameda, Contra Costa, Marin, Napa, Solano and Sonoma counties - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 7,984	\$ 7,101	\$ 883
21320	Bay Area Region/Multi-County	Golden Gate Bridge Moveable Median Barrier: installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic	\$ 25	\$ 25	\$ -
21342	Bay Area Region/Multi-County	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	\$ 1,589	\$ 1,589	\$ -
21627	Bay Area Region/Multi-County	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours), Electrification (San Francisco to Tamien), and Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	\$ 1,718	\$ 1,046	\$ 672
22001	Bay Area Region/Multi-County	Implement Sonoma-Marín Area Rail Transit District (SMART) Commuter Rail and Multi-Use Pathway Project (Initial Operating Segment)	\$ 360	\$ 360	\$ -
22002	Bay Area Region/Multi-County	Extend High Occupancy Vehicle (HOV) lane on northbound I-880 from existing terminus at Bay Bridge approach to the Maritime on-ramp to provide HOV access from Maritime to Bay Bridge toll plaza	\$ 29	\$ 29	\$ -
22006	Bay Area Region/Multi-County	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	\$ 193	\$ 193	\$ -
22042	Bay Area Region/Multi-County	Widen I-680 northbound for express lanes from Route 237 to Route 84 (includes ramp metering and auxiliary lanes; included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
22241	Bay Area Region/Multi-County	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)	\$ 7	\$ 7	\$ -
22243	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$ 20	\$ 20	\$ -
22244	Bay Area Region/Multi-County	Fund City CarShare	\$ 5	\$ 5	\$ -
22245	Bay Area Region/Multi-County	Fund Safe Routes to Transit	\$ 30	\$ 30	\$ -
22423	Bay Area Region/Multi-County	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities	\$ 767	\$ -	\$ 767
22425	Bay Area Region/Multi-County	Planning funds for the Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Conservation and Development Commission, and nine county congestion management agencies	\$ 100	\$ -	\$ 100
22481	Bay Area Region/Multi-County	Caltrain - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets); station improvements (e.g., platforms) are included	\$ 5,381	\$ 4,255	\$ 1,127
22511	Bay Area Region/Multi-County	Provide ferry service between Berkeley/Albany and San Francisco	\$ 312	\$ 312	\$ -
22636	Bay Area Region/Multi-County	Implement BART transbay tube earthquake safety improvements (Phase 1)	\$ 593	\$ 593	\$ -
94089	Bay Area Region/Multi-County	Implement Presidio Parkway Project	\$ 2,053	\$ 2,053	\$ -

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**Final List of Plan Bay Area Transportation Projects/Programs**  
**Bay Area Region/Multi-County**  
 Revised April 8, 2013

*(Amounts shown in millions of year-of-expenditure dollars)*

RTP ID	County	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
94152	Bay Area Region/Multi-County	Widen Route 12 (Jameson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	\$ 140	\$ 140	\$ -
94525	Bay Area Region/Multi-County	BART - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets)	\$ 37,796	\$ 33,297	\$ 4,499
94526	Bay Area Region/Multi-County	AC Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 14,174	\$ 12,405	\$ 1,769
94527	Bay Area Region/Multi-County	Livermore Amador Valley Transit Authority (LAVTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 845	\$ 650	\$ 195
94558	Bay Area Region/Multi-County	Central Contra Costa Transit Authority (CCCTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 1,401	\$ 1,401	\$ -
94572	Bay Area Region/Multi-County	Golden Gate Transit - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 3,798	\$ 3,116	\$ 682
94610	Bay Area Region/Multi-County	Valley Transportation Authority (VTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 20,669	\$ 20,669	\$ -
94636	Bay Area Region/Multi-County	San Francisco Municipal Transportation Agency (SFMTA) - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 44,356	\$ 41,303	\$ 3,052
94666	Bay Area Region/Multi-County	SamTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 6,870	\$ 6,125	\$ 744
94683	Bay Area Region/Multi-County	SolTrans - transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$ 594	\$ 594	\$ -
230088	Bay Area Region/Multi-County	Extend I-880 northbound express lanes from north of Hacienda Avenue to Hegenberger Road (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230221	Bay Area Region/Multi-County	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	\$ 70	\$ 70	\$ -
230222	Bay Area Region/Multi-County	Implement San Pablo Avenue SMART Corridors operations and management	\$ 11	\$ 11	\$ -
230290	Bay Area Region/Multi-County	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	\$ 2,596	\$ 639	\$ 1,957
230336	Bay Area Region/Multi-County	Implement recommendations from MTC's Transit Connectivity Plan	\$ 10	\$ 10	\$ -
230419	Bay Area Region/Multi-County	Implement the Freeway Performance Initiative (FPI), which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, traveler information/511, and operations and maintenance of ITS infrastructure	\$ 2,259	\$ -	\$ 2,259
230550	Bay Area Region/Multi-County	Climate Policy Initiatives: fund initiatives that reduce greenhouse gas emissions from cars and light duty trucks	\$ 700	\$ -	\$ 700
230581	Bay Area Region/Multi-County	San Francisco Ferry Berthing Improvements Program (Phase 1): improvements to existing ferry terminals and construction of new terminals to accommodate increases in ferry ridership	\$ 33	\$ 33	\$ -
230612	Bay Area Region/Multi-County	Conduct environmental and design studies related to implementing new ferry services in Antioch and Martinez	\$ 2	\$ 2	\$ -

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**Final List of Plan Bay Area Transportation Projects/Programs**  
**Bay Area Region/Multi-County**  
**Revised April 8, 2013**

*(Amounts shown in millions of year-of-expenditure dollars)*

RTP ID	County	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
230627	Bay Area Region/Multi-County	Implement upgrades to Route 12 (Jameson Canyon) between Napa and Solano Counties (includes grade realignment and full safety barrier)	\$ 13	\$ 13	\$ -
230656	Bay Area Region/Multi-County	Convert I-80 HOV lanes to express lanes from Route 4 to Bay Bridge bypass lane in each direction (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230657	Bay Area Region/Multi-County	Convert I-80 HOV lanes to express lanes from Carquinez Bridge to Route 4 in each direction (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230658	Bay Area Region/Multi-County	Widen I-80 in each direction for express lanes from Route 37 to Carquinez Bridge (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230659	Bay Area Region/Multi-County	Widen I-80 in each direction for express lanes from Red Top Road to Route 37 (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230660	Bay Area Region/Multi-County	Convert I-80 HOV lanes to express lanes from Red Top Road to Air Base Parkway in each direction (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230666	Bay Area Region/Multi-County	Widen I-580 for eastbound and westbound express lanes from Greenville Road to San Joaquin County line (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230668	Bay Area Region/Multi-County	Convert I-880 HOV lanes to express lanes between Hengenberger Road and Route 237 southbound, and Hacienda Drive to 237 northbound (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230672	Bay Area Region/Multi-County	Convert Route 92 westbound HOV lanes to express lanes from Hesperian Boulevard to San Mateo-Hayward Bridge toll plaza (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230673	Bay Area Region/Multi-County	Convert Route 84 westbound HOV lanes to express lanes from I-880 to Dumbarton Bridge toll plaza (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230684	Bay Area Region/Multi-County	Widen I-580/I-680 interchange in each direction for express lanes (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230685	Bay Area Region/Multi-County	Express Lanes on I-680: Widen I-680 northbound for express lane from Rudgear to North Main; Convert HOV lanes to express lanes between Benicia Bridge and Alcosta Boulevard in each direction (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230686	Bay Area Region/Multi-County	Widen I-680 in each direction for express lanes between Martinez Bridge to I-80 (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230687	Bay Area Region/Multi-County	Widen I-680/I-80 interchange in each direction for express lanes (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
230712	Bay Area Region/Multi-County	Golden Gate Bridge Suicide Barrier - project development	\$ 8	\$ 8	\$ -
230716	Bay Area Region/Multi-County	Implement Senior and Disabled Transportation Programs, including the New Freedom program	\$ 238	\$ 238	\$ -
240019	Bay Area Region/Multi-County	Implement station improvements along the Caltrain corridor associated with planned transit-oriented development (includes parking, bus, shuttle and bicycle and pedestrian access improvements)	\$ 220	\$ 220	\$ -
240031	Bay Area Region/Multi-County	Implement system-wide access improvements at Caltrain stations associated with increased service (includes parking, bus, shuttle and bicycle and pedestrian access improvements)	\$ 30	\$ 30	\$ -
240048	Bay Area Region/Multi-County	Caltrain South Terminal Track Capacity Expansion, Phase II and III - project development	\$ 16	\$ 16	\$ -
240059	Bay Area Region/Multi-County	Widen I-680 northbound for express lane from Route 84 to Alcosta Boulevard (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240061	Bay Area Region/Multi-County	Widen I-680 southbound for express lane from Alcosta Boulevard to Route 84 (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240140	Bay Area Region/Multi-County	Implement Caltrain at-grade crossing improvements	\$ 6	\$ 6	\$ -

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**Final List of Plan Bay Area Transportation Projects/Programs**  
**Bay Area Region/Multi-County**  
 Revised April 8, 2013

*(Amounts shown in millions of year-of-expenditure dollars)*

RTP ID	County	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
240581	Bay Area Region/Multi-County	Widen I-80 in each direction for express lanes from Air Base Parkway to I-505 (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240583	Bay Area Region/Multi-County	Widen I-80 in each direction for express lanes from I-505 to Yolo County Line (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240587	Bay Area Region/Multi-County	Widen I-680 northbound for express lanes from Marina Vista Avenue to North Main Street (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240588	Bay Area Region/Multi-County	Widen I-680 southbound for express lanes from Marina Vista Avenue to Livorna Road (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240727	Bay Area Region/Multi-County	Implement transportation improvements serving the Golden Gate National Recreation Area	\$ 225	\$ 225	\$ -
240731	Bay Area Region/Multi-County	Priority Conservation Area (PCA) Program: provides funding to preserve open space and conservation areas	\$ 100	\$ -	\$ 100
240732	Bay Area Region/Multi-County	Regional Express Lane Network Grant Funding (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240733	Bay Area Region/Multi-County	Regional Express Lane Network Reserve: net revenue from the Network will be held in reserve (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240734	Bay Area Region/Multi-County	Regional Express Lane Network Operations and Maintenance, Rehabilitation, and Financing Cost (included under MTC Regional Express Lane Network RTPID #240741)	\$ -	\$ -	\$ -
240735	Bay Area Region/Multi-County	Transit Performance Initiative: fund supportive infrastructure to achieve performance improvements in major transit corridors	\$ 500	\$ -	\$ 500
240736	Bay Area Region/Multi-County	Expand and enhance the SMART commuter rail system (Phase II) by constructing a one-station extension from San Rafael to Larkspur, constructing a one-station extension from North Santa Rosa to Windsor, implementing capacity improvements along the initial Operating Segment (Sonoma County only), and completing the multi-use pathway from Larkspur to Cloverdale.	\$ 209	\$ -	\$ 209
240741	Bay Area Region/Multi-County	MTC Regional Express Lane Network	\$ 6,657	\$ 5,977	\$ 680
240744	Bay Area Region/Multi-County	One Bay Area Grant (OBAG) - net of funds not assigned to county priorities	\$ 10,097	\$ -	\$ 10,097
240745	Bay Area Region/Multi-County	Maintain and preserve the investment in the State Highway System (SHS) and its supporting infrastructure (SHOPP)	\$ 13,879	\$ 13,879	\$ -
240746	Bay Area Region/Multi-County	Highway Safety Improvement Program (HSIP)	\$ 101	\$ 101	\$ -
240747	Bay Area Region/Multi-County	Safe Routes to Schools	\$ 54	\$ 54	\$ -
240748	Bay Area Region/Multi-County	Maintain and preserve local bridges.	\$ 1,026	\$ 1,026	\$ -
240749	Bay Area Region/Multi-County	Section 130 State Rail Program	\$ 81	\$ 81	\$ -
240751	Bay Area Region/Multi-County	Clipper capital replacement costs for all operators are included and a portion of Clipper's operating costs	\$ 585	\$ 412	\$ 172

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PLAN BAY AREA

**DRAFT**

**ENVIRONMENTAL**

**IMPACT REPORT**

STATE CLEARINGHOUSE NO. 2012062029

*Prepared for*

Metropolitan Transportation Commission and  
Association of Bay Area Governments

*by*

**DYETT & BHATIA**  
Urban and Regional Planners

*In association with*

**Environmental Science Associates and AECOM**

**April 2013**

## Executive Summary

This program Environmental Impact Report (EIR) has been prepared on behalf of the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) in accordance with the California Environmental Quality Act (CEQA). This EIR analyzes the potential significant impacts of the adoption and implementation of the proposed Plan Bay Area (proposed Plan), which is the update to the 2009 Regional Transportation Plan (RTP) and the new Sustainable Communities Strategy (SCS) for the San Francisco Bay Area.

### MTC, ABAG, and Plan Bay Area

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MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area (which includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties). Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA)—a state designation—and for federal purposes, as the region's metropolitan planning organization (MPO).

As required by State legislation (Government Code Section 65080 et seq.) and by federal regulation (Title 23 USC Section 134), MTC is responsible for preparing the RTP for the San Francisco Bay Area Region. An RTP is a long-range plan that identifies the strategies and investments to maintain, manage, and improve the region's ground transportation network. In 2009, MTC adopted its most recent RTP, known as the Transportation 2035 Plan for the San Francisco Bay Area. Development and environmental analysis of regional airport and seaport plans occur in separate processes.

ABAG is a joint powers agency formed in 1961 pursuant to California Government Code §§ 6500, et seq., and is the council of governments (COG) for the San Francisco Bay Area. ABAG conducts regional population and employment projections and the regional housing needs allocation (RHNA) processes (Government Code Section 65584 et seq.). Plan Bay Area is a joint effort led by MTC and ABAG and completed in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). It meets the requirements of the Sustainable Communities and Climate Protection Act of 2008, Senate Bill 375 (SB 375; Steinberg, 2008), which requires California's 18 metropolitan planning organizations to develop an SCS as a new element of their federally mandated RTP. The SCS demonstrates how the region will meet its greenhouse gas (GHG) reduction targets established by the California Air Resources Board (ARB) through integrated land use, housing and transportation planning, a planning effort requiring the authority and powers vested in both MTC and ABAG.

Plan Bay Area, which covers the period through 2040, is the first Bay Area RTP that is subject to the requirements of SB 375. SB 375 requires that the SCS be integrated into the MPO's RTP and once

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adopted will be reviewed by ARB to determine whether it would, if implemented, achieve the GHG emission reduction target for its region. If the combination of measures in the SCS will not meet the region's target, the MPO must then prepare an alternative planning strategy (APS) that will do so.

Plan Bay Area is the region's first integrated long-range land use and transportation plan. Plan Bay Area calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). This land use strategy is intended to enhance mobility and economic growth by linking housing/jobs with transit, thus offering a more efficient land use pattern around transit and a greater return on existing and planned transit investments. The proposed Plan specifies the strategies and investments to maintain, manage, and improve the region's transportation network – which includes bicycle and pedestrian facilities, local streets and roads, public transit systems, and highways. The Plan proposes a set of transportation projects and programs that will be implemented with reasonably anticipated revenue available for the planning period. The proposed Plan must be updated every four years, ensuring a constantly evolving plan through regular updates throughout the planning period.

## Introduction to the EIR

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### PURPOSE

This environmental assessment of the proposed Plan Bay Area—which may also be referred to as the “proposed Plan” throughout this document—has been prepared in compliance with CEQA and the CEQA Guidelines. It is designed to:

- Analyze the potential environmental effects of the adoption and implementation of the proposed Plan;
- Inform decision-makers, responsible and trustee agencies, and members of the public as to the range of the environmental impacts of the proposed Plan;
- Recommend a set of feasible measures to mitigate any significant adverse impacts; and
- Analyze a range of reasonable alternatives to the proposed Plan.

The EIR process also provides an opportunity to identify environmental benefits of the proposed Plan that might balance some potentially significant adverse environmental impacts. The final EIR will include a Mitigation Monitoring Program that identifies who will be responsible for implementing the measures.

As the joint lead agencies for preparing this EIR, MTC and ABAG will rely on the EIR analysis of potential environmental effects in their review of the proposed Plan prior to taking action on Plan Bay Area.

### SCOPE

This is a program EIR, defined in Section 15168 of the CEQA Guidelines as: “[An EIR addressing a] series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) As logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As

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individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways.”

Program EIRs can be used as the basic, general environmental assessment for an overall program of projects developed over a multi-year planning horizon. A program EIR has several advantages. For example, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments. It also allows the lead agency to consider the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative impacts.

As a programmatic document, this EIR presents a region-wide assessment of the potential impacts of the proposed Plan Bay Area. It focuses on the entire set of projects and programs contained in the proposed Plan. Individual transportation and development project impacts are not addressed in detail, although the impacts of some possible projects are discussed as appropriate; rather the focus of this EIR is to address the impacts of a program of projects, which, individually or in the aggregate, may be regionally significant. However, it does not evaluate subcomponents of the proposed Plan nor does it assess project-specific impacts of individual projects. For example, the general physical impacts of major regional transportation expansion projects are addressed, while potential impacts on specific wetlands or a specific species habitat by an individual interchange reconstruction project is not discussed, unless information currently exists or it can be surmised that the effect would be large or otherwise regionally significant. This approach does not relieve local jurisdictions of the responsibility for evaluating project-specific, locally significant impacts. All impacts of individual projects will be evaluated in future environmental review, as relevant, by the appropriate implementing agency as required under CEQA and/or NEPA prior to each project being considered for approval, as applicable.

This EIR evaluates potentially significant environmental impacts, and cumulative impacts, and includes mitigation measures to offset potentially significant effects. This EIR provides the basis for subsequent tiered CEQA documents for project-specific or site-specific environmental reviews that will be conducted by implementing agencies as land use and transportation projects in the proposed Plan are more clearly defined and more detailed studies prepared. Specific analysis of localized impacts in the vicinity of individual projects is not included in this program level EIR.

## EIR Organization

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The EIR is organized into four parts, outlined below. This Executive Summary outlines the proposed Plan and alternatives and includes a review of the potentially significant adverse regional environmental impacts of the proposed Plan Bay Area and the measures recommended to mitigate those impacts. The executive summary also indicates whether or not those measures mitigate the significant impacts to a less than significant level. The executive summary also identifies the environmentally superior alternative among the alternatives analyzed.

### **PART ONE: INTRODUCTION AND PROJECT DESCRIPTION**

Part One includes two chapters. Chapter 1.1 describes the relationship between the proposed Plan Bay Area and the EIR, the organization of the EIR, and the basic legal requirements of a program level EIR. It discusses the level of analysis and the alternatives considered as well as how this EIR is related to other

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environmental documents and the EIR's intended uses. Chapter 1.2 introduces the purpose and objectives of the proposed Plan Bay Area and summarizes specific information to describe the proposed Plan and complete the EIR analysis. This includes a description of the existing regional setting, an outline of the Bay Area's projected population and employment growth rates and proposed development patterns through the 2040 planning horizon year, and all proposed transportation projects and programs. State and federal planning regulations guiding the development of the RTP and SCS are also described.

### **PART TWO: SETTING, IMPACTS, AND MITIGATION MEASURES**

Part Two describes the existing physical and regulatory settings for each of the environmental issue areas analyzed in the EIR, the potential impacts of the proposed Plan on these environmental issue areas, and measures to mitigate the potential impacts identified. Each issue area is analyzed in a separate chapter. Each chapter is organized as follows:

- Physical Setting;
- Regulatory Setting;
- Impact Significance Criteria;
- Method of Analysis;
- Summary of Impacts; and
- Impacts and Mitigation Measures.

### **PART THREE: ALTERNATIVES AND CEQA REQUIRED CONCLUSIONS**

Part Three includes a description of the alternatives to the proposed Plan and an assessment of their potential to achieve the objectives of the proposed Plan while reducing potentially significant adverse regional environmental impacts. Part Three also includes a comparison summary table of regional environmental impacts associated with the alternatives. As required by CEQA, an environmentally superior alternative is identified. Finally, Part Three includes an assessment of the impacts of the proposed Plan and alternatives in several subject areas required by CEQA, including:

- Significant irreversible environmental changes;
- Significant unavoidable impacts;
- Growth-inducing impacts;
- Cumulative impacts; and
- Impacts found to be not significant.

### **PART FOUR: BIBLIOGRAPHY AND APPENDICES**

Part Four includes a bibliography and the EIR appendices. Appendix A includes the Notice of Preparation (NOP) of this EIR and Appendix B provides reference to the comments received on the NOP and at the scoping meetings (a full set of comments can be found on the project website, [www.onebayarea.org](http://www.onebayarea.org)). Appendix C includes detailed lists of the transportation projects included in the proposed Plan and the alternatives studied in the EIR. Appendix D summarizes scoping comments received on the alternatives. Appendix E outlines the Air Quality analysis methodology and mitigation

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measure effectiveness. Appendices F through I include detailed supporting data on impact analyses for geology, water, biology and hazards, respectively.

## Plan Bay Area Regional Setting

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The Bay Area region consists of nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. In a ranking of Combined Statistical Areas (CSAs), the San José-San Francisco-Oakland CSA population was the sixth largest in the nation in 2010, behind New York-Newark-Bridgeport, Los Angeles-Long Beach-Riverside, Chicago-Naperville-Michigan City, Washington-Baltimore-Northern Virginia, and Boston-Worcester-Manchester CSAs.<sup>1</sup> In 2010, the San Francisco Bay Area population was nearly 7.2 million according to the 2010 Census. According MTC, as of 2010 only about 18 percent of the region's approximately 4.4 million acres of land has been developed. The Bay Area transportation network includes interstate and state freeways, county expressways, local streets and roads, bike paths, sidewalks, and a wide assortment of transit technologies (heavy rail, light rail, intercity rail, buses, trolleys and ferries).

## Plan Bay Area Overview

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The proposed Plan Bay Area meets the requirements of SB 375 by developing an integrated transportation and land use plan and attains the per-capita GHG emission reduction targets of -7 percent by year 2020 and -15 percent by year 2035 from 2005 levels. Under the proposed Plan, emission reductions continue on a downward trajectory through 2050. The proposed Plan reinforces land use and transportation integration per SB 375 and presents a vision of what the Bay Area's land use patterns and transportation networks might look like in 2040. The adopted goals of the proposed Plan are:

- Climate Protection
- Adequate Housing
- Healthy and Safe Communities
- Open Space and Agricultural Preservation
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness

The Plan objectives are reflected in the following performance targets that measure the region's progress towards meeting these goals and are consistent with the requirements of SB 375:

- Reduce per-capita CO<sub>2</sub> emissions from cars and light-duty trucks by 15 percent.

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<sup>1</sup> Census 2010. A Combined Statistical Area is a census defined metropolitan region that consists of two or more adjacent Core Based Statistical Areas (CBSAs) that have substantial employment interchange. The CBSAs that combine to create a CSA retain separate identities within the larger CSA.

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- House 100 percent of the region's projected 25-year growth by income level without displacing current low-income residents.

These goals and performance targets are more fully explored in Chapter 1.2. An alternative that performs substantially worse than the proposed Plan with respect to meeting the plan goals and these performance targets would not achieve even the basic objectives of the proposed Plan.

### FORECASTED GROWTH

Looking ahead to 2040, the horizon year for the proposed Plan, it is forecast by ABAG that the Bay Area's population will grow another 30 percent from the 2010 level (over 2.1 million more residents) and employment will increase by 33 percent (over 1.1 million additional jobs). To house the future population, it is estimated that 660,000 new housing units would be built in the same timeframe. Forecasted growth from 2010 through 2040 is shown in Table ES-1.

**TABLE ES-1: TOTAL PROJECTED GROWTH FOR THE BAY AREA, 2010-2040**

	2010	2040	Growth 2010 - 2040	% Change	Annual Growth Rate
Population	7,151,000	9,299,000	2,148,000	30%	0.9%
Households	2,608,000	3,308,000	700,000	27%	0.8%
Housing Units	2,786,000	3,446,000	660,000	24%	0.7%
Jobs	3,385,000	4,505,000	1,120,000	33%	1.0%

Source: Association of Bay Area Governments, Plan Bay Area Jobs-Housing Connection Strategy, revised May 16, 2012.

### LAND USE STRATEGY

To plan for this future growth, the proposed Plan calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). Opportunities for focused growth development in Transit Priority Project (TPP)-eligible areas, as defined by SB 375 in Public Resources Code section 21155, which often overlap with PDAs, are also encouraged and facilitated by the proposed Plan. This land use strategy enhances mobility and economic growth by linking housing/jobs with transit and existing transportation infrastructure, thus offering a more efficient land use pattern around transit and a greater return on existing and planned transit investments. Beyond the emphasis on transit-oriented development, the proposed Plan's land use strategy broadly calls for new housing and jobs in locations that expand existing communities and build off of all existing transportation investments.

### TRANSPORTATION

The proposed Plan includes a financially constrained transportation investment plan as required by State and federal planning regulations. It includes transportation projects and programs that would be funded through existing and future revenues that are projected to be reasonably available to the region over the timeframe covered by the proposed Plan. A total of \$289 billion in revenues is available for the financially constrained Plan Bay Area. That is, the proposed Plan and alternatives evaluated in the EIR are financially constrained to be within the \$289 billion envelope.

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A more detailed description of the proposed Plan is included in *Chapter 1.2: Overview of the Proposed Plan Bay Area*.

## Alternatives

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A full description of the alternatives analyzed in this EIR and the alternative selection process is provided in Part 3. The alternatives are as follows:

### ALTERNATIVE 1: NO PROJECT

The No Project alternative consists of two elements: (a) the existing 2010 land uses plus continuation of existing land use policy as defined in adopted general plans, zoning ordinances, etc. from all jurisdictions in the region and (b) the existing 2010 transportation network plus highway, transit, local roadway, bicycle and pedestrian projects that have either already received full funding or are scheduled for full funding and received environmental clearance by May 1, 2011.

### ALTERNATIVE 2: PROPOSED PLAN

Alternative 2 is the proposed Plan analyzed in this EIR. This alternative assumes a land use development pattern that concentrates future household and job growth into Priority Development Areas (PDAs) identified by local jurisdictions. It pairs this land development pattern with MTC's Preferred Transportation Investment Strategy, which dedicates nearly 90 percent of future revenues to operating and maintaining the existing road and transit system. A more detailed overview of the proposed Plan is in Chapter 1.2.

### ALTERNATIVE 3: TRANSIT PRIORITY FOCUS

This alternative includes the potential for more efficient land uses in Transit Priority Project (TPP) areas, as defined by Senate Bill 375 (PRC section 21155), and would be developed at higher densities than existing conditions to support high quality transit. The transportation investment strategy in this alternative tests a slightly reduced express lane network that focuses on HOV lane conversions and gap closures, as well as increased funding for the implementation of recommendations from the Comprehensive Operations Analysis of BART and AC Transit above what is included in the Preferred Transportation Investment Strategy. This alternative also includes a Regional Development Fee based on development in areas that generate high levels of vehicle miles travelled, and a higher peak period toll on the San Francisco-Oakland Bay Bridge.

### ALTERNATIVE 4: ENHANCED NETWORK OF COMMUNITIES

This alternative seeks to provide sufficient housing for all people employed in the Bay Area with no in-commuters from other regions and allows for more dispersed growth patterns than the proposed Plan, although development is still generally focused around PDAs. The transportation investment strategy is consistent with the Preferred Transportation Investment Strategy, also used in the proposed Plan, and includes a higher peak period toll on the San Francisco-Oakland Bay Bridge.

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### ALTERNATIVE 5: ENVIRONMENT, EQUITY AND JOBS

This alternative seeks to maximize affordable housing in opportunity areas in both urban and suburban areas through incentives and housing subsidies. The suburban growth is supported by increased transit service to historically disadvantaged communities and a reduced roadway network. This alternative includes imposing a Vehicle Miles Traveled (VMT) tax and a higher peak period toll on the San Francisco-Oakland Bay Bridge to fund transit operations.

### Key EIR assumptions

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The following key assumptions were used in the impact analysis:

- The base year or existing conditions for the land use and transportation impact analysis is 2010, as this year provides the most recent best data available for land use, transportation, and demographics. The only exception appears in *Chapter 2.5: Greenhouse Gases and Climate Change*, which uses a 2005 baseline per the CARB target setting process to determine impacts under Criterion 1 related to achieving the requirements of SB 375.
- The total amount of growth projected for the Bay Area through 2040 is based on ABAG's Plan Bay Area Forecast of Jobs, Population and Housing (the forecasts used to develop the Jobs-Housing Connection) that is available for review on the project website (<http://www.onebayarea.org>); this amount of growth is assumed in the proposed Plan, which identifies a land use pattern to accommodate the projected growth.
- This analysis does not consider phasing of improvements or interim stages of the proposed Plan Bay Area between 2010 and 2040, as the purpose of the analysis is to evaluate the Plan as a whole. The one exception to this approach appears in *Chapter 2.5: Greenhouse Gases and Climate Change*, which includes an examination of impacts in 2020 and 2035 as compared to a 2005 baseline per the ARB target setting process to determine impacts relating to achieving the statutory requirements of Senate Bill 375.
- As a program-level EIR, individual project impacts are not addressed; rather, this analysis focuses on the aggregate impacts of the proposed Plan that may be regionally significant.

### CUMULATIVE IMPACT ASSUMPTIONS

Section 15130 of the CEQA Guidelines requires that an EIR evaluate potential environmental impacts that are individually limited but cumulatively significant. CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines § 15355). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines § 15065(a)(3)). This means that cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Plan Bay Area, which includes region-wide transportation improvements and land use development patterns in the Bay Area to accommodate projected regional growth through 2040, is a cumulative plan by definition. As such, the environmental analysis included in this EIR throughout Part Two is a

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cumulative analysis compliant with the requirements of CEQA and the CEQA Guidelines. Furthermore, this EIR contains analysis of cumulative regional impacts, as differentiated from more generalized localized impacts for every identified impact area.

## Plan Impacts

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The analysis emphasizes the impacts of the proposed Plan Bay Area as a complete program, rather than as detailed analysis of the individual transportation improvements and land use strategy included in the proposed Plan. Individual improvements and development projects must still independently comply with the requirements of CEQA. As required by CEQA, this EIR identifies three types of impacts:

- Short-term impacts;
- Long-term impacts; and
- Cumulative impacts.

The EIR addresses regional impacts as well as generalized localized impacts. It also, to the extent feasible, distinguishes between impacts caused by transportation improvements and impacts related to proposed land use patterns.

Table ES-2 summarizes the impact conclusions and recommended mitigation measures identified in this EIR. The impacts are organized by environmental impact issue area in the order in which they appear in Part Two.

## Environmentally Superior Alternative

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CEQA Guidelines require each EIR to identify the environmentally superior alternative among the alternatives analyzed. If the No Project alternative is identified as the environmentally superior alternative, then the EIR must identify another alternative from among the alternatives analyzed. According to the analysis in Chapter 3.1, Alternative 5 would result in the lowest level of environmental impacts, but only marginally lower, as compared to all alternatives (including the proposed Plan), and therefore is identified as the environmentally superior alternative. Alternative 3 results in similar impacts to the proposed Plan, and Alternative 4 and the No Project alternative have mixed environmental outcomes. Overall, variations in environmental impacts among alternatives are minor. This determination does not factor in other benefits of the proposed Plan outside of environmental effects. More specifically:

- In **Transportation**, Alternative 3 has the least environmental impact as it features shorter commute travel times (three percent shorter than the proposed Plan) and a lesser amount of congested VMT (14 percent fewer VMT at LOS F as compared to the proposed Plan) and the least potential for transit vehicle crowding (30 percent utilization of public transit systems, the same as the No Project alternative, and three percent less than the proposed Plan). These results are due to shifting regional growth to the Transit Priority Project eligible areas, with the greatest emphasis on growth in the urban core close to high-frequency transit.

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- In **Air Quality**, Alternative 5 has the least environmental impact as it results in the lowest criteria pollutant emissions (1.7 percent fewer criteria pollutant emissions as compared to the proposed Plan) as well as lowest TAC emissions of all of the alternatives (1.9 percent fewer TAC emissions as compared to the proposed Plan). This is a result of placing a greater emphasis than the other alternatives on aligning compact land use development with transit service and increasing transit capacity.
- In **Energy**, Alternative 4 would result in the lowest per capita energy use (3.3 percent less than the proposed Plan and 2.7 percent less than Alternative 5), and would therefore have the least environmental impact.
- In **Greenhouse Gas Emissions**, the proposed Plan and Alternative 5 perform equally in regard to meeting SB 375 emission reduction targets in 2035 (both achieving a 16.4 percent reduction, one percent better than Alternative 3, 1.6 percent better than Alternative 4, and 9.6 percent better than the No Project alternative). Alternative 5 performs slightly better in terms of total emissions reductions (achieving a 17 percent reduction from 2010 to 2040, one percent better than Alternative 3 and two percent better than the proposed Plan).
- In **Sea Level Rise**, the No Project alternative includes the fewest transportation projects exposed to midcentury sea level inundation (the No Project alternative includes 15 projects, Alternative 5 includes 21 projects, and the proposed Plan, Alternative 3, and Alternative 4 include 32 projects exposed to midcentury sea level rise inundation). Alternative 5 includes the fewest residents (12 percent less than the proposed Plan), and new residential development (10 percent less than under the proposed Plan) exposed to midcentury sea level rise inundation because it distributes growth to areas farther from the Bay.
- In **Land Use (conversion of agricultural and forest land)**, Alternative 4 results in the fewest acres of important agricultural and open space land converted to urbanized use, as well as the fewest acres of forest and timberland converted to urbanized use.
- In **Noise** the No Project alternative has the fewest environmental impacts since it results in the lowest number of roadway miles exposed to noise levels at or above 66 dBA. It also includes the fewest transit extension projects, resulting in the smallest increase in transit noise and vibration compared to other alternatives.
- In **Biological Resources, Water Resources, Cultural Resources, and Visual Resources**, Alternative 5 combines compact development with low transportation infrastructure development, resulting in fewer physical impacts tied to these resources. It is noted that in terms of land use development-related impacts alone (excluding transportation projects), the proposed Plan is the most compact and would have the least impact on these resources.
- In **Geology, Public Utilities, Public Services, and Hazardous Materials**, Alternatives 1, 2 (proposed Plan), 3 and 5 are comparable and have fewer impacts than Alternative 4. Alternative 4 includes the most growth, thereby inherently exposing the most people to geologic and hazards risks, and resulting in the greatest impacts on existing public service, recreation, and utility systems. One exception to this is in regard to wastewater treatment, where Alternative 4 has the least impact because of limited growth in San Francisco, which has likely inadequate wastewater treatment capacity under all other alternatives.
- For **Historic Resources and Land Use (community disruption or displacement, alteration and separation)**, all alternatives perform similarly. Since all alternatives include growth in

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urbanized areas where historic resources are likely to exist, impacts on historic resources would be similar. For land use, impacts related to community disruption or displacement and alteration and separation would be highly localized and similar across the alternatives.

While Alternative 5 is the environmentally preferred alternative due to its overall GHG emissions reductions and estimated reduction in criteria and TAC emissions, the proposed Plan does include some benefits over Alternative 5. For instance, the proposed Plan results in the lowest VMT per capita (the same as Alternative 4), with one percent fewer daily VMT per capita than Alternative 5. Alternative 5 also exhibits congested VMT levels 18 percent higher in the AM peak, seven percent higher in the PM peak, and 11 percent higher over the course of a typical weekday as compared to the proposed Plan. Finally, the proposed Plan results in fewer acres of agricultural and open space conversion as compared to Alternative 5 (though more than Alternative 4), and the fewest acres of important farmland (excluding grazing land) of all alternatives.

Another important consideration is that the proposed Plan was developed through extensive coordination with local jurisdictions. Alternative 5 assumes residential growth at levels that some local jurisdictions may be unlikely to implement, since it includes growth in areas that local jurisdictions have not planned for or do not currently anticipate.

In addition, there are some important unanswered questions about the feasibility of Alternative 5 that the ABAG Board and the MTC Commissioners will address during deliberations on this EIR. Specifically, implementation of the VMT tax, which is a key component of Alternative 5, may prove to be infeasible because it would require legislative approval and, in light of Proposition 26 (the "Stop Hidden Taxes" initiative), may require approval by a two-thirds supermajority vote of the Legislature. While there is currently a large majority of Democrats in the Legislature, and authorizing legislation may therefore be easier to achieve at this time, the difficulty of predicting whether new legislation will actually be enacted may make Alternative 5 infeasible.

Policy makers will be required to judge the relative importance of the various issue areas in making their final decision.

## Areas of Known Controversy

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Section 15123 of the CEQA Guidelines requires that an EIR identify areas of controversy which are known to the Lead Agency, including issues raised by other agencies and the public. Areas of controversy associated with the proposed Plan are made known through comments received during the Notice of Preparation (NOP) process, as well as input solicited during public scoping meetings and an understanding of the community issues in the study area. Some areas of known controversy, including issues raised by some members of the community, related to the proposed Plan Bay Area and EIR include:

- Whether the proposed Plan's assumptions of future land use development patterns are feasible given that MTC and ABAG cannot regulate land uses at a regional or local level.
- Concerns about whether the degree and scale of growth proposed within existing communities would alter their appearance, quality of life, and affordability, and whether it would conflict with the existing plans and regulations of the local jurisdiction.

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- Determining whether the proposed Plan's emphasis on maintaining and sustaining the existing regional transportation system will be adequate to serve the Bay Area's anticipated population and employment growth.
- Assessing whether the proposed transportation investment strategy can reduce GHG emissions and exposure to air pollutants even as the region's population and economic base continue to grow.
- Determining whether and where sea level rise impacts will occur and how best to minimize those impacts.
- Concerns that increased concentrations of population in focused areas would overwhelm existing public services and utilities, such as parks, police and fire services, water supply, etc.

This EIR acknowledges these known controversies as reported during the NOP scoping period and ongoing agency consultation. To the extent these areas of controversy relate to environmental impacts, they are analyzed at the regional level in Part Two of this EIR.

## Issues to be Resolved

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CEQA Guidelines section 15123(b)(3) requires that an EIR contain a discussion of issues to be resolved and whether or how to mitigate significant effects. Issues to be resolved include:

- How to address potential impacts from the proposed land development pattern that must be mitigated by the local land use authority, since neither MTC nor ABAG have jurisdiction over land use regulations.
- The degree to which MTC and ABAG can provide adequate incentives for implementation of changes to land use policy.
- How best to require mitigations that can be enacted by project sponsors and/or implementing agencies in a manner to ensure CEQA streamlining for qualifying projects, per SB 375, can occur.

When adopting the proposed Plan Bay Area, the MTC Commission and ABAG Board must decide whether specific overriding economic, legal, social, technological or other benefits of the project outweigh the significant environmental impacts that cannot be feasibly avoided or substantially reduced through implementation of feasible mitigation or alternatives. If so, they would adopt a Statement of Overriding Considerations.

## Summary Table of Impacts and Mitigation Measures

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Table ES-2 summarizes impacts, mitigation measures, and significance conclusions after mitigation (far right column), by issue area. Note that implementing agencies and/or project sponsors shall consider implementation of mitigations measures including but not limited to those identified in the table below. For more details, please see *Part Two: Settings, Impacts, and Mitigation Measures*.

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## 2.11 Cultural Resources

Cultural resources in the Bay Area reflect centuries of human settlement in the region and document the changing character of economic, social, and spiritual activities. There are several kinds of cultural resources in the Bay Area, including historic buildings and bridges, prehistoric archaeological sites, Native American sacred sites, native plants with important cultural significance to local tribes, as well as sensitive locations where resources are likely to be identified in the future, based on our existing knowledge of historic and prehistoric settlement patterns.

This chapter evaluates the potential cultural resource impacts resulting from the implementation of the proposed Plan. Cultural resources are the material remains identified with either the prehistoric inhabitants of the area (any time prior to the arrival of the Spanish in the latter half of the 18th century) or with the historic inhabitants. The historic period begins with the arrival of the Spanish and continues up to 45 years ago, a definition that is recognized under both CEQA and NEPA guidelines. While there are procedural differences between the State and federal guidelines, both establish the conditions under which a particular resource is determined to be significant and require mitigation as part of a proposed plan or project.

### Environmental Setting

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#### PHYSICAL SETTING

This section summarizes both historic and prehistoric resources and identifies the types of geographic areas within the Planning Area that may contain cultural resources.

#### Prehistoric Resources

Prehistoric cultural resources are composed of Native American structures or sites of historical or archaeological interest. These may include districts, buildings, objects, landscape elements, sites, or features that reflect human occupations of the region, such as villages and burial grounds.

The moderate climate, combined with the abundant natural resources found throughout the nine-county region, has supported human habitation for several thousand years Before Present (BP). Some theories suggest that the prehistoric bay and river margins were inhabited as early as 10,000 years ago.<sup>1</sup> Rising sea levels, the formation of the San Francisco Bay, and the resulting filling of inland valleys have covered

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<sup>1</sup> EIP Associates, Rainier Avenue Cross Town Connector and U.S. 101 Interchange Project DEIR, prepared for the City of Petaluma, July 1993.

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these early sites, which were most likely located along the then existing bay shore and waterways. Existing evidence indicates the presence of many village sites from at least 5,000 years BP in the region. The arrival of Native Americans into the Bay Area is associated with documented cultural resources from circa 5,500 BP.<sup>2</sup>

Six different groups of Native population, identified by their language, lived within the Bay Area, including Costanoan, Eastern Miwok, Patwin, Coast Miwok, Pomo and Wappo. These Native populations periodically increased between 5,000 BP and the arrival of the Spanish in the late 18th century. Native villages and campsites were inhabited on a temporary basis and are found in several ecological niches due to the seasonal nature of their subsistence base.

By the end of the first millennium A.D., population densities had grown to the point where less favorable environmental settings were being used for habitation. Traditional tribal territorial boundaries thus usually overlap; this is particularly the case in the South Bay. Groups competed for hunting grounds, seed and acorn gathering areas, and other areas necessary to a hunting-and-gathering culture. Remains of these early peoples indicate that main villages, seldom more than 1,000 residents, were usually established along water courses and drainages. Remains of satellite villages have been found in areas used for the procurement of food or other resources. By the late 1760s, about 300,000 Native Americans lived in California.<sup>3</sup>

### Historic Resources

Historic resources are standing structures of historic or aesthetic significance. Architectural sites dating from the Spanish Period (1529–1822) through the late 1960s are generally considered for protection if they are determined to be historically or architecturally significant. These may include missions, historic ranch lands, and structures from the Gold Rush and the region's early industrial era. Post-Depression sites may also be considered for protection if they could gain historic significance in the future. Historic resources are often associated with archaeological deposits of the same age.

The arrival of the Spanish and the development of the mission system in the latter half of the 18th century permanently disrupted the indigenous societies flourishing in the area. Native American settlements were abandoned and replaced with agricultural land, housing, and military support for the missions. The San Francisco Mission (Mission San Francisco de Asis or Mission Dolores) and the Presidio (Yerba Buena) were founded in 1776. Both the Mission Santa Clara and the Pueblo de San José de Guadalupe were founded in 1777 in Santa Clara County.

After the Mexican revolt against Spain in 1822, California lands came under Mexican rule, and large tracts of land, including the former missions, were granted to individual owners. It was during the Mexican era that most of the historic ranch lands and associated living quarters and operational structures originate.

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<sup>2</sup> U.S. Dept. of Interior, Minerals Management Service, Pacific OCS Region. *California, Oregon, and Washington Archaeological Resource Study*, November 1990.

<sup>3</sup> San Francisco Estuary Partnership, Land Use and Population Fact Sheet, [www.sfestuary.org/userfiles/d/docs/Land\\_Use-Population.pdf](http://www.sfestuary.org/userfiles/d/docs/Land_Use-Population.pdf), accessed August 2012.

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Mexico ceded control of California to the United States at the end of the Mexican-American War (1846–1848), and the discovery of gold in the late 1840s brought thousands of prospectors and settlers into California. The Bay Area became the gateway to the gold of the Sierra Nevada, with rapid growth occurring in several of the region's fledgling cities, focusing in San Francisco as a shipping and financial center. Today the structures and sites from this Gold Rush period are often considered to be of historic significance.

An era of increased agricultural production followed the Gold Rush, with much of the region's inland valley natural grasslands plowed for wheat, orchard, and vegetable cultivation. Construction of levees in the Sacramento/San Joaquin delta reclaimed wetland areas for field crops and orchards, and lumbering, begun during the gold rush to supply mining operations, continued to supply a growing population. The completion of the intercontinental railroad in San Francisco in 1888 assured the Bay Area's continued prominence as an economic and population center for the West in general and for California.

In the early 1900s, the Bay Area's economic base continued to grow and diversify, with a maritime industry developing around the Bay and manufacturing, trade, and the lumber industry aiding in the growth and development of the region. Urban areas continued to grow in accordance with transportation corridors. The rail lines of the early 1900s supported new development along their routes, with residential and commercial centers at their stops. The arrival of the automobile and roadway construction allowed population and economic centers to develop in more dispersed patterns throughout the region. Cultural resources from this manufacturing era include sites and structures associated with industrial development (i.e., railroad and maritime industries) and with prominent citizens of the time.

#### **Recorded Regional Resources**

The interpretations and designations of archaeological resources in the Bay Area are documented at the Northwest Information Center (NWIC) at Sonoma State University. This information reflects the presence of known archaeological sites; known geological, soil, biological, hydrological, and topographical features; and the experience of archaeologists familiar with the field occurrences of such resources in the Bay Area.

As shown in **Table 2.11-1**, approximately 8,118 pre-historic and historic cultural sites have been recorded in the Bay Area and are listed with the California Historical Resources Information System (CHRIS), maintained at the NWIC. If one counts all historic and prehistoric recorded sites, buildings, and structures with and without trinomial numbers assigned, there are over 33,000 such sites, buildings, and structures in the Bay Area.

Of the 8,118 sites recorded in the nine-county Bay Area, there are currently 1,006 cultural resources listed on the California Register of Historic Resources, meaning that they are significant at the local, State, or national level as specified under a set of established criteria (see details in Regulatory Setting below); of those, 744 are also listed on the National Register of Historic Places. From this list, 249 resources are listed as California Historic Landmarks. Completed only once in 1976, the California Inventory of Historic Resources documents a total of about 818 historic buildings, sites, or objects and 2,340 archaeological sites. No comprehensive Bay Area historic or archaeological surveys have been conducted more recently. The greatest concentration of listed historic resources in the Bay Area occurs in San Francisco, with 181 sites on the National and California registers. Alameda County has the second highest number of Register-listed historic resources, at 147.

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**TABLE 2.11-1: RECORDED ARCHAEOLOGICAL AND HISTORICAL SITES IN THE BAY AREA**

Source of Record	County								
	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma
Recorded Prehistoric and Historic Sites <sup>1</sup>	514	842	809	1,166	140	403	925	352	2,967
Total Recorded Resources (including buildings) <sup>2</sup>	11,242	3,060	2,775	1,517	4,873	2,252	2,599	747	4,304
Individually Listed Resources on the National Register of Historic Places <b>and</b> the California Register of Historic Resources <sup>3</sup>	147 BSO 0 AS	39 BSO 0 AS	41 BSO 5 AS	78 BSO 0 AS	181 BSO 5 AS	51 BSO 1 AS	104 BSO 2 AS	22 BSO 0 AS	64 BSO 4 AS
Individually Listed Resources <b>Only</b> on the California Register of Historic Resources	302 BSO 12 AS	18 BSO 41 AS	25 BSO 4 AS	18 BSO 11 AS	242 BSO 2 AS	32 BSO 0 AS	121 BSO 31 AS	66 BSO 5 AS	59 BSO 17 AS
California Historical Landmarks <sup>4</sup>	37	15	14	17	48	34	43	14	27
California Inventory (1976) <sup>5</sup>	221 BSO 344 AS	108 BSO 352 AS	30 BSO 413 AS	31 BSO 328 AS	141 BSO 26 AS	75 BSO 152 AS	149 BSO 61 AS	30 BSO 264 AS	33 BSO 400 AS
Historic Bridges Listed on the Caltrans Local Bridge Survey <sup>6</sup>	175	187	123	93	78	120	239	115	223

**Abbreviations:** BSO (Building, Site, or Object); AS (Archaeological Site).

**Notes:**

1. Northwest Information Center Database, August 2012.
2. Northwest Information Center Database, August 2012; number of all recorded sites including prehistoric and historic archaeological sites with and without trinomials, as well as recorded historic-period buildings and structures.
3. State Office of Historic Preservation's Quarterly Historic Property Directory, April 2012. Not included here are resources that have been listed as *contributors* to an Archaeological or Historic District, or resources that have been determined to be *eligible* for listing on the National Register or the California Register of Historical Resources.
4. State Office of Historic Preservation's Quarterly Historic Property Directory, August 2012. BSO and AS are reported together.
5. Listings on the California Inventory of Historic Resources. Please note this inventory was done one time in 1976.
6. Caltrans Local Bridge Survey, Update 2005, computer database, query only pre-1960 bridges. Please note, a previous "Category 3" used to compile prior RTP EIR listings no longer exists in this survey, with the result that this update may show lower totals compared to previous surveys reported in other EIRs.

Source: Northwest Information Center, Sonoma State University, 2012.

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It is noted that the overall number of pre-historic and historic recorded cultural sites has decreased since the Transportation 2035 Plan was adopted in 2008. However, according to NWIC, this is not a result of cultural resources having been destroyed, but rather due to the fact that NWIC's system for assigning resource identification numbers has changed. As a result, certain resources may have been grouped inappropriately in the past, thus leading to over-counting.<sup>4</sup>

### **Locations of Sensitivity**

Dense concentrations of Native American archaeological sites occur along the historic margins of San Francisco and San Pablo Bays. In addition, archaeological sites have also been identified in the following environmental settings in all Bay Area counties: near sources of water, such as vernal pools and springs; along ridgetops and on midslope terraces; and at the base of hills and on alluvial flats.

Native American archaeological sites have also been identified in the inland valleys of all Bay Area counties. Remains associated with a Native American archaeological site may include chert or obsidian flakes, projective points, mortars and pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials.

Dense concentrations of historic resources are often found in large urban areas and smaller cities that experienced growth and development during the historic period. Historic resources are also found in rural settings where homesteads, ranches, or farms were once present. Historic remains may include stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits often in old wells and privies.

## **REGULATORY SETTING**

### **Federal Regulations**

#### ***The National Historic Preservation Act***

The National Historic Preservation Act (NHPA) is the most prominent federal law dealing with historic preservation. The NHPA established guidelines to "preserve important historic, cultural, and natural aspects of our national heritage, and to maintain, wherever possible, an environment that supports diversity and a variety of individual choice." The NHPA includes regulations specifically for federal land-holding agencies, but also includes regulations (Section 106) which pertain to all projects that are funded, permitted, or approved by any federal agency and which have the potential to affect cultural resources. All projects that are subject to the National Environmental Policy Act (NEPA) are also subject to compliance with Section 106 of the NHPA. Furthermore, all projects that are carried out by Caltrans are also subject to Section 106. At the federal level, the Office of Historic Preservation (OHP) carries out reviews under Section 106 of the NHPA.

#### ***National Register of Historic Places***

Additionally, the NHPA authorizes the Secretary of the Interior to establish a National Register of Historic Places (National Register), an inventory of districts, sites, buildings, structures, and objects significant on a national, state, or local level in American history, architecture, archeology, engineering,

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<sup>4</sup> Much, Bryan. Northwest Information Center, email correspondence, 28 August 2012.

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and culture. The National Register is maintained by the National Park Service, the Advisory Council on Historic Preservation, State Historic Preservation Office, and grants-in-aid programs.

## **State Regulations**

### ***Office of Historic Preservation***

The mission of the Office of Historic Preservation (OHP) and the State Historical Resources Commission (SHRC) is to preserve and enhance California's irreplaceable historic heritage as a matter of public interest so that its vital legacy of cultural, educational, recreational, aesthetic, economic, social, and environmental benefits will be maintained and enriched for present and future generations.<sup>5</sup> California Public Resources Code 5024 requires consultation with the State Historic Preservation Officer (SHPO) when a project may impact historical resources located on State-owned land.

### ***California Register of Historic Resources***

The SHPO also maintains the California Register of Historic Resources (California Register). Historic properties listed, or formally designated for eligibility to be listed, on the National Register are automatically listed on the California Register (PRC Section 5024.1). State Landmarks and Points of Interest are also automatically listed. The California Register can also include properties designated under local preservation ordinances or identified through local historic resource surveys.

For a historic resource to be eligible for listing on the California Register, it must be significant at the local, State, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (California Public Resources Code).

### ***California Historical Resources Information System***

The CHRIS is a statewide system for managing information on the full range of historical resources identified in California. CHRIS is a cooperative partnership between the citizens of California, historic preservation professionals, twelve Information Centers, and various agencies. This system bears the following responsibilities: integrate newly recorded sites and information on known resources into the California Historical Resources Inventory; furnish information on known resources and surveys to governments, institutions, and individuals who have a justifiable need to know; and supply a list of consultants who are qualified to do work within their area.

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<sup>5</sup> Office of Historic Preservation website: [http://ohp.parks.ca.gov/?page\\_id=1066](http://ohp.parks.ca.gov/?page_id=1066)

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**California Environmental Quality Act**

*21083.2: Archaeological Resources*

CEQA directs the lead agency on any project undertaken, assisted, or permitted by the State to include in its environmental impact report for the project a determination of the project's effect on unique archeological resources. Public Resources Code section 21083.2 defines unique archeological resource; enables a lead agency to require an applicant to make reasonable effort to preserve or mitigate impacts to any affected unique archeological resource; sets requirements for the applicant to provide payment to cover costs of mitigation; and restricts excavation as a mitigation measure.

*21084.1: Historic Resources*

CEQA establishes that an adverse effect on an historical resource qualifies as a significant effect on the environment; and defines historical resource.

**CEQA Guidelines**

*Resource Significance*

Section 15064.5 of CEQA guidelines defines three ways that a property can qualify as a significant historical resource for the purposes of CEQA review:

1. If the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR);
2. If the resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, or is identified as significant in a historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless a preponderance of evidence demonstrates that it is not historically or culturally significant; or
3. If the lead agency determines the resource to be significant as supported by substantial evidence (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

In addition to determining the significance and eligibility of any identified historical resource under CEQA and the California Register, historic properties must be evaluated under the criteria for the National Register should federal funding or permitting become involved in any undertaking subject to this document.

*Mitigation of Cultural Resources Impacts*

CEQA Guidelines Section 15126.4 states that "public agencies should, whenever feasible, seek to avoid damaging effects on any historical resources of an archaeological nature." The Guidelines further state that preservation-in-place is the preferred approach to mitigate archaeological resource impacts. However, according to Section 15126.4, if data recovery through excavation is "the only feasible mitigation," then a "data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resources, shall be prepared and adopted prior to any excavation being undertaken." Data recovery is *not* required for a resource of an archaeological nature if "the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource." The section further states that its provisions apply to those archaeological resources that also qualify as historic resources.

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*Paleontological Resources*

Paleontological resources are afforded protection by CEQA. Appendix G (Part V) of the CEQA Guidelines provides guidance relative to significant impacts on paleontological resources, stating that a project will normally result in a significant impact on the environment if it will “directly or indirectly destroy a unique paleontological resource or site or unique geological feature.” Section 5097.5 of the Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for the damage or removal of paleontological resources.

***Native American Heritage Act***

The Native American Heritage Act (NAHA) of 1976 established the Native American Heritage Commission (NAHC) and protects Native American religious values on State property (see California Public Resources Code 5097.9).

***Public Notice to California Native American Indian Tribes***

Government Code, Section 65092 includes California Native American tribes that are on the contact list maintained by the Native American Heritage Commission in the definition of “person” to whom notice of public hearings shall be sent by local governments.

***Tribal Consultation Guidelines***

Passed in 2004, Senate Bill (SB) 18 (Burton, D-San Francisco), now Government Code Section 65351 and 65352, establishes a procedure to help tribes and jurisdictions define tribal cultural resources and sacred areas more clearly and incorporate protection of these places earlier into local general plan and specific plan processes. The SB 18 process mirrors the federal 106 review process used by archaeologists as part of the environmental review conducted under NEPA (36 CFR Part 800.16) While not a component of CEQA review per se, the lead agency is required to request consultation with responsible and trustee agencies, such as NAHC and neighboring tribes, during the initial study and EIR process (PRC 21080.3, 21080.4). Tribal consultation conducted for this EIR is described in the Impact Analysis, under Method of Analysis.

***Disposition of Human Remains***

Health and Safety Code Section 7050.5 states that when an initial study identifies the existence, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials. Furthermore, Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the NAHC.

***Native American Graves Protection and Repatriation Act***

Health and Safety Code Section 8010-8011 establishes a State repatriation policy intent that is consistent with and facilitates implementation of the federal Native American Graves Protection and Repatriation Act. The Act strives to ensure that all California Indian human remains and cultural items are treated with

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dignity and respect. It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also states the intent for the State to provide mechanisms for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims and getting responses to those claims.

### Local Regulations

#### **Historic Preservation Ordinances**

In addition to national and State historic preservation legislation, many Bay Area counties and cities have adopted optional historic preservation general plan elements<sup>6</sup> or enacted local ordinances that recognize and preserve historic sites. At least 19 Bay Area cities participate in the Certified Local Government Program (CLG) through the OHP. The CLG program is a partnership among local governments, the OHP, and the National Park Service (NPS), which is responsible for administering the National Historic Preservation Program. Participating cities include: Alameda, Benicia, Berkeley, Campbell, Danville, Los Altos, Los Gatos, Napa, Oakland, Palo Alto, Redwood City, Richmond, San Francisco, San José, Santa Clara, Saratoga, Sausalito, Sunnyvale, and Vallejo.

## Impact Analysis

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### **SIGNIFICANCE CRITERIA**

Implementation of the proposed Plan would have a potentially significant adverse impact on cultural resources in the Bay Area if it would:

- Criterion 1:** Cause a substantial adverse change in the significance of a historic resource, defined as physical demolition, destruction, relocation or alteration of the resource or its immediate surroundings such that the significance of the historic resource would be materially impaired (Guidelines Section 15064.5).
- Criterion 2:** Cause a substantial adverse change in the significance of a unique archaeological resource.
- Criterion 3:** Destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.
- Criterion 4:** Disturb any human remains, including those interred outside of formal cemeteries.

### **METHOD OF ANALYSIS**

The cultural resources analysis identifies the potential impacts of the transportation and land use program on archaeological, historical, and other cultural resources within the Bay Area based on anticipated changes to the existing condition. The analysis focuses on where land use changes are most evident (e.g.,

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<sup>6</sup> For a complete list of California communities with optional historic preservation general plan elements, the State Office of Planning and Research maintains and updates an annual Book of Lists: [www.opr.ca.gov/s\\_publications.php](http://www.opr.ca.gov/s_publications.php)

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non-urbanized areas to experience urbanization), or where transportation improvements would require ground disturbing activities that may threaten known or unknown archaeological or Native American cultural artifacts.

The methodology related to assessment of land use development and transportation project-related impacts recognizes that important cultural resources may be encountered during ground-disturbing construction work on land use development and transportation projects under the proposed Plan that involve physical construction. It also recognizes that projects associated with the operation and maintenance of the transportation system, such as signalization, equipment replacement, and pavement maintenance, would not directly affect cultural resources. Since the specific locations of some cultural resources are not mapped, and since the extent of ground disturbance associated with various land use development and transportation projects under the proposed Plan is unknown at this time, it is not possible to assess specific cultural resource impacts based on the location of these projects. For the same reasons, the analysis does not distinguish between regulatory conditions for privately- and publicly-owned land. Accordingly, no project-specific reviews or field studies are undertaken for this program EIR. The analysis is based on a review of the type and location of projects listed in the proposed Plan, and their potential to disturb both known and unknown cultural resources. Additionally, land use analysis assesses in a generalized way potential impacts on historic resources in existing urban areas likely to experience change as a result of destruction of a historic resource or construction of incompatible, adjacent development.

The initial step in addressing cultural resources involved contacting the appropriate CHRIS Information Center to conduct a record search. The record search summarized numbers of previously recorded resources and studies within the study area, not all of which are eligible for listing on the California Register. As shown in **Table 2.11-1**, the California Register is a subset of the total number of recorded sites, due to the higher threshold of eligibility.

The Notice of Preparation (NOP) of this EIR was distributed to the federally recognized tribes in the Bay Area. In a letter in response to the NOP, the California Valley Miwok Tribe requested notification of projects proposed within Alameda, Alpine, Calaveras, Contra Costa; Fresno, Madera, Merced, San Joaquin, Solano, and Stanislaus County. A more detailed description of the scoping process is found in *Chapter 1.1: Introduction and Study Approach*, and a record of the scoping comments are in Appendix B.

In addition, MTC and ABAG, in partnership with Caltrans District 4, held two tribal consultation meetings, on June 9, 2011, and March 20, 2012, at the National Indian Justice Center to discuss the transportation investment strategy and the Proposed Plan land use distribution. A third tribal consultation meeting will take place while the Draft Plan Bay Area and Draft EIR documents are in their public review periods.

### **SUMMARY OF IMPACTS**

While project-specific studies will be necessary to determine the actual potential for significant cultural resource impacts resulting from the implementation of new development and transportation improvements under the proposed Plan, some general impacts can be assumed based on the type and location of future development anticipated in the proposed Plan.

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Implementation of the proposed Plan could result in both short-term and long-term impacts related to cultural resources due to disturbance of known and unknown resources, artifacts, burial grounds, etc. during project construction. All counties in the Bay Area have the potential to yield undiscovered resources and, since most of the Bay Area has not been systematically surveyed for cultural resources, it is not possible within the context of this EIR to determine what the direct impacts would be in specific project areas, given both the need for site-specific surveys and project-specific details.

In general, projects that include ground-disturbing activities, such as grading, road widening, and excavation, have the potential to impact archaeological and paleontological resources and human burials. These projects may also impact historic resources if buildings or landmark structures are disturbed. Projects that include the introduction of new visual elements, such as new structures or highway segments, or involve visual alterations, have the potential to indirectly impact historic architectural resources by creating visual incompatibility in the surrounding environment. If these projects involve ground-disturbance, impacts on archaeological sites may also occur. Transportation projects that are limited to new or altered services but do not include ground-disturbing activities and do not include significant visual changes are unlikely to cause cultural resource impacts.

## IMPACTS AND MITIGATION MEASURES

### Impact

**2.11-1 The proposed Plan could have the potential to cause a substantial adverse change in the significance of a historic resource such that the significance of the resource would be materially impaired.**

#### ***Impacts of Land Use and Transportation Projects***

The effects of development and transportation projects would be similar, and therefore the discussion of their impacts is combined below. Historic resources are by nature specific to their local context, and as such, impacts on these resources resulting from the proposed Plan would occur at the local level. Therefore, regional effects are not addressed separately as they are assumed to be the same.

Projects located in areas with known historical sites, or located in communities with established historic preservation programs, or involving activities that would introduce new visual elements or disturb the existing terrain have the potential to result in significant historic resource impacts. These projects could potentially reduce the aesthetic and physical integrity of historic districts and buildings. A higher incidence of conflict with historical sites is expected to occur in urban areas settled or developed more than 45 years ago. Projects located in or traversing rural lands could also have significant impacts related to sites that are singular examples of a historical setting or structures whose historic value and significance have not been previously evaluated and recognized.

Identification of the degree and extent of impact will depend upon project-specific analysis that includes a determination of the value—i.e., the eligibility for local, State, or national recognition—of any historic resource recognized within a proposed alignment or project area. However, given the magnitude and location of new development and transportation improvements involving construction activities in the proposed Plan, it is possible that significant impacts on historic resources could occur. Examples of potential impacts resulting from development or transportation projects include:

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- Damage to or destruction of a structure or property that is a designated historic resource, eligible for listing as a historic resource, or as yet unrecognized historic resource.
- Infill development that is visually incompatible with a designated historic district.
- Roadway improvements that substantially alter the character of a designated historic structure or district.

Because proposed individual development projects have the potential to adversely affect historical resources on a regional and localized level, these impacts are considered potentially significant (PS). Mitigation measure 2.11(a) is described below.

**Mitigation Measure**

Implementing agencies and/or project sponsors shall consider implementation of mitigations measures including but not limited to those identified below.

**2.11(a)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Realign or redesign projects to avoid impacts on known historic resources where possible.
- Requiring an assessment by a qualified professional of structures greater than 45 years in age within the area of potential effect to determine their eligibility for recognition under State, federal, or local historic preservation criteria.
- When a project has been identified as potentially affecting a historic resource, a historical resources inventory should be conducted by a qualified architectural historian. The study should comply with CEQA Guidelines section 15064.5(b), and, if federal funding or permits are required, with section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470 et seq.). Study recommendations shall be implemented.
- If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings*.
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources.

**Significance After Mitigation**

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be

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ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU).

**Impact**

**2.11-2 The proposed Plan could have the potential to cause a substantial adverse change in the significance of a unique archaeological resource.**

***Impacts of Land Use and Transportation Projects***

*Regional and Localized Effects*

Archaeological artifacts are by nature specific to their local context, and as such, impacts on these resources resulting from the proposed Plan would occur at the local level. Therefore, regional effects are not addressed separately as they are assumed to be the same. New development and transportation improvements could result in archaeological impacts if construction activities include the disturbance of the native terrain. Projects involving excavation, grading or soil removal in previously undisturbed areas have the greatest likelihood to encounter significant archaeological resources. Likewise, the establishment of staging areas, temporary roads, and any other temporary facilities necessary for construction activities has the potential to impact these cultural resources.

Much of the developable flat land in the Bay Area has already been converted to urban use, so development opportunities include redevelopment of existing urban land as well as some hillside sites and rural land. Both rural land conversion and urban infill have the potential to disturb cultural resources, though impacts in rural areas are more likely. Development anticipated as part of the proposed Plan will convert approximately 7,500 acres from undeveloped to urbanized land over the course of the planning period. Table 2.11-2 indicates that the proportion of total land in the region that will be developed for urban uses is only expected to increase from 17.8 to 17.9 percent.

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**TABLE 2.11-2: URBANIZED LAND BY COUNTY**

<i>County</i>	<i>Land Acres</i>	<i>2010 Urban Footprint<sup>1</sup></i>	<i>2010 Percent Urban Footprint</i>	<i>Increase in Urban Footprint<sup>2</sup></i>	<i>2040 Percent Urban Footprint</i>
Alameda	470,867	146,069	31.0%	1,425	31.3%
Contra Costa	458,757	151,998	33.1%	1,979	33.6%
Marin	331,715	42,230	12.7%	311	12.8%
Napa	484,610	23,551	4.9%	162	4.9%
San Francisco	29,975	23,967	80.0%	187	80.6%
San Mateo	287,596	72,319	25.1%	643	25.4%
Santa Clara	826,500	191,402	23.2%	779	23.3%
Solano	528,208	59,436	11.3%	1,198	11.5%
Sonoma	1,009,967	75,210	7.4%	863	7.5%
<b>Total</b>	<b>4,428,195</b>	<b>786,182</b>	<b>17.8%</b>	<b>7,547</b>	<b>17.9%</b>

1. Data for San Francisco is from 2008.

2. Future urbanized footprint is based on modeled future development of over eight people per acre and/or 10 jobs per acre.

**Note:** numbers may not sum due to independent rounding.

Source: MTC, 2013; Urban and Built Up Land, Farmland Mapping and Monitoring Program, Department of Conservation; 2010 Census TIGER/Line Shapefiles.

Projects in locations of sensitivity, such as historic Bay margins, ridgetops, midslope terraces, hill bases, alluvial flats and inland valleys, are more likely to encounter cultural resources. Most transportation corridors follow valleys and drainage areas which often correspond with historic settlement patterns. Infill development and transportation projects involving improvements within existing urban areas, within existing transportation corridors, or to existing infrastructure or operations are less likely to impact archaeological resources since these projects are located in already-disturbed areas that may have been subject to previous cultural resource surveys.

The degree and extent of impacts will depend upon project locations. Project-specific analysis will be required to determine the precise area of impact and the value—i.e., the eligibility for local, State, or national recognition—of any archaeological resource identified within a proposed alignment or project area. Furthermore, all projects undertaken by Caltrans must abide by extensive procedures and policies, outlined in the *Caltrans Environmental Handbook, Volume 2*, which dictate the nature and extent of cultural resource protections consistent with federal law.

Because proposed individual development projects have the potential to adversely affect archaeological resources on a regional and localized level, these impacts are considered potentially significant (PS). Mitigation measure 2.11(b) is described below.

2.11-14

Part Two: Settings, Impacts, and Mitigation Measures  
Chapter 2.11: Cultural Resources

**Mitigation Measures**

Implementing agencies and/or project sponsors shall consider implementation of mitigation measures including but not limited to those identified below.

**2.11(b)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Pursuant to Government Code Sections 65351 and 65352, in-person consultation shall be conducted with Native American tribes and individuals with cultural affiliations where the project is proposed to determine the potential for, or existence of, cultural resources, including cemeteries and sacred places, prior to project design and implementation stages.
- Prior to construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys prior to construction activities.
- Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of cultural sites throughout the development process.
- If record searches and field surveys indicate that the project is located in an area rich with archaeological resources, project sponsors should retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Written assessments should be prepared by a qualified tribal representative of sites or corridors with no identified cultural resources but which still have a moderate to high potential for containing tribal cultural resources.
- Upon “late discovery” of prehistoric archaeological resources during construction, project sponsors shall consult with the Native American tribe as well as with the “Most-Likely-Descendant” as designated by the Native American Heritage Commission pursuant to PRC 5097.
- Preservation in place is the preferred manner of mitigating impacts on archeological sites because it maintains the relationship between artifacts and the archeological context, and it may also avoid conflict with religious or cultural values of groups associated with the site. This may be achieved through incorporation within parks, green-space, or other open space by re-designing project using open space or undeveloped lands. This may also be achieved by following procedures for capping the site underneath a paved area. When avoiding and preserving in place are infeasible based on project- and site-specific considerations, a data recovery plan may be prepared according to CEQA Section 15126.4. A data recovery plan consists of: the documentation and removal of the archeological deposit from a project site in a manner consistent with professional (and regulatory) standards; the subsequent inventorying, cataloguing, analysis, identification, dating, and interpretation of the artifacts; and the production of a report of findings.

2.11-15

Plan Bay Area 2040  
Public Review Draft Environmental Impact Report

- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.

**Significance After Mitigation**

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU).

**Impact**

**2.11-3 The proposed Plan could have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.**

**Impacts of Land Use and Transportation Projects**

Paleontological and geological resources are by nature specific to their local context, and as such, impacts on these resources resulting from the proposed Plan would occur at the local level. Therefore, regional effects are not addressed separately as they are assumed to be the same. In general, potential impacts on paleontological or geologic resources would be similar to those discussed for archaeological resource impacts under Impact 2.11-2. Projects involving excavation, grading or soil removal in previously undisturbed areas have the greatest likelihood to encounter these resources.

The degree and extent of impacts will depend upon project locations, and as such, project-specific analysis will be required to determine the precise area of impact and the value of any paleontological or geologic resource identified within a proposed alignment or project area. As noted under 2.11-2, all projects undertaken by Caltrans must abide by procedures and policies outlined in the *Caltrans Environmental Handbook, Volume 2*.

Because proposed individual development projects have the potential to adversely affect paleontological and geologic resources on a regional and localized level, these impacts are considered potentially significant (PS). Mitigation measure 2.11(c) is described below.

**Mitigation Measures**

Implementing agencies and/or project sponsors shall consider implementation of mitigations measures including but not limited to those identified below.

**2.11(c)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

2.11-16

Part Two: Settings, Impacts, and Mitigation Measures  
Chapter 2.11: Cultural Resources

- Prior to construction activities, project sponsors should retain a qualified paleontologist to conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified. As warranted, project sponsors should retain a qualified paleontologist to conduct paleontological surveys prior to construction activities.
- Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of cultural sites throughout the development process.
- If record searches and field surveys indicate that the project is located in an area rich with paleontological, and/or geological resources, project sponsors should retain a qualified paleontologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.

***Significance After Mitigation***

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU).

**Impact**

**2.11-4 The proposed Plan could have the potential to disturb human remains, including those interred outside formal cemeteries.**

***Impacts of Land Use and Transportation Projects***

Ground-disturbing effects of development and transportation projects would be similar, and therefore the discussion of their impacts is combined below. Impacts to human remains are by nature specific to their local context, and as such, impacts on these resources resulting from the proposed Plan would occur at the local level. Therefore, regional effects are not addressed separately as they are assumed to be the same. In general, potential impacts on human remains would be similar to those discussed for archaeological resource impacts discussed under Impact 2.11-2. New development and transportation improvements involving construction activities that would disturb native terrain, including excavation, grading, or soil removal, would have the greatest likelihood to encounter human remains. These impacts are considered potentially significant (PS). Mitigation measure 2.11(d) is described below.

2.11-17

Plan Bay Area 2040  
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**Mitigation Measures**

Implementing agencies and/or project sponsors shall consider implementation of mitigation measures including but not limited to those identified below.

2.11(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Under Section 7050.5 of the California Health and Safety Code, as part of project oversight of individual projects, project sponsors can and should, in the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- Under California Public Resources Code 5097.98, if any discovered remains are of Native American origin:
  - The coroner shall contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains; or
  - If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, the landowner or their authorized representative shall obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
    - The Native American Heritage Commission is unable to identify a descendant;
    - The descendant identified fails to make a recommendation; or
    - The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

For the purposes of this mitigation, less than significant means consistent with federal, State, and local regulations and laws related to human remains.

**Significance After Mitigation**

To the extent that an individual project adopts all feasible mitigation measures described above, the impact would be less than significant (LS). Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measure(s) described above to address site-specific conditions. Further, because the measure is tied to

2.11-18

Part Two: Settings, Impacts, and Mitigation Measures  
Chapter 2.11: Cultural Resources

existing regulations that are law and binding on responsible agencies and project sponsors, it is reasonable to determine that they would be implemented. Therefore, with the incorporation of mitigation measure 2.11(d), the impact is found to be less than significant with mitigation (LS-M).

2.11-19

san francisco bay area

# Regional Prosperity Plan



November 2012

For more information about the Prosperity Plan, visit the project website at: [onebayarea.org/regional-initiatives/Bay-Area-Prosperity-Plan.html](http://onebayarea.org/regional-initiatives/Bay-Area-Prosperity-Plan.html)

Or contact Vikrant Sood, Program Manager, MTC, at [vsood@mtc.ca.gov](mailto:vsood@mtc.ca.gov).

## overview

The Bay Area Regional Prosperity Plan (Prosperity Plan) is a three-year regional initiative made possible by a \$5 million grant from the U.S. Department of Housing and Urban Development (HUD) to the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The grant is funded through HUD's Sustainable Communities Partnership Program which aims to create stronger, more sustainable communities by integrating housing and jobs planning, fostering local innovation, and building a clean energy economy.

## our partners

The Prosperity Plan will be developed and implemented through an open and collaborative process. So far, the following organizations have signed on **to participate in this regional effort: all nine counties in the Bay Area; more than 18 local jurisdictions including the cities of San Francisco, Oakland, and San Jose; more than 18 local and regional community-based and non-profit organizations representing business and housing interests; and philanthropic organizations such as The San Francisco Foundation and the Silicon Valley Community Foundation.** More partners are expected to join over the course of the project.

 Association of  
Bay Area Governments

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TRANSPORTATION  
COMMISSION

## the work plan

The Prosperity Plan will build on local and regional planning efforts such as the FOCUS program<sup>1</sup> and Plan Bay Area<sup>2</sup> and includes three key, interconnected areas of work:

**The Economic Opportunity Strategy** will create a regional approach for expanding economic opportunities for low- and moderate-income workers in the region and provide more than \$1 million in sub-grants for pilot projects.

**Housing the Workforce Initiative** will provide tools and resources for housing production and preservation in transit-served areas, support neighborhood stabilization in communities at risk of displacement, and provide more than \$1 million in sub-grants for pilot projects.

**Equity Initiative** will, in coordination with the other working groups, integrate equity principles in the development and implementation of the Prosperity Plan, and provide more than \$750,000 in sub-grants for pilot projects.

<sup>1</sup> The FOCUS program is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. For more information, see: [www.bayareavision.org/initiatives/PDFs/FOCUS\\_Brochure\\_12-08.pdf](http://www.bayareavision.org/initiatives/PDFs/FOCUS_Brochure_12-08.pdf)

<sup>2</sup> Plan Bay Area presents a coordinated land use, housing and transportation plan for the Bay Area. For more information, see: [www.onebayarea.org/plan\\_bay\\_area/](http://www.onebayarea.org/plan_bay_area/)

## get involved!

MTC and ABAG have formed the following committees and working groups to engage local and regional stakeholders:

**Economic Prosperity Working Group (EPWG)** – is composed of non-profit and community-based organizations, labor and business groups, and economic development and workforce training agencies. The EPWG will provide oversight on the economic prosperity work plan, help direct technical research and analysis, conduct additional outreach, and develop guidelines for pilot projects.

**Housing Working Group (HWG)** – is composed of non-profit and community-based organizations, housing authority staff, and tenant rights groups. The HWG will

provide oversight on the housing the workforce work plan, advise staff and consultants on technical research and analysis, conduct additional outreach, and develop guidelines for pilot projects.

**Equity Collaborative (EC)** – is composed of non-profit and community-based organizations that represent under-represented and disadvantaged communities in the region. The EC will coordinate outreach, engagement and capacity-building activities that complement the work of the other two working groups.

**Steering Committee** – is composed of MTC and ABAG members, community-based organizations, philanthropic organizations, and co-chairs of the three working groups. The Committee will provide

oversight on the project, develop recommendations on sub-grants and pilot projects, oversee an extensive community engagement process, and explore future funding opportunities. The Committee will operate on a consensus-based model for decision-making.



## FMS and Project Information



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Metropolitan Transportation Commission  
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ACrenshaw@mtc.ca.gov  
April 2013

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### Overview of the TIP and FMS

- **Transportation Improvement Program (TIP)**
  - Federally required to include at least four federal fiscal years of funding commitments
  - Includes federally funded and regionally significant projects
- **Fund Management System (FMS)**
  - Online database for the Bay Area's TIP

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### Accessing FMS from the MTC Homepage

1. Click on the "Funding" link      2. Click on the FMS Tile

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### Finding Projects

Multiple Search Options through Project Manager

Basic Project Search

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### Finding Projects – Basic Search

**Project IDs:** For finding a specific project

**County and Sponsor:** For more general searches or for limiting search results

**Project Name:** For both specific and general searches

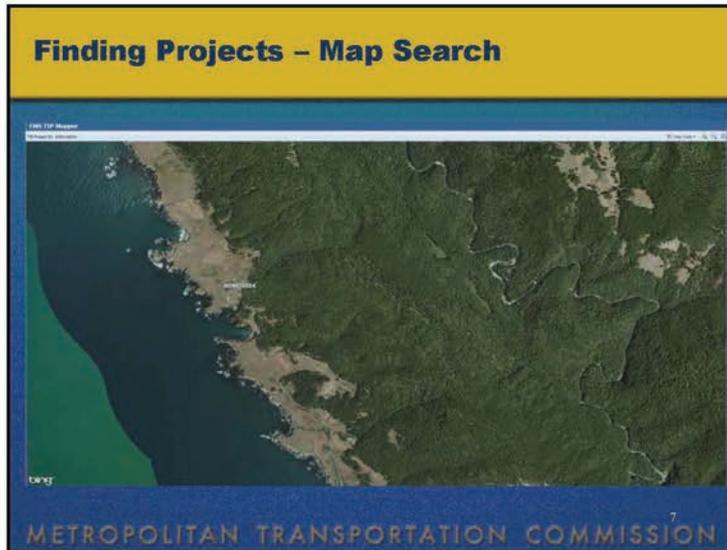
The screenshot shows a 'Project Search' window with several dropdown menus. Red arrows point from the text labels on the left to the corresponding search fields in the window: 'Project IDs' points to the 'TIP ID' dropdown, 'County and Sponsor' points to the 'County' and 'Sponsor' dropdowns, and 'Project Name' points to the 'Project Name' text input field.

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### Finding Projects – Advanced Search

- Includes the same search criteria as the basic search
- Adds the ability to search by:
  - Transportation System
  - Project Description
  - Transportation Mode
  - Implementing Agency
  - Project Purpose
  - TIP Revision Number
- Allows users to view proposed changes to projects

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### Finding Projects – Search Results

Select a Report | [Generate report](#) | [Refresh](#) | [Print Data](#) | [Back to Advanced Search Form](#)

Results: 14

Map It	FPS ID	FMS ID	Version	Project Name	County	Sponsor	Status
	S20020000	1522.00	11	Sacramento Transit - Projective Maintenance Program	SOS	Son Co Transit	PROPOSED
	S20020000	1522.00	20	Sacramento Transit - Projective Maintenance Program	SOS	Son Co Transit	PROPOSED
	S20020000	1522.00	18	Sacramento Transit - Projective Maintenance Program	SOS	Son Co Transit	ACTIVE
	S20020000	1543.00	1	Petaluma Transit - Projective Maintenance	SOS	Petaluma	PROPOSED
	S20020000	1543.00	16	Petaluma Transit - Projective Maintenance	SOS	Petaluma	ACTIVE
	S20020004	4500.00	18	Santa Rosa Chulupa - Projective Maintenance	SOS	Santa Rosa Bus	PROPOSED
	S20020004	4500.00	8	Santa Rosa Chulupa - Projective Maintenance	SOS	Santa Rosa Bus	PROPOSED
	S20020004	4500.00	9	Santa Rosa Chulupa - Projective Maintenance	SOS	Santa Rosa Bus	ACTIVE
	S20110006	4951.00	1	Petaluma Boulevard South Road Diet	SOS	Petaluma	PROPOSED
	S20110006	4951.00	2	Petaluma Boulevard South Road Diet	SOS	Petaluma	ACTIVE
	S20110007	4924.00	1	Quintan Roo - Seboth Plan Area Revitalization	SOS	Calaveras	PROPOSED
	S20110007	4924.00	2	Quintan Roo - Seboth Plan Area Revitalization	SOS	Calaveras	ACTIVE
	S20110012	5430.00	1	Shasta Road - Shasta E.V. Park Program	MSJ	MSJ	PROPOSED
	S20110012	5430.00	2	Shasta Road - Shasta E.V. Park Program	SOS	MSJ	ACTIVE

- Displays all projects and versions of projects meeting the search criteria
- Can run detailed reports using the “Select a Report” drop-down menu
- “Map it” icon shows the projects in Map Search

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### Project Information in FMS – Project Details

Stewarts Point Rancheria EV Pilot Program

[Project Overview](#) | [Funding](#) | [Contracts](#) | [Locations](#) | [Knowledge](#) | [Comments](#) | [Delivery Milestones](#) | [Screening Criteria](#) | [Project Documents](#) | [Air Quality](#) | [Go Back to project search results](#)

Administrative Information		General Information	
TIP ID: SOW11024	FMS ID: 5433 00	Project Name: Stewarts Point Rancheria EV Pilot Program	Implementing Agency: MTC
CMPS ID: 200800070	RFP ID: 200800	Project Type: OTHER	Purpose: SYSTMGMT
Version: 3	TIP Revision No: 2013 00	Mode: AUTO	Mode percent: 100
Revision Type: Amendment	RFP Page No:	Submode:	Submode percent:
RFP Cycle: 1,2000	RFP Project Cost:	Transportation System: LOCAL ROAD	
RFP Title: Climate Policy Initiative fund indicates that vehicle greenhouse gas emissions from cars and light duty trucks	State Approval Date:	Description: Sonoma County. At 6 locations where the tribal community frequents, install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kashia Band of Pomo Indians)	
Approval Date:	Federal Approval Date:	Expanded Description: Sonoma County. At 6 locations where the tribal community frequents, install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kashia Band of Pomo Indians)	
Reason for Revision: 2013 TIP Development - Update the funding plan to reprogram CON/MTC exchange funds from FY12 to FY13	Reason Type: 4C	Reason for Change: 2013 TIP Development - Update the funding plan to reprogram CON/MTC exchange funds from FY12 to FY13	
Transportation problem to be addressed: EV infrastructure and vehicles will reduce GHG emissions generated from trips made by the tribal community between remote locations		Description of Change: 2013 TIP Development - Update the funding plan to reprogram CON/MTC exchange funds from FY12 to FY13	

Status Information		
Created: 03/09/2012	Last updated: 03/13/2013	Status: PROPOSED
Created By: [User]	Last updated By: [User]	
Completed By: [User]	Review Level: AA	

Primary Location Information	
Location:	
Area:	
County: Sonoma	
Unincorporated Area:	
State Hwy:	
Post Mile: From To	

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### Project Information in FMS – Project Details

General Information	
<b>Project Name</b> Stewarts Point Rancheria EV Pilot Program	
<b>Sponsor</b> MTC	<b>Implementing Agency</b> MTC
<b>Project Type</b> OTHER	<b>Purpose</b> SYSTMGMT
<b>Mode</b> AUTO	<b>Mode percent</b> 100
<b>Submode</b>	<b>Submode percent</b>
<b>Transportation System</b> LOCAL ROAD	
<b>Description</b> Sonoma County. At 6 locations where the tribal community frequents, install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kashia Band of Pomo Indians)	
<b>Expanded Description</b> Sonoma County. At 6 locations where the tribal community frequents, install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kashia Band of Pomo Indians)	
<b>Reason for Revision</b> 2013 TIP Development - Update the funding plan to reprogram CON/MTC exchange funds from FY12 to FY13	
<b>Reason Type</b> 4C	
<b>Description of Change</b> 2013 TIP Development - Update the funding plan to reprogram CON/MTC exchange funds from FY12 to FY13	
<b>Transportation problem to be addressed</b> EV infrastructure and vehicles will reduce GHG emissions generated from trips made by the tribal community between remote locations	

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### Project Information in FMS – Other Screens

<b>Contacts</b>	Shows contact information for Project Sponsors, Implementing Agencies and MTC Staff
<b>Location</b>	Legislative Districts, State Highway Route Information and a link to Map Search
<b>Delivery Milestones</b>	Information on Project Schedules and Environmental Documents
<b>Project Documents</b>	Supporting documentation for projects including approved resolutions, maps and plans, and detailed back-up listings for Group Listed projects

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### Project Information in FMS – Reports

- Available through the “Select a Report” drop-down on the Search Results page
- Provides a summary of project and funding information

Transportation Improvement Program (TIP)  
Programming Information for Federal Request for Authorization (RFA)  
- To Be Submitted To Caltrans With Request For Authorization Of Federal Highway Funding -

STEWARTS POINT RANCHERO EV PILOT PROGRAM		Version: 3	FY19: \$	645,00	FY Revision: 2013.00	FY Revision Approved Date: FEN000
State:	Metropolitan Transportation Commission	Implementing Agency:	Metropolitan Transportation Commission		FUNDING:	
County:	Sonoma	Project Type:	CT/VEH	Mode:	AUTO	State Highway File:
Station:	LOCAL ROAD	Program:	STATE/TRANSIT	Sub-Mode:		Project Name:
Project Name:		Stewarts Point Ranchero EV Pilot Program				
Project Description:		Sonoma County: At 6 locations where the tribal community requests: install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kasha Band of Pomo Indians)				
Expanded Description:		Sonoma County: At 6 locations where the tribal community requests: install 6 EV charging stations; purchase 4 electric vehicles (project will be managed by the Kasha Band of Pomo Indians)				

TIP Description: Climate Policy Initiative: fund initiatives that reduce greenhouse gas emissions from cars and light-duty trucks  
RFP ID: 230609      RFP Cycle ID: 1-2008      TIP Page No:

Regional Air Quality Status: EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems      Project Air Quality Conformity Summary Information:

Air Basin:	North Coast	VOC:	0	PM10:	0	CO:	0	Short Term:	
Air District:	Northern Sonoma County APCD	NOX:	0	PM2.5:	0	SO2:	0	Interim Plan:	

TIP Location: 148 Highway 101, Ukiah, CA

Fund Code	Phase	Year	Total	FY Fiscal Year Period						Obligation Information						
				FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Levy	Fund No.	Fund Proj No.	State	Adopted	Total	
000	CON	2014	645,000	645,000												
000	OPER	2014	645,000													
000	OPER	2015	645,000													

CONTACT INFORMATION:

Project System Contact:	Shanda Oh, Climate Initiatives Program Coordinator	MTC	501 Eighth St, Oakland	510-817-6527	sho@mtc.ca.gov
Implementing Agency Contact:	Shanda Oh, Climate Initiatives Program Coordinator	MTC	501 Eighth St, Oakland	510-817-6527	sho@mtc.ca.gov
Number Agency Point of Contact:	Rissa Mckelvey, Programming and Funding Manager	MTC	501 8th St, Oakland	510-817-5842	rissamck@mtc.ca.gov

End of TIP ID: SON110034      End of Project Version: 3

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**FMS – Contact Information**

TIP and FMS:  
Sri Srinivasan and Adam Crenshaw  
(510) 817-5793 , (510) 817-5794  
ssrinivasan@mtc.ca.gov or acrenshaw@mtc.ca.gov

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**FMS – Open Forum**

Questions  
Comments  
Suggestions

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## Tribal Transportation Planning

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### Module Training Series

The *Transportation Decisionmaking: Information Tools for Tribal Governments* Training Series provides modules for eight planning topics, as listed below. The training modules are designed to assist transportation professionals responsible for planning for the capital, operating, and maintenance needs on tribal lands.



***Introduction to Planning***

**Description:**

This module explains the basic components of the transportation planning process and presents a brief overview of transportation plans, programs, and products that are part of the planning process.

**Module:** [\(PDF, 439KB\)](#)

**Executive Summary:** [\(PDF, 236KB\)](#)

***Developing a Long-Range Transportation Plan***

**Description**

*Developing a Long-Range Transportation Plan (LRTP)* summarizes the fundamental process for developing a LRTP. The module offers a general framework for developing a LRTP and provides examples of noteworthy practices by several Tribal organizations.

**Module:** [\(PDF, 319KB\)](#)

**Executive Summary:** [\(PDF, 144KB\)](#)

***Developing the Tribal Transportation Improvement Program***

**Description**

*Developing the Tribal Transportation Improvement Program (TTIP)* provides definitions and legal references for each of the TIP documents, presents an overview of how the TTIP is developed, and identifies stakeholders and their related processes.

**Module:** [\(PDF, 319KB\)](#)

**Executive Summary:** [\(PDF, 260KB\)](#)

***Funding Resources***

**Description**

*Tribal Transportation Funding Resources* identifies the funding programs and strategies that will assist Tribal governments with their transportation planning. The section should be used as a reference guide that contains detailed information about 36 Federal funding programs and the eligibility criteria for each.

[Module](#) : (PDF, 1.68 MB)

[Executive Summary](#) (PDF, 237KB)

**Public Involvement**

*Public Involvement* explains the importance of getting input from the public when making transportation planning decisions. It also describes how to plan a public involvement process and ways to engage the public.

[Module](#) : (PDF, 1.68 MB)

[Executive Summary](#) (PDF, 213KB)

**Data Collection and Use**

**Description**

*Data Collection and Use* explains what data is, how it can be collected and analyzed, and how it can be used to support decisionmaking, including the development of the Tribe's Long-Range Transportation Plan.

[Module](#) (PDF, 344KB)

[Executive Summary](#) (PDF, 212KB)

**Safety**

Coming soon!

**Project Prioritization**

Coming soon!

For more information contact [Theresa Hutchins](#) at FHWA (360-753-9402).  
Updated May 29, 2012

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United States Department of Transportation — Federal Highway Administration

# OneBayArea Grant Program



## A New Funding Approach

The four-year, \$320 million OneBayArea Grant (OBAG) Program is a new funding approach that better integrates the region’s federal transportation program with California’s climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding is targeted toward achieving local land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs)
- Initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCA).
- The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

## MTC Funding Commitments Overview\*

(Millions \$, rounded)

Program Categories	4-Year Total Funding
<b>One Bay Area Grant</b>	<b>\$320</b>
<b>Regional Program</b>	
Regional Planning	\$7
Operations (Freeway Service Patrol, Clipper Card, FasTrak, 511 Traveler Information)	\$95
Freeway Performance Initiative (Ramp Metering, Arterial Signal System Timing)	\$96
Pavement Technical Assistance to Cities and Counties	\$7
Priority Development Area Planning	\$40
Climate Initiatives	\$20
Safe Routes To School	\$20
Bus and Rail Transit Rehabilitation	\$150
Transit Performance Initiative	\$30**
Priority Conservation Areas Pilot	\$10
<b>TOTAL</b>	<b>\$795</b>

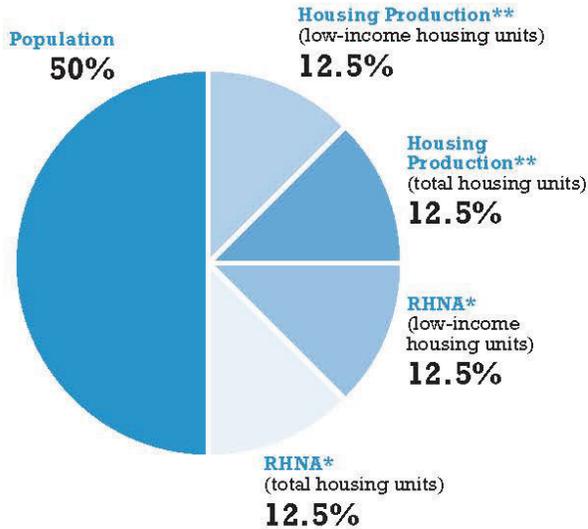
\* MTC receives federal funding for local programming through the State from federal surface transportation legislation. This includes Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Alternatives (TA) Program funds.

\*\* 50% regional, 50% to counties



# OneBayArea Grant Program

## OBAG Distribution Formula



## OBAG County Fund Distribution

(Millions \$, rounded)

County	Total Funds
Alameda	\$63
Contra Costa	\$45
Marin	\$10
Napa	\$6
San Francisco	\$38
San Mateo	\$26
Santa Clara	\$88
Solano	\$18
Sonoma	\$23
<b>Regional Total</b>	<b>\$320</b>

The OneBayArea Grant distribution formula is based on the following factors: population, past housing production and future housing commitments. This includes weighting to acknowledge jurisdiction efforts to produce low-income housing. The county Congestion Management Agencies (CMA) are responsible for local project solicitation, evaluation, and selection.

\* RHNA 2014-2022

\*\* Housing Production Report 1999-2006, ABAG



## Eligible OBAG Projects

Each county CMA may program OBAG funds to projects that meet the eligibility requirements of any one of the following six transportation improvement categories:

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- CMA Planning Activities

## Details

### OBAG Policies

#### Priority Development Area Focus

Priority Development Areas (PDAs) are infill development opportunity areas within existing communities identified by local jurisdictions. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a bicycle and pedestrian-friendly environment served by transit.

#### PDA Investment Minimums

The CMAAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) the threshold is 50%. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Refer to <http://geocommons.com/maps/141979>, which provides a GIS overlay of the PDAs in the Bay Area. The counties will be expected to have an open decision process to justify projects that geographically fall outside of a PDA but are considered directly connected to or providing proximate access to a PDA.

#### PDA Investment and Growth Strategy

By May 1, 2013, CMAAs shall prepare and adopt a PDA Investment and Growth Strategy to guide transportation investments that are supportive of PDA infill development.

#### Affordable Housing Production and Preservation

As part of the PDA Investment and Growth Strategy, CMAAs will need to consider strategies for the production of affordable housing. By May 2013, CMAAs will have analyzed housing production progress and completed an inventory of existing and planned housing units by income category in PDAs and affordable housing policies currently enacted for those respective jurisdictions. By May 2014, CMAAs will work with PDA based jurisdictions to identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. Based on this information and recommendations in the PDA Growth Strategy, MTC will link the release of future cycle funding (after FY 2015–16) to the implementation of affordable housing policies around which local officials reach consensus. Additionally, the regional PDA Planning Program will assist jurisdictions to develop and implement PDA investment plans.



## Performance and Accountability

Jurisdictions receiving OBAG funds need to comply with the following:

### Complete Streets Policy Resolution

Aside from meeting MTC's complete streets policy, a jurisdiction will need to adopt a complete streets resolution by June 30, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the California Complete Streets Act of 2008.

### RHNA Compliant General Plan

A jurisdiction is required to have its general plan housing element adopted and certified by the State Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submitted its housing element to the state but the state's comment letter identifies deficiencies that the local jurisdiction must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning/ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.

Note that jurisdictions will be required to have general plans with approved housing elements and that comply with the Complete Streets Act of 2008 by October 31, 2014 to be eligible for the OBAG cycle subsequent to FY 2015-16.

### Report to the Commission

After OBAG programming is completed at the county level, MTC staff will present a report to the Commission in late 2013 on the performance and project selection outcomes of the OBAG program. The CMAs will also present their PDA Investment and Growth Strategies to the Joint MTC Planning/ABAG Administrative Planning Committee.



### Additional Information

For additional information about Cycle 2 investments, policies and the OneBayArea Grant Program, go to [www.mtc.ca.gov/funding/onebayarea](http://www.mtc.ca.gov/funding/onebayarea) or contact [Craig Goldblatt](mailto:cgoldblatt@mtc.ca.gov) at [cgoldblatt@mtc.ca.gov](mailto:cgoldblatt@mtc.ca.gov) or 510.817.5837.

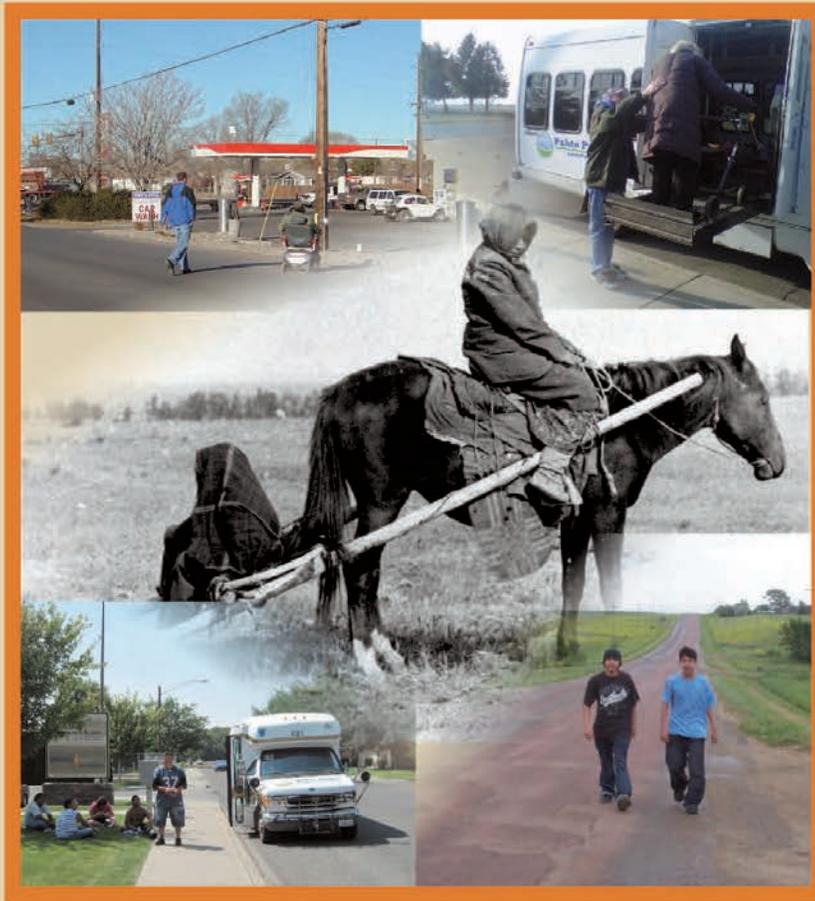


MTC Graphics/dc — 6.7.13

# OneBayArea

# Native Americans on the Move

## Challenges and Successes



TCRP Project H-38:  
Developing, Enhancing, and Sustaining Tribal Transit Services

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

## Acknowledgments

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Aas'carsamiut Tribe  
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Montana  
Blackfoot Tribe of the Blackfoot Indian Reservation of Montana  
Burns Paiute Tribe of the Burns Paiute Indian Colony of Oregon  
Catawba Indian Nation (aka Catawba Tribe of South Carolina)  
Cherokee Nation, Oklahoma  
Chickaloon Native Village  
Chickasaw Nation, Oklahoma  
Choctaw Nation of Oklahoma  
Coeur d'Alene Tribe of the Coeur d'Alene Reservation, Idaho  
Confederated Salish & Kootenai Tribes of the Flathead Reservation,  
Montana  
Confederated Tribes of the Colville Reservation, Washington  
Confederated Tribes of the Grand Ronde Community of Oregon  
Coquille Tribe of Oregon  
Cowlitz Indian Tribe, Washington  
Craig Community Association  
Crow Tribe of Montana  
Eastern Band of Cherokee Indians of North Carolina  
Flambeau Reservation of Wisconsin  
Fort Belknap Indian Community of the Fort Belknap Reservation of  
Montana  
Houlton Band of Maliseet Indians of Maine  
Hualapai Indian Tribe of the Hualapai Indian Reservation, Arizona  
Iowa Tribe of Oklahoma  
Kalispel Indian Community of the Kalispel Reservation, Washington  
Kaw Nation, Oklahoma  
Kiowa Indian Tribe of Oklahoma  
Klamath Indian Tribe of Oregon  
Lac du Flambeau Band of Lake Superior Chippewa Indians of  
Wisconsin  
Lummi Tribe of the Lummi Reservation, Washington  
Makah Indian Tribe of the Makah Indian Reservation, Washington  
Menominee Indian Tribe of Wisconsin  
Mescalero Apache Tribe of the Mescalero Reservation, New Mexico  
Minnesota Chippewa Tribe, Minnesota: Grand Portage Band Gulkana  
Village  
Minnesota Chippewa Tribe: Leech Lake Band  
Narragansett Indian Tribe of Rhode Island  
Navajo Nation, Arizona, New Mexico & Utah  
Northern Cheyenne Tribe of the Northern Cheyenne Indian  
Reservation, Montana

Oglala Sioux Tribe of the Pine Ridge Reservation, South Dakota  
Oneida Tribe of Indians of Wisconsin  
Osage Tribe, Oklahoma  
Paiute-Shoshone Indians of the Bishop Community of the Bishop  
Colony, California  
Paiute-Shoshone Tribe of the Fallon Reservation and Colony,  
Nevada  
Poarch Band of Creek Indians of Alabama  
Pokagon Band of Potawatomi Indians, Michigan and Indiana  
Ponca Tribe of Nebraska  
Pueblo of Cochiti, New Mexico  
Pueblo of Santa Ana, New Mexico  
Quinalt Tribe of the Quinalt Reservation, Washington  
Red Lake Band of Chippewa Indians, Minnesota  
Santee Sioux Tribe of the Santee Reservation of Nebraska  
Seminole Nation of Oklahoma  
Seneca Nation of New York  
Shoalwater Bay Tribe of the Shoalwater Bay Indian Reservation,  
Washington  
Sitka Tribe of Alaska  
Snoqualmie Tribe, Washington  
Southern Ute Indian Tribe of the Southern Ute Reservation, Colorado  
Spirit Lake Tribe, North Dakota  
Squaxin Island Tribe of the Squaxin Island Reservation, Washington  
St. Regis Band of Mohawk Indians of New York  
Standing Rock Sioux Tribe of North & South Dakota  
Stillequamish Tribe of Washington  
Suquamish Indian Tribe of the Port Madison Reservation,  
Washington  
Susanville Indian Rancheria, California  
Turtle Mountain Band of Chippewa Indians of North Dakota  
Wampanoag Tribe of Gay Head (Aquinnah), Massachusetts  
Winnebago Tribe of Nebraska  
Yakama Nation, Washington

# Introduction

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## Introduction

There is growing interest among Native American tribes to provide transportation services for their people. In 1999, the Community Transportation Association of America reported that only 18 of the 562 federally recognized tribes received any funding from the Federal Transit Administration's program for rural transit.<sup>1</sup> That number has grown to over 100 tribes providing some type of transit service using a variety of funding programs. Transit programs range in scope from tribes operating one vehicle to provide local access to human services programs on the reservation to systems operating 40 vehicles to provide access to employment, services, and education over long distances. Annual operating budgets range from \$40,000 to nearly \$2 million.

This booklet provides an overview of the state of tribal transit programs throughout the country based on preliminary observations from the research effort. The intent is to provide tribal leaders and planners with basic information about the variety of tribal transit programs, challenges they are likely to face, how other tribes have overcome these challenges, and resources which are available to tribal governments. More detailed information will be provided in a forthcoming Guidebook and a Research Report. The Guidebook will provide resources for tribes seeking to begin or enhance a transit program. The Research Report will document the overall research study and the detailed findings related to tribal transit programs.

Even with this growing interest and wide range of operating programs there are still many Native American communities that have not developed a transit program. The purpose of this booklet is to present a framework for understanding the challenges and information about how tribes can and have overcome the challenges.

Native Americans face many challenges. Previous studies have found that the average low-income population on reservations is about 17 percent compared with the national average of 12 percent. However, some reservations have low-income populations of 40 percent or more. Unemployment has been reported as high as 80 percent for the Pine Ridge and Rosebud Reservations.<sup>2</sup> Many tribal members lack transportation to access basic services such as health care and jobs.

Many tribes have made use of the Federal Transit Administration Tribal Transit Program (49 U.S.C. 5311(c)) to begin or sustain transit services on reservations. Although the program is relatively small, this funding has enabled many tribes to begin transit service and open opportunities for tribal members. Tribes have developed working relationships with local colleges, human service programs, and other local governments to establish sustainable transit programs. While tribal transit programs have grown significantly and have been successful, there are still many unmet transportation needs among Native Americans.

<sup>1</sup> Boyles, B. et al. "Native American Transit: Current Practices, Needs, and Barriers," Transportation Research Record 1956, Transportation Research Board of the National Academies, Washington, DC 2006.

<sup>2</sup> Boyles, B. et al.



## Why Tribes Operate Transit Services

Native Americans living on reservations and tribal lands face many difficulties not encountered by the larger population in this country. The remoteness and isolation of many tribes creates transportation challenges to access essential services. Access to employment often involves similar challenges for those not employed locally by the tribal government.

Unemployment and low-income households are significantly higher among the Native American population. Many families lack reliable transportation and are not able to maintain employment because of the lack of transportation. Employment opportunities on the reservation are often limited and tribal members must find jobs off the reservation. Even those who are able to find jobs may not be able to keep the job because their car breaks down and they have no other option.

Tribal members may be unable to keep medical appointments because of a lack of transportation leading to adverse effects on their health. For example, members of the Crow Nation must travel over 60 miles one-way for dialysis treatments.

Local tribal community colleges on reservations have recognized the need for transportation to access educational opportunities. The Salish Kootenai College started their own bus service to ensure that students would be able to attend classes. The College has since partnered with the tribal transit program to continue to provide access to the campus. Stone Child College on the Rocky Boy's Reservation saw a similar need and dedicated a van to provide transportation for students to and from classes.

Even basic shopping opportunities are often located off the reservation. The Mescalero Apache Tribe saw the need to provide access to grocery stores for their members and started a service to provide access to adjacent communities.

"We had a member who was a non-traditional college student and needed to take a class to complete her degree in Great Falls, 160 miles away. By riding the bus, she was able to attend the class two days a week and complete the course."

C. John Healy  
Fort Belknap



Transit programs allow tribes to provide access for their members to these essential services and opportunities. A coordinated service provides the most efficient use of available funds and allows tribes to provide greater service than might be possible through a variety of individual transportation programs. As various transportation programs work together, tribes have been able to pool scarce resources and successfully implement transit programs to meet many different transportation needs of their members.

## Developing and Enhancing Tribal Transit

Whether working to develop a new passenger transit service or enhance an existing service, it is critical to have a vision or specific concept of what that service will be like. Almost anyone can create a plan, but transforming it into reality requires a person, or more likely a group of people, who are energetic, passionate, and knowledgeable about the political realities and resources of the tribe and believe in the benefits of transit.

To develop or enhance the plan for transit, there are seven suggested key steps. These steps are summarized below.

### 1. Recognize Need and Develop a Vision

Some person or group or department must sense a need for more transit service and be the spark that ignites interest in others. A vision must be formulated on what the future service might look like. A simple vision may be all that is needed such as "We need a ride to go grocery shopping and a way to go to the clinic" or the vision may be much more comprehensive.

### 2. Involve Tribal Leaders

Finding out from tribal leaders who should be involved and how to go about achieving the vision is critical to success. No matter what the vision is, it will, by necessity, have to fit tribal goals and resources. Ideally, working closely with tribal leaders will help find that "champion" or person who can help achieve the vision.

### 3. Identify Stakeholders and People Who Will Benefit from Achieving the Vision

The purpose of identifying stakeholders and people who will benefit is to form a group of people who can quantify the need, identify the resources, and formulate an action plan. Examples of stakeholders include Indian Health Service, Community Health Representatives, Head Start, Mental Health Services, schools, and community colleges.

### 4. Conduct a "Passenger Transit Brainstorming/Organizing Meeting"

Bring together the stakeholders and key tribal leaders to share ideas on how to achieve the vision of developing or enhancing tribal transit. The goal is to establish a task force of people who are motivated and will formulate a specific action plan.

### 5. Hold Task Force Meetings

The task force should focus on preparing an outline of an action plan. The essential elements of an action plan are:

- a. Identify and quantify need.
- b. Identify current providers of services.
- c. Identify gaps in services.
- d. Prepare alternatives to fill gaps in services.
- e. Identify resources, both operational funds and capital resources, to fill the gaps.
- f. Prepare service implementation plan based on available resources.

### 6. Determine Responsibilities to Implement the Action Plan

The task force may determine that they do not have the time or resources to conduct the action plan. It may be possible to find a department in tribal government that has some or all of the staff resources to conduct the work program and prepare the action plan, or it may be necessary to hire additional people to implement the plan.

### 7. Conduct Planning Work Program

In this step the specific budgets for service and capital equipment, as well as specific operating procedures, are prepared. Specific actions are taken to obtain the funding and resources to begin the transit program. Funding sources must be identified and deadlines established to meet grant and budget schedules.

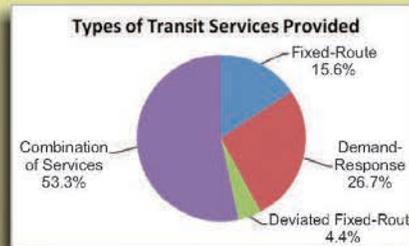


# Native American

Native American transit services consist of a variety of types. They can be mainly categorized into Fixed-Route, Demand-Response, Deviated Fixed-Route, and a combination of services.

- **Fixed-Route** is a type of service where the routes, stops, and schedules do not vary.
- **Demand-Response** is a type of service where routes and schedules vary according to service requests received.
- **Deviated Fixed-Route** is a type of service that operates along a fixed path, but can deviate from the fixed path for door-to-door pick-ups and drop-offs according to service requests.
- **Carpool and vanpool programs** are used to provide access to employment.

Over one-half of the tribes interviewed operate a combination of services as shown in the accompanying graph. These types of service are used to meet a wide range of transportation needs including access to employment, medical facilities, education opportunities, and recreation sites.



Demand-response service is common because it is flexible and can satisfy the needs of specific groups such as elders and persons with disabilities along with the general public. This type of service works well for low-density areas characteristically found on reservations.

### Yakama Nation Tribal Transit (Pahto Public Passage)

Type of Service	Fixed-Route
Number of Vehicles	2
Annual Budget	\$400,000

Pahto Public Passage—the transit service provided by Yakama Nation—is provided five days a week from 6:00 a.m. to 6:00 p.m. with a single fixed route. Transportation is provided in White Swan, Harrah, Wapato, Mabton, and Toppenish (the largest city on

the reservation). The fixed route makes connection with People for People Community Connector, which serves multiple counties in the central Washington area.

Since the Yakama Nation Tribal Transit Program began on September 4, 2007, both data and personal stories have exemplified the need for public transportation services. The rise in ridership has indicated a real need from the community members.

The Yakama Nation's Tribal Transit program success is in identifying the needs and support for transportation services on the reservation, involving active participation from stakeholders, receiving FTA grant awards that have helped operate this transportation service, and partnership with People for People—a local nonprofit organization that helps operate the new transportation system. This transportation is a vital link for residents/tribal members without transportation to access employment, education, and services such as health care, social services, shopping, and cultural events.



# Transit Services

## Blackfeet Transit

Type of Service	Demand-Response
Number of Vehicles	6
Annual Budget	\$180,718

Blackfeet Transit has been providing transportation service since 1978. Blackfeet Transit operates a demand-response system for Browning and the surrounding communities within the Blackfeet Reservation. The system operates Monday through Friday from 8:00 a.m. to 4:30 p.m. This service is open to the general public.



Blackfeet Transit has been growing since its inception in terms of ridership and funding. In 1995, Blackfeet Transit provided approximately 6,500 passenger-trips. This has significantly increased to 38,000 one-way passenger-trips in FY2009. Blackfeet Transit provides a vital link to people with disabilities, people needing access to medical appointments, senior citizens, people transitioning from welfare to work, and people needing other services. The transit agency attributes its success to it being the only public transit service that serves the Blackfeet Reservation.

## Confederated Tribes of the Grand Ronde Community of Oregon

Type of Service	Deviated Fixed-Route
Number of Vehicles	3
Annual Budget	\$ 42,900

The Confederated Tribes of the Grand Ronde Community of Oregon contract for transportation services operated by Yamhill County Transit Area (YCTA). A deviated fixed-route service was implemented to meet the need for scheduled

service with the flexibility to serve a broader area. The service is open to anyone. The YCTA service area is from Grand Ronde to Willamina with connections to Portland's TriMet from McMinnville and with Salem Area Mass Transit District (SAMTD) from Salem.

## Chickasaw Nation

Type of Service	Demand-Response/Fixed-Route
Number of Vehicles	11 Medical/5 Road to Work Program
Annual Budget	\$821,200

The Chickasaw Nation provides two types of transportation programs—the Road to Work program and the Medical Transportation Program. The Medical Transportation Program is a demand-response type of service that provides medical transportation as well as delivery of prescriptions. Medical

transportation is provided to and from medical facilities as needed. The Road to Work program consists of two scheduled fixed routes that provide transportation to and from employment centers. The service is open to the general public, but gives priority to Native Americans.



# Tribes with Public



# Transit Services



## Challenges for

Some of the most difficult socioeconomic conditions in North America are found on Indian Reservations in the United States. A lack of transportation infrastructure such as roads and passenger transit (buses/vans/carpools), as well as physical isolation and other challenges contribute to desperate conditions on some reservations. Besides the infrastructure and physical isolation, there are institutional and cultural challenges that make developing and enhancing transit difficult for some tribes and reservations. While many of these challenges are not unique to tribes and may be found in other rural areas, they are often accentuated in tribal settings.

### **Tribal Sovereignty**

There is no single template for how federally recognized tribal governments are structured and organized. Historically, federal policies attempted to encourage such uniformity, but tribal diversity has been a hallmark of Native America. These differing government structures result from tribal cultural differences and historical events such as Spanish land grants and numerous treaties, executive orders, and legislative enactments. An implication of this reality is that federal, state, and local agencies must adopt a government-to-government relationship with each tribe that reflects the tribe's particular governing context. Tribal sovereignty is an often used but infrequently understood concept. The fact that tribal authority long predates the creation of the United States federal and state governments has several important implications. Tribal government authority is not derived from or part of the United States Constitution. This independence is closely protected and the subject of numerous negotiations between federal, state, and local governments. Many tribes have found this to be a challenge, particularly when dealing with state governments and federal agencies.

### **Remote Location of Reservations**

First, there is the reality of the physical distance of many reservations from urban centers. This remoteness from urban services and amenities means tribal members often have to travel long distances to secure medical care, employment, and other goods and services.

### **Low Population Densities and Development Patterns**

In addition to the physical isolation and location of reservations, the low population density of reservations means that efficient routing is difficult because of long distances between passengers who need a ride. Transit programs on reservations often end up having low passenger productivity. Residential areas are often isolated from other activities and require residents to either walk long distances or have some type of transportation.

### **Funding**

Tribal members may have to rely on transportation programs for access to jobs and services, but lack the ability to pay a reasonable portion of the cost of that transportation service. This inability to pay means that tribal transit services must find sources of funding other than the rider. A lack of local revenues often makes finding grants and other sources of funds imperative. Some of the sources of funding may already be available and in use on the reservation, but often the funds are spent in a piecemeal way and are not coordinated to leverage the best use of the funding.

### **Institutional Challenges**

One of the key institutional barriers is the "fit" of transit into existing typical tribal departments. Transit is not completely a "roads and bridges" activity and has many elements of a social service. Yet it is not completely a social service, being highly capitalized and providing services that are open to all. Hence, there is not a clear institutional framework for transit activities. Turnover among elected officials and staff occurs frequently within tribal governments. This leads to a lack of continuity and institutional history for tribal transit services and potential changes in program emphasis.

### **Turfism and Lack of Coordination**

Not unique to Indian reservations, the desire of department directors to serve their client needs is paramount and sometimes runs counter to the best use of scarce resources. Often buses are not fully used during the day or there are empty seats when providing services. Departments that have secured buses or vehicles for transportation of their clients are often reluctant to share for fear that their clients will not get the service they need.



# Tribal Transit Programs

## Leadership and Vision

It would not be uncommon to find that few of the current generation of tribal leaders have had significant experience with public transit, either as a rider or as a tribal official. Again this is not unique to tribes, but political leaders who do not have experience using transit are generally not aware of the transportation needs and the ability of a transit program to meet those needs. This lack of awareness and attention means that the effort to develop or enhance transit is rarely initiated by tribal leadership, but rather is initiated by persons in need or some department director who is made aware of funding opportunities in the form of grants or contracts or is aware of a gap in services.

## Volunteerism and Civic Involvement

It is notable that in Indian Country where tribal ways are the norm, the difficulty of mobilizing the average citizen on the reservation for participation in volunteer committees or civic affairs is often a barrier to positive change. Volunteerism is necessary to develop and enhance transit, especially in the initial planning stages where a variety of ideas and opinions about transit needs is helpful to shape the service.

Coupled with the lack of volunteerism and the lack of civic involvement, there is a lack of active civic organizations such as United Way, Chamber of Commerce, and other community betterment organizations. Organizations of this type often bring the technical and analytical skills necessary to the planning function.

## Lack of Technical Capacity

Developing or enhancing a transit service requires analytical skills to assess demand and evaluate budgets, but it also requires consensus-building skills. These skills, while becoming more prevalent, are not in abundance on reservations. Unfortunately, training for the skills necessary for planning, implementing, and operating transit in tribal settings is not widely available.

## Performance Monitoring

It is not uncommon for managers of client-specific services such as elder transportation not to share information with public transit services, thereby limiting opportunities for coordination and better use of tribal resources. Coupled with the lack of data sharing is the lack of data or analysis of existing services. Sketchy performance data and monitoring of activities are weaknesses often found where data may be collected for reporting, but that is the extent of the use of the data. The data are used to make reports, but are not used to monitor performance or analyze strengths and weaknesses of current operations.

## Vehicle Maintenance

A significant issue, notable when observing the condition of some vehicle fleets associated with tribes, is the lack of maintenance capability or the lack of funding devoted to maintaining the fleet. This applies not only to day-to-day maintenance, but especially to special equipment such as wheelchair lifts and any associated warranty work that must be done. The distance to qualified mechanics can be significant and is a challenge that managers must overcome to keep fleets operating safely.



## Lack of Pedestrian Infrastructure

The pedestrian infrastructure is often not conducive to safe walking, particularly by elders and persons with disabilities. For a community to be transit-friendly, it must first be pedestrian-friendly. While there is a high percentage of trips made by walking on most reservations, the infrastructure—in the form of sidewalks, lighting, and street crosswalks—is generally not safe.



## How the Challenges

Tribes have been successful in overcoming challenges through a variety of approaches. Success is often attributed to leadership provided by tribal staff and officials, as well as partnerships to overcome the limited resources available. In all cases, overcoming the various challenges required strong leadership within the tribe.

### Leadership

Tribes that have been most successful are those that had leaders step to the plate, identify problems, and organize others in the effort to provide needed services.

The Standing Rock Public Transit (SRPT)—provided by the **Standing Rock Sioux Tribe**—attributes its success to the support it receives from the local leadership and collaborative partnerships. Other factors for its success are the staff's persistence in seeking alternative funding sources and networking opportunities with Dakota Transit Association (DTA).

The **Orutsarmiut Native Council (ONC)** is located in Bethel, Alaska approximately 340 miles west of Anchorage. Bethel is a remote and isolated location that is accessible only by air in the winter. The ONC leaders recognized the needs of their people and took action to start a transit service by partnering with the City of Bethel. ONC was able to receive funding through the tribal transit program, and the city received funding through the State. The Bethel Public Transit System began service in November 2008.

For years, **Navajo Nation Transit** has provided fixed-route service throughout the reservation in northeastern Arizona. The population is spread throughout the reservation and access is provided to employment centers and basic services. The tribal leadership saw the extensive transportation needs of the Navajo Nation and established the regional transit service to help meet those needs. In addition to tribal funding, funds were obtained from the Arizona Department of Transportation.

### Partnerships

Even with strong leadership, tribes have found it necessary to develop partnerships to make efficient use of available resources.

The need for public transportation on the Coeur D'Alene Reservation was reflected in the high percentages of elders, unemployment, households below the poverty level, people without a driver's license, and households without cars. The **Coeur d' Alene Tribe** started a service in 2004 with one bus to meet that need. In 2005, Kootenai County passed the 50,000 population mark and desired to develop a public transit service. The Tribe and the County worked together to combine resources. One of the most important aspects for the success of Citylink—the transit service—is the unique partnership the tribe has with the Kootenai Metropolitan Planning Organization, the State of Idaho, and the County. The local government provides funding, and the Tribe operates all service.

The **Confederated Salish and Kootenai Tribes of the Flathead Reservation (CSKT)** measures its transit success by the origin of its transportation voucher program that transitioned into a public transit service. In May 2002, CSKT received a grant from the Association of Programs for Rural Independent Living (APRIL) to begin a transportation voucher program. This brought to the forefront the need to assist more clients who lacked transportation. In 2003, CSKT accessed Temporary Assistance for Needy Families (TANF) funds to purchase two vans. A formal transit service began in April 2003 with a grant from the Montana Department of Transportation. CSKT has continued to develop partnerships and now provides transportation for the community college and cooperates with the Missoula Ravalli Transportation Management Association for vanpool service to Missoula.

**Fort Belknap Transit Service (FBTS)**—provided by the Fort Belknap Indian Community—has been successful because of the Tribe's success in expanding transit service from the senior center to the general public.

"One of our biggest challenges has been to get enough funding to meet the transportation needs."

Corky Sias  
CSKT



# Have Been Overcome

In 2003, the Tribe started planning for a transportation service for the senior citizens centers. In 2004, the Tribe was awarded an FTA Section 5310 Grant to purchase three 10-passenger mini-buses. The Tribe was then awarded funds from the state. In 2006, the Tribe applied for and was awarded a Technical Assistance Grant through Community Transportation Association of America (CTAA). In 2009, the Tribe received \$340,000 under the FTA American Recovery and Reinvestment Act (ARRA) for a transit facility and the purchase of needed equipment.

**Confederated Tribes of the Colville Reservation** contracts their transportation service with Okanogan County Transportation and Nutrition (OCTN). The success of this program is due to the partnership between the Tribe, the OCTN, and the Okanogan Behavioral HealthCare and Medical Center. OCTN, which originally served only seniors, has seen a significant increase in use by the general public. In 2007, OCTN added intercity services between Omak and Coulee City through the Colville Reservation to meet some of the increased demand for services.

The **Choctaw Nation of Oklahoma** provides a needed transportation service in southeast Oklahoma. This demand-response transit service is provided for tribal members and the general public to access various services. The Choctaw Nation coordinates with four public transit systems and various tribal programs to avoid duplication in service.

**Menominee Regional Public Transit**—operated by the Menominee Indian Tribe of Wisconsin—has been successful because of the partnership and coordination with both tribal and non-tribal entities. Partnerships have allowed Menominee Regional Public Transit to extend their service area, allowed transportation services to run more efficiently, and increased ridership.



### Long Distances and Isolation

Physical issues create myriad difficulties in providing the services that people need, which make providing services difficult and costly.

The **Northern Cheyenne Reservation**—located in southeastern Montana—is approximately 100 miles east of Billings. The Northern Cheyenne Tribe applied for and was awarded a grant by the Community Transportation Association of America (CTAA) to do a technical assistance project that helped identify the needs, looked at the feasibility of providing public transit services, and involved key players such as the Tribal Council, key stakeholders, Montana Department of Transportation (MDT), human service agencies, and Northern Cheyenne Reservation residents in the planning of a transit system. Based on the study, the Tribe applied for a grant through the FTA 5311 (c) Tribal Transit Program and was awarded \$157,000 in FY2007 for operating the new service. After dealing with a variety of issues such as a change in tribal administration and having to re-sign all the documents for FTA, the Tribe started their service in April 2009 and provides service on the reservation and to Billings.



*Photo courtesy of Billings Gazette*

**Community Transit Services**—provided by the **Asa'carsarmiut Tribal Council**—provides a vital link for residents/tribal members without transportation to access employment, health care, social services, and shopping. One of the factors that has made Community Transit Services successful is that they provide transportation services to the public instead of limiting services to tribal members. Another important aspect is that the Tribe provides transportation to the local airport, which is a mile out of town. The transit service is provided even when temperatures drop to 30 or 40 degrees below zero. Another major success of the tribal transit program is transportation to the nearest subregional clinic, which is 20 miles away.

The **Makah Indian Reservation** is extremely isolated at the most northwest tip of the Olympic Peninsula in Washington State. The reservation at Neah Bay is 60 miles from the closest town (Forks), 75 miles from Port Angeles, and 150 miles from Seattle. Makah Transit connects with Clallam Transit, which connects to Port Angeles and Forks. The success of the Makah Public Transit is attributed to the support from the Makah Tribe, the Washington State government, community members, and ridership support from patrons.



## Funding Resources

There are a wide variety of funding programs available for tribal transit services. Descriptions of the most common sources of funding for tribal transit programs include the following:

**Rural Transit Assistance Program (Section 5311)** – Federal Transit Administration (FTA) funding for rural transit services, administered through the state DOT, to cover 50 percent of operations and 80 percent of capital purchases. The funding is eligible to tribes through submission of a grant application to the state DOT.

**Public Transportation on Indian Reservations (Section 5311 c)** – FTA funding for federally recognized tribes. Tribes receive funding through a national competitive process administered by FTA. The funding is eligible for capital, planning, and operations at 100 percent FTA funding with no local match.

**Transportation for Elderly Persons and Persons with Disabilities (Section 5310)** – FTA funding for private nonprofit groups to improve transportation for elderly and disabled individuals, administered through the state DOT, to cover 80 percent of capital purchases (vehicles). The funding is through a state-level grant process.

**Urbanized Area Formula Program (Section 5307)** – FTA funding for transit entities in urban areas. Areas with over 200,000 in population are limited to 80 percent of capital purchases through a grant formula program. For urban areas with populations between 50,000 and 200,000, funding may be used for 80 percent of capital purchases and 50 percent of operations. The tribes would be eligible as part of an urban transit system.

**Job Access Reverse Commute (Section 5316)** – FTA funding for urban and rural areas, administered through the state DOT, to cover operations and capital purchases to improve transportation for low-income individuals to get to employment. The funding is eligible to tribes through submission of a grant application to the state DOT.

**Enhancement** – Federal Highway Administration (FHWA) flexible funding through a state DOT competitive grant process. The funding is eligible to tribes for the construction of bicycle and pedestrian facilities.

**Planning Funding (Sections 5303, 5304, and 5305)** – FTA funding for states and MPOs for planning activities. The funding is eligible to tribes through a competitive grant program administered by the state DOT.

**Older Americans Act Title VI** – Title VI authorizes funds for supportive and nutrition services to older Native Americans. Funds are awarded directly to Indian tribal organizations, Native Alaskan organizations, and nonprofit groups representing Native Hawaiians. To be eligible for funding, a tribal organization must represent at least 50 Native American elders age 60 or older.

**Medicaid** – This funding is a joint federal/state program that provides health insurance coverage to certain categories of low-income individuals (including children, pregnant women, parents of eligible children, and people with disabilities). The funding can be used for non-emergency transportation to and from medical appointments.

**Indian Reservation Roads (IRR) Funding** – The Indian Reservation Roads Program provides funding to tribes that may be used for transit planning and capital expenses as well as other purposes.

**Temporary Assistance for Needy Families (TANF)** – States receive the TANF formula grants to provide cash assistance, work opportunities, and necessary support services for needy families with children. States may choose to spend some of their TANF funding on transportation and related services for program beneficiaries.

**Head Start Program** – The program provides comprehensive services for economically disadvantaged preschool children. Funds are distributed to tribes, public agencies, and nonprofit agencies to provide child development and education services, as well as supportive services such as transportation.

**U.S. Department of Health and Human Services Administration for Native Americans** – Grant Funds for Social and Economic Development Strategies may be used for transportation in support of the grant programs.



## Technical Assistance Resources

Tribes have access to many resources for assistance in developing, enhancing, and sustaining tribal transit programs. These assistance programs include planning grants, training, information resources, and technical assistance programs.

### **Tribal Technical Assistance Program**

The Tribal Technical Assistance Program provides training and technology transfer for Native American tribes. The program was initially formed in 1993 with four centers and has been expanded to seven centers. Each center is responsible for a region of the country. (website: [www.ltap.org](http://www.ltap.org))

### **Federal Transit Administration**

The Federal Transit Administration (FTA) administers the Tribal Transit Program that provides funding annually for planning, capital, and operation of tribal transit services. Each of the regional offices has a tribal liaison who is available to assist tribes with grant applications and reporting requirements. (website: [www.fta.dot.gov](http://www.fta.dot.gov))

### **Community Transportation Association of America**

The Community Transportation Association of America (CTAA) is a membership organization that serves as an advocate for community transportation nationally. In addition to the advocacy role, CTAA provides technical assistance to rural and tribal transit systems. Each year, announcements are made requesting applications for technical assistance projects. The program selects three tribes for long-term assistance projects each year. CTAA also publishes magazines and a resource document each year. (website: [www.ctaa.org](http://www.ctaa.org))

### **State Departments of Transportation**

Each state receives federal funding for transit planning. Tribes are eligible for these funds through the state. Tribes have cooperated with state DOTs to use a combination of tribal transit-planning funds from FTA and transit-planning funds from the state to increase the funding available for planning efforts. Some states are also able to provide technical assistance for tribes. Vehicles may be purchased through state contracts, either through the FTA Section 5310 or 5311 programs or using tribal transit funds with an agreement to use the state contract for vehicle purchases. The states also receive funding for the Rural Transit Assistance Program (RTAP), which can provide funding for training programs. Some states have a designated tribal liaison.

### **Transit Cooperative Research Program**

Each year, the Transit Cooperative Research Program (TCRP) conducts a series of research projects. While most are not specific to tribal transit programs, many apply to small and rural transit services and have very useful information for tribes to plan and operate transit services. The reports are available at no charge. (website: [www.tcrponline.org](http://www.tcrponline.org))

### **University Transportation Centers**

The federal government funds transportation research centers at various universities throughout the country. The Small Urban and Rural Transit Center (SURTC) (website: [www.surtc.org](http://www.surtc.org)) at the University of North Dakota and the Western Transportation Institute at Montana State University (website: [www.wti.montana.edu](http://www.wti.montana.edu)) focus on transportation issues in rural areas.

### **Membership Organizations**

Most states have a transit association that serves as an advocate for transit services in the state, but often organizes training programs and may be a source for technical assistance. The Intertribal Transportation Association organizes training programs and is an advocate for transportation issues in Indian Country.



## Summary

Perhaps nowhere in North America is the need for mobility and travel solutions so great as on Native American reservations. In 1999, the Community Transportation Association of America reported there were only 18 tribes operating transit programs funded through the Federal Transit Administration (FTA). Today, the number of tribal transit programs has grown to well over 100 with additional tribes in the process of planning transit services. The increase in tribal transit programs is the result of a combination of factors including the recognition of significant needs and the availability of funding. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized funding specifically for tribal transit programs. A portion of the funding for rural transit systems was dedicated to tribal transit. Tribes were able to apply directly to the FTA for transit funding with no requirement for a local match. From 2006 to 2010, 140 tribes received direct funding through this program. The funding has provided for planning, vehicles, facilities, and operations of transit service.

This booklet identifies many of the issues and challenges facing tribal transit programs. In addition, a process is outlined for development and enhancement of tribal transit with many resources identified, which are available for technical and financial assistance. A critical step in the process is establishing a vision for the transit services to be provided. Tribal leaders must be committed to the vision and support the efforts of staff to implement that vision through a long-term plan.

Native Americans have significant transportation needs. Poverty levels among Native Americans are higher than the national average with some reservations having 40 percent or more of their population living under the poverty level. As can be expected, many do not have reliable transportation. Many reservations lack employment opportunities, have limited educational opportunities, have limited medical facilities, and do not have basic shopping opportunities. In many cases these destinations are located long distances from the tribal community—increasing the transportation challenges.

While tribal transit programs face many challenges, tribes have overcome these challenges to provide successful transit services. A number of tribes have partnered with other organizations to obtain funding and serve a greater number of people. These partnerships include working with local community colleges and contracts with local transit agencies or local governments. Many of the successes identified by tribal transit programs are related to these cooperative efforts which have increased the amount of available funding, established sustainable levels of funding, reduced duplication of services, and improved efficiencies of the transit program.

"Transit has significantly turned around our village. We have employed five people, provided access to jobs for five people, and provided access to the University of Alaska Fairbanks extension and health facilities in Tok."

Howard Mermelstein - Tetlin Village

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*This booklet summarizes research conducted under the Transit Cooperative Research Program (TCRP) Project H-38, which identified many issues facing tribal transit programs and described successful ways that some tribes have overcome these challenges. The results of the project will include a guidebook to help tribes plan and develop effective transit service.*

The TCRP is sponsored by the Federal Transit Administration.

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