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Tribal Consultation Process for San Diego Forward: Communication, Cooperation, and Coordination

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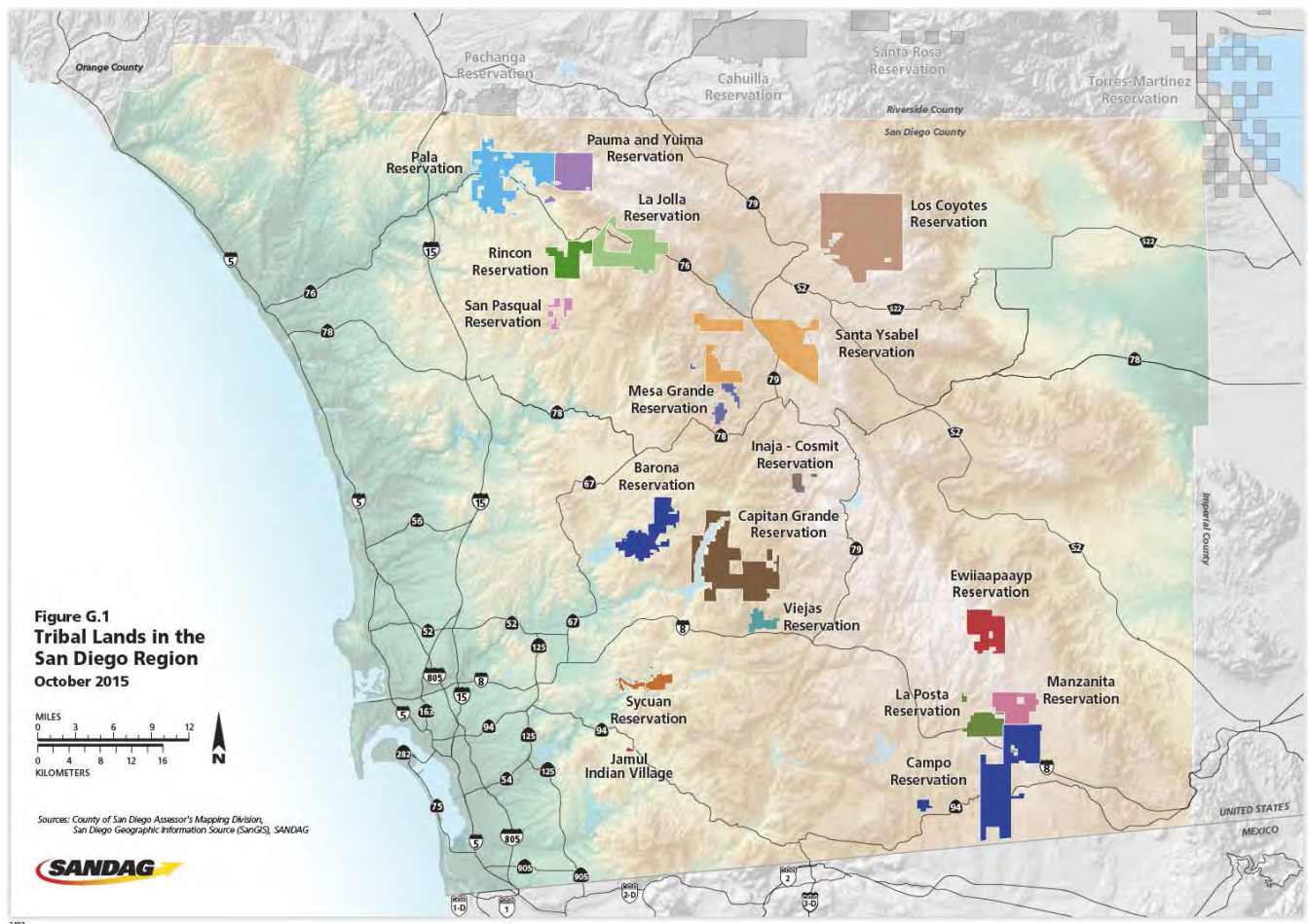
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Tribal Consultation Process for San Diego Forward: Communication, Cooperation, and Coordination

Introduction

The United States Constitution and treaties recognize Native American communities as separate and independent sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 18 federally recognized tribal governments with jurisdiction over 19 reservations — the most in any county in the United States.¹

Federal legislation requires that federally recognized tribal governments be consulted in the development of Regional Transportation Plans (RTP) and programs (23 U.S.C. §450.312). In particular, the current federal transportation authorization – the Moving Ahead for Progress in the 21st Century (MAP-21) – reinforces federal emphasis on tribal government participation. President Obama, in his November 5, 2009 Memorandum on Tribal Consultation (Federal Register, Vol. 74, No. 215, November 9, 2009), reiterated the directive for public agencies to incorporate tribal consultation into their plans and programs in a timely and meaningful manner.



At the state level, Governor Edmund G. Brown Jr.'s administration emphasized the importance of tribal-state relations through the creation of the Office of the Tribal Advisor ([Executive Order B-10-11](#)²) in 2010. The Tribal Advisor's charge is to serve as a direct link between the tribes in California and the Governor; facilitate communication and consultations between tribes and State Agencies; and, review state legislation and regulations affecting tribes and provide recommendations.

At the regional level, there are minimal guidelines for consultation. How consultation should occur is left to the Metropolitan Planning Organizations (MPOs) and the tribal governments. Over the last decade, the San Diego Association of Governments (SANDAG), as an MPO, has forged a strong working relationship with the tribal nations in the region based on a diplomatic framework of communication, coordination, and collaboration in the regional transportation planning process. With each cycle of the RTP process, strategies and actions have been pursued collaboratively.

This Appendix documents the collaborative effort undertaken to consult with tribes on the development of San Diego Forward: The Regional Plan (the Regional Plan) and highlights tribal issues of concern.

San Diego Forward: The Regional Plan: Led by SANDAG, the Regional Plan combines an overall vision for the region's future with an implementation program to make the vision a reality. As the San Diego region's MPO, SANDAG is responsible for developing an RTP every four years. Each cycle of the RTP is an iterative process in which the region's long-term transportation goals and project priorities are revisited and discussed through a public involvement process among diverse stakeholders. The most recent RTP, the 2050 RTP/Sustainable Communities Strategy (SCS), was approved by the SANDAG Board of Directors in October of 2011. An innovation in this cycle is that SANDAG is combining the Regional Comprehensive Plan (RCP) with the update of the RTP. The SANDAG Board of Directors approved the following vision and goals to guide the development of the Regional Plan.



As sovereign nations within the boundaries of the San Diego region, it is important that the region's tribes engage in shaping the Regional Plan. Using the government-to-government framework in place, SANDAG and the Southern California Tribal Chairmen's Association (SCTCA) developed a Tribal Consultation Plan for the Regional Plan during the fall of 2012 (Attachment 1: San Diego Forward Tribal Consultation Plan). It was approved by the SCTCA Board in November of 2012 and by the SANDAG Board of Directors in January 2013. The elements of the Tribal Consultation Plan included:

- **An Informational Workshop:** A workshop for Tribal Leaders regarding the SANDAG role in regional planning and regional issues.
- **Survey of Tribal Nations on Policy Issues:** Based on discussions at the informational workshop, SCTCA and SANDAG staff developed a survey that was distributed to all tribal nations to identify priority regional issues.

- A **Policy Workshop** was held with the tribal nations (supported by SANDAG and SCTCA staff) which focused on the regional issues identified in the survey to elicit ideas for collaborative strategies in the selected policy areas.
- The **Interagency Technical Working Group on Tribal Transportation Issues (Working Group)** provided input into the development of each stage of the Regional Plan. In addition, the Working Group provided updates to the SCTCA on the Regional Plan and identified transportation projects of concern to tribal nations, as well as working to include individual Tribal Transportation Plans in the Regional Plan document.
- Based on the input provided, SCTCA and SANDAG staff prepared a **Policy Paper** to serve as a basis for dialogue between the tribal nations and SANDAG.
- The 2014 **San Diego Regional Tribal Summit** was convened on April 11 between SANDAG and the SCTCA Boards as a means of timely and meaningful input in the process to develop the Regional Plan. Key policy issues were discussed for consideration in the Regional Plan and a potential collaborative agenda was developed.

The objectives for the Regional Plan with regard to tribal nations are to:

- Engage federally recognized tribal governments in the region in the regional planning process in a timely, meaningful, and effective manner through the established framework for government-to-government engagement at a regional level.
- Based on a government-to-government dialogue and negotiation, pursue a set of mutually agreed upon prioritized strategies to improve tribal transportation in the region in four areas: (1) roadways, (2) transit, (3) funding, and (4) information sharing/technical assistance.
- Explore mechanisms for collaboration in regional policy areas of mutual concern such as energy, environmental conservation, cultural resources, economic development, and emergency preparedness.

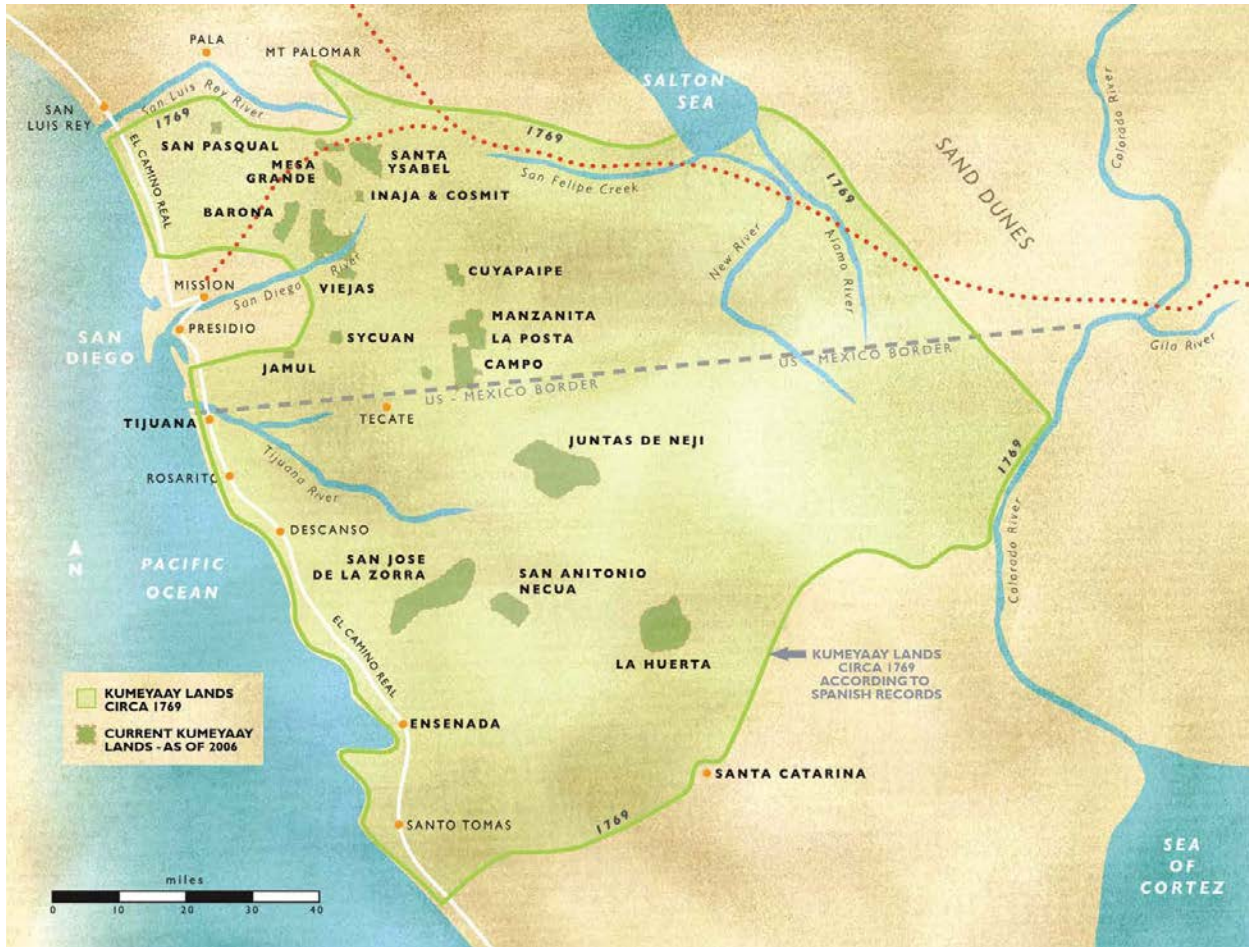
Setting the Stage

Historically, the relationship between local governments and federally recognized tribal governments was contentious. While the federal-tribal relationship is well established, the local-tribal government relationship was not as clearly defined. Despite efforts to reach out to local governments, tribal governments indicate that for many years they were not well received. This has changed considerably in recent years. With the advent of gaming, local perceptions, according to various tribal leaders, have changed. As a condition of the development of more recent gaming compacts, some tribes are required to negotiate mitigation agreements with the local land use authorities adjacent to them. What has not been clearly delineated by the state or federal government is the mechanism for inclusion of tribal input into the regional transportation planning process. The federal government requires “consultation” with tribal governments; however, the definition of meaningful consultation, or more in-depth coordination and cooperation, is being developed on a case-by-case basis in various parts of the country. As the region continues to grow, there is an increasing need to better coordinate our tribal and regional planning efforts to make the best use of resources while protecting and enhancing the quality of life for all our region’s residents.

Tribal nations in San Diego

Of the 109 federally recognized Indian tribes in California, 18 are located in San Diego County.³ The tribal members of today’s bands represent four Indian cultural/linguistic groups who have populated this entire region for more than 10,000 years, taking advantage of its abundant natural resources and diverse ecological system for their livelihoods. The four nations are: (1) the Luiseño, who traditionally inhabited the land along the San Luis Rey River in north and northwestern San Diego County; (2) the Cahuilla, who live in the mountains in the northeastern part of the county and into the Coachella and Imperial Valleys; (3) the Cupeño, who live in the Warner Springs area; and (4) the

Kumeyaay (Northern Ipai/Southern Tipai), who live in the southern part of the county from the coast to the mountains and all the way to what is today Baja California.



In the years just prior to California becoming a state, the federal government developed treaties with Native Nations in the region in an effort to reduce tribal and settler violence at the end of the United States-Mexican War and the onset of the Gold Rush. These treaties were never ratified; however, they were thwarted on the United States Senate floor by pressure from the new California Senators and the tribal nations that had signed the treaties were never informed. In 1875, President Ulysses S. Grant signed an Executive Order based on several of the “lost treaties” creating tribal reservations for Santa Ysabel, Pala, Sycuan, La Jolla, Rincon, and Capitan Grande.⁴ Most of the current tribal reservations were established by the end of the 19th century; however, several were established well into the 20th century.⁵ Today, these four ethnic groups are distributed across 19 reservations and are represented by 18 federally recognized tribal governments as shown in Table G-1.⁶

As domestic dependent nations,⁷ tribes are subject to federal regulations but are not subject to local or state regulations, unless the United States Congress delegates implementation of federal law to the state. From a governance perspective, tribal governments are considered a separate category of government from federal, state, and local governments. In addition to the standard governmental functions of regulating, taxing, and delivering services, tribal governments act to preserve and protect tribal culture and the tribal community, including determining tribal membership. Tribal governments also are responsible for the development, management, and operation of tribal economic enterprises. Most of the land within the boundaries of reservations is owned by tribes and held in trust by the federal government.⁸ Native American reservations currently cover more than 127,000 acres in the San Diego region, approximately 4 percent of the region’s land base.

Table G.1

American Indian Reservations and Federally Recognized Tribal Governments in the San Diego Region

Reservation Name	Tribal Government
Barona*	Barona Band of Mission Indians
Campo*	Campo Band of Mission Indians of the Kumeyaay Nation
Capitan Grande	Joint Power Authority between Barona and Viejas
Ewiiapaayp	Ewiiapaayp Band of Kumeyaay Indians ⁹
Inaja and Cosmit	Inaja Cosmit Band of Diegueño Mission Indians
Jamul Indian Village	Jamul Indian Village of Kumeyaay Nation
La Jolla	La Jolla Band of Luiseño Indians
La Posta**	La Posta Band of the Kumeyaay Nation
Los Coyotes	Los Coyotes Band of Cahuilla/Cupeño Indians
Manzanita	Manzanita Band of Diegueño Mission Indians
Mesa Grande	Mesa Grande Band of Diegueño Mission Indians
Pala*	Pala Band of Mission Indians
Pauma and Yuima*	Pauma Band of Luiseño Indians
Pechanga* +	Pechanga Band of Luiseño Indians
Rincon*	Rincon Band of Luiseño Indians
San Pasqual*	San Pasqual Band of Diegueno Mission Indians
Santa Ysabel**	lipay Nation of Santa Ysabel
Sycuan*	Sycuan Band of the Kumeyaay Nation
Viejas*	Viejas Band of the Kumeyaay Indians

Source: SANGIS, Bureau of Indian Affairs;

*tribe with gaming facility

**tribe that has closed gaming facility

+recently acquired trust land in the San Diego region¹⁰

Current conditions

A number of planning issues surround these reservations, as they are all located in remote areas outside of incorporated areas. The degree of remoteness ranges from those that are outside the urban transportation system, but near major highways such as Viejas, to those that are not even fully connected to county roads, such as Los Coyotes. Inadequate access to and from the reservations often results in a lack of economic opportunities, as well as insufficient health, social, and cultural services.

Tribal Economic Development: Gaming is a traditional social activity among many tribal nations; however, tribal gaming enterprises expanded exponentially nationwide in the early 1990s as a result of the passage of the Federal Indian Gaming Regulatory Act (IGRA). The IGRA was the result of a legal battle between the Cabazon Band of Mission Indians and the State of California over the issue of the definition of sovereignty.¹¹ The State claimed that Cabazon was violating state anti-gambling laws, while the tribe asserted its sovereign right to pursue its own economic interests. In 1987, the United States Supreme Court ruled in favor of Cabazon, prompting Congress to pass a federal gaming regulatory act to define how gaming should be conducted nationwide and what role the states should have in that activity.¹² Although several tribes in the San Diego region already had bingo facilities, by the 1990s most of the tribes had developed, or had agreements to develop, gaming facilities as a means of economic development. San Diego County now has nine tribal gaming facilities, which is the greatest number of Indian gaming facilities in any county in the United States (Table G-1).¹³

Gaming-related and other types of development have led to rapid economic growth for a number of tribes, while also providing jobs and stimulating the regional economy.¹⁴ In the San Diego region, statistics show that the Indian gaming industry as a whole has created more than 10,000 jobs in the region, resulting in a \$1 billion industry with approximately \$263 million in goods and services purchased annually and \$500 million in payroll. It should be noted, however, that poverty levels among the Native American population remain below the national average, and some gaming tribes have been much more successful than others.

This growth has been accompanied by increases in traffic, jobs-housing accessibility issues, and the need for additional resources such as water and energy.¹⁵ Those tribes who do not have gaming facilities continue to have economic development, transportation, and infrastructure needs, which have not been met.

Since the mid-1990s, tribal governments in San Diego have been in the process of developing gaming compacts with the State of California that have allowed them to plan and develop gaming facilities on their reservations. The planning framework used for the regional transportation plans is one of concentrating development in existing, more urban areas and connecting transit to appropriate smart growth opportunity areas. As part of the gaming compact process, tribal governments are required to submit to the state a Tribal Environmental Impact Report, the findings of which are subject to negotiation between the tribal government and the local land use authority adjacent to it. However, there are currently no protocols in place for exchanging information regarding long-term land use and transportation plans on tribal lands for the purposes of regional planning.

Tribal Transportation: More than ten years ago, the County of San Diego, in its capacity as the adjacent land use authority to most tribal developments in the San Diego region, conducted traffic needs assessments related to tribal developments, which intensified after the enactment of the federal IGRA. In its 2003 report on the impact of tribal development on its roadways, the county requested that SANDAG consider the impacts of tribal development on the regional transportation system.

The county undertook a traffic impact assessment and, based on that information, negotiated cooperative agreements with several tribes for “fair share” funding of traffic impact mitigation. Nonetheless, according to the county report, levels of service on several road segments in State Route 76 (SR 76), State Route 67 (SR 67), and State Route 94 (SR 94) corridors were estimated to deteriorate with increased traffic volume associated with the gaming facilities. Both Caltrans and the county called for additional corridor studies in the unincorporated area associated with gaming facilities to better understand the situation.

Currently, the main input required to accurately incorporate tribal land use into transportation forecast modeling for the RTP is the square footage of gaming area, which produces the estimate of average daily trips. Eight tribal gaming facilities are currently in operation. The estimated square footage of each facility is shown in Attachment 2 (2- Square

Footage of Gaming Facilities for Trip Generation Estimates). It is anticipated, that through government-to-government discussions with tribal governments, more accurate protocols can be developed for assessing traffic impacts.

At the same time that there is concern about the impact of the development of gaming facilities on the regional transportation system, tribal governments have long advocated for better access to that same system. Located in the unincorporated portion of the county, tribal lands are isolated from the regional transportation system. Although all non-gaming tribes¹⁶ in San Diego County receive funding from gaming tribes from the Revenue Sharing Trust Fund (RSTF)¹⁷ to support the administration of their nations, their physical isolation from the regional transportation system — both in terms of infrastructure and transit services — is a significantly limiting factor in their ability to improve the health and well-being of tribal members who reside on the reservation, as well as their ability to explore alternative sources for economic development. As more tribal members return to their homelands to live, this will continue to be an issue regardless of the success of tribal enterprises. Federal regulations for transportation require that regional transportation systems support the needs of federally recognized tribal reservations.

Tribal Environmental Context: Tribes face a variety of environmental and topographical challenges. Several reservations are in valleys surrounded by mountainous terrain like Barona and Sycuan, while others are situated on steep slopes, like Los Coyotes and Ewiiapaayp. Historically, Indian Reservations were established in remote, rocky, steep, and desolate areas of the region in which agriculture and other subsistence activities were limited.



Today there are a number of environmental issues that tribal communities share with non-tribal communities such as air and water quality, threats from hazardous and solid waste, and illegal dumping. The 2003 and 2007 regional fires decimated several reservations. The Poomacha fire in 2007 destroyed 99 percent of the La Jolla Band of Luiseño Reservation including homes and open space.

Other environmental challenges are unique to tribal lands because of their sovereign status. For example, many reservations in the region are located in watersheds with groundwater. The rules and regulations governing surface water and groundwater are different for tribes than for the communities that surround them. This has often created confusion and at times led to tensions. Similarly, environmental conservation is important to tribal nations, but tribal lands are only a fraction of the acreage originally agreed to in the treaty negotiations in the 1800s and are now surrounded by land controlled by federal, state, or private parties. As efforts increase to preserve habitat throughout the region, pressure for tribal lands to be considered open space (or endangered species habitat) have risen. As sovereign land use authorities, however, tribal governments have the right to define their own land use. At the same time, as reservations are a fraction of traditional native territories, there are many important natural areas with cultural significance located outside the reservation in areas where tribes have limited influence or control. This highlights the importance of diplomatic discussions to identify ways in which tribes, as land use authorities, can join the regional dialogue on environmental conservation and habitat planning.

A Regional Government-To-Government Framework

As tribal reservations continue to develop and interregional planning issues become more related to surrounding jurisdictions rather than only to federal and state agencies, the need for establishing a government-to-government framework at a regional level has become increasingly apparent. Tribes operate under independent constitutions, have their own systems of governance, and establish and administer their own laws. This sovereign status of tribal governments dictates that the United States, and all agencies operating within it, is expected to engage in government-to-government relationships with Native American tribes. Government-to-government interaction with Native American tribes should follow the principles of coordination, cooperation, and consultation.

Over the past ten years SANDAG and the SCTCA have developed a government-to-government framework to engage in planning dialogue and action at the regional level. The success of this model has demonstrated that working collaboratively, public agencies and tribal governments can create a mechanism for timely, meaningful, and effective involvement of tribal governments in the regional and transportation planning process.

Regional partners

The core of the framework is an ongoing dialogue among key stakeholders at the regional level. Today, all three principle transportation planning agencies in the region have tribal liaisons: SANDAG, Caltrans, and the County of San Diego.

Public Agencies

Caltrans District 11: Caltrans was the first state agency in California to enact an agency-wide policy on tribal consultation. The Native American Liaison program was established in 2002 to work with the 19 tribes in its jurisdiction (San Diego-Imperial Counties). Its objectives are to: (a) establish close coordination and early project involvement with tribal governments to streamline funding, environmental, and project delivery processes in areas on or near reservations; (b) ensure that Caltrans programs do not adversely affect important California Native American sites, traditions, or practices; (c) encourage cooperation between other agencies and local tribal governments; (d) assist with training, information dissemination, and project delivery; and (e) consider the Tribal Employment Rights Ordinance (TERO) from individual tribes for employment and contracting opportunities for Native Americans on Caltrans projects on or near reservations.

County of San Diego: The County’s Tribal Liaison was established in 2001. Liaison responsibilities include: identifying and resolving issues related to impacts of tribal economic development projects on infrastructure and other county services in unincorporated areas; providing support and tracking legislation and policy matters related to tribes for the County Board of Supervisors and the Chief Administrative Officer; participating in regional land use and transportation planning, economic and services forecasting, funding, and development activities; and assisting tribes with permitting and other issues.

SANDAG: It is through the Borders Committee that SANDAG pursues government-to-government relations with tribal governments in the region. The Borders Committee discusses policy issues related to borders-related planning from three perspectives: (1) interregional, (2) binational, and (3) tribal. In 2005 the SCTCA joined the Borders Committee as an intertribal council of governments to engage in a dialogue on tribal planning issues with other neighboring councils of government, including Imperial Valley, Riverside, and Orange Counties, as well as the Republic of Mexico (as represented by the Consul General in San Diego). Following the 2006 San Diego Regional Tribal Summit, the SCTCA and SANDAG signed an historic Memorandum of Understanding (MOU) in which the SCTCA joined SANDAG, with representatives on the Board of Directors and all Policy Advisory Committees. The SANDAG Tribal Liaison is a member of the Land Use and Transportation Planning Department, which provides technical support to the Borders Committee as well as the Board of Directors and other Policy Advisory Committees.

Intertribal Organizations

Intertribal organizations play a key role as facilitators for this regional government-to-government framework. SANDAG has a strong working relationship with two key intertribal associations to strengthen communication, coordination, and collaboration with area tribes.

SCTCA: The SCTCA is a multiservice, nonprofit corporation established in 1972 by a consortium of 19 federally recognized Indian tribes in Southern California. The primary mission of SCTCA is to serve the health, welfare, safety, education, cultural, economic, and employment needs of its tribal members and descendants in the San Diego County urban areas. A Board of Directors comprised of tribal chairpersons from each of its member tribes governs SCTCA. As an intertribal council, the SCTCA serves as a forum for a wide variety of issues for its member tribes.

Reservation Transportation Authority (RTA): The RTA, founded in 1998, is a consortium of Southern California Indian tribal governments designated as a Public Law 93-638 contracting entity that provides transportation education, planning, and program administration for tribal government members. Their intertribal service area includes tribes in San Bernardino, Riverside, San Diego, and Imperial Valley. At a technical level, SANDAG and the RTA have collaborated on a number of tribal transportation planning projects, particularly in the area of mobility management in recent years.

Policy level

The regional government-to-government framework for working with tribal nations in the region has been strengthened during the last several years. Institutional trust has been built over time through a combination of policy dialogue and technical action. This forms the foundation for cooperation.

Periodic Summits

An overarching element of the government-to-government framework is having periodic summits between the Boards of Directors of the two principal intergovernmental agencies – SCTCA and SANDAG. By bringing together these two councils of government, it offers an opportunity for tribal and local elected officials from the region to engage in diplomatic dialogue, identify issues of mutual concern, and develop priority actions that can be carried out through the partnership framework.

SCTCA Representation on SANDAG

One of the key issues raised by the tribal leaders at the 2006 Summit was tribal representation on SANDAG. The SANDAG Board of Directors and the tribal governments recognized the benefits to be gained by taking a cooperative approach to planning for an improved quality of life for the San Diego region. The leadership of SANDAG and SCTCA had discussions over several months following that Summit regarding the development of a formula for tribal representation which would respect tribal sovereignty and involve tribal governments in policy decisions at SANDAG. It was agreed that the tribal leaders should be involved in SANDAG at a policy level, representing the intertribal council in the same way that other associations of government are represented. The SCTCA and SANDAG signed a MOU on January 26, 2007, memorializing the agreement to have the SCTCA join the SANDAG Board of Directors and Policy Advisory Committees, including the Transportation, Regional Planning, and Public Safety Committees, as advisory members. Tribal leaders are now part of the regional decision-making process at a policy level, offering a tribal perspective to complex regional issues.

Mutual Exchange of Policy Level Information

At the policy level, the representatives of the SCTCA sit on the various SANDAG Policy Advisory Committees; however, the SCTCA also wanted to ensure that major initiatives in which SANDAG was engaged also were shared directly with the entire tribal leadership. Liaison staff from the SCTCA and SANDAG work together to ensure that briefings on major agency-wide initiatives are brought to the entire SCTCA Board to inform the tribal leadership and obtain feedback. Similarly, staff supports SCTCA representatives who bring tribal issues to their respective SANDAG Policy Advisory Committees. This creates a systematic, ongoing feedback loop to ensure that all tribal nations are involved in the process and have an opportunity to raise issues and provide feedback.

Technical level

The other element of the government-to-government framework is a technical mechanism for pursuing collaborative action. One of the critical technical outcomes of the 2006 Tribal Summit was the strategic action of creating an ongoing forum for discussion on tribal transportation issues between the tribal nations and public agencies that have an influence on tribal transportation.

Interagency Technical Working Group on Tribal Transportation Issues

The Boards of SCTCA and SANDAG approved the charter (Attachment 3 – Tribal Working Group Charter) for the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) in summer 2006. The Working Group reports to the Borders Committee. All tribes in San Diego can be members. Currently 15 of the 17 tribes in the region are formal members of the Working Group (Attachment 4 – Current Membership Roster). At the request of the tribal nations, the Working Group has two co-chairs, a tribal leader, and a SANDAG executive staff member. The Working Group is staffed by SANDAG, meets quarterly, and tribal nations alternate hosting the meetings at different reservations around the region, alternating between northern and southern tribes. Since 2011, Barona, Campo, La Posta, Pala, Pauma, Rincon, San Pasqual, Sycuan, and Viejas, have hosted the quarterly Working Group meetings.

The purpose of the Working Group is to serve as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. In partnership with the RTA, the Working Group monitors and provides input on the implementation of the strategies and planning activities related to transportation, which were mutually developed through the San Diego Regional Tribal Summits.

The Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the tribal governments in an effort to coordinate programs, address issues of concern, and ensure that the needs and issues of tribal governments are being incorporated into the transportation planning process at the regional level. The

Working Group provides feedback and comments on current and planned activities and provides technical advice on the implementation of these activities. The Working Group also assists with the associated outreach to the tribal community on transportation issues of regional significance.

SANDAG-RTA Partnership for Tribal Transportation Planning

SANDAG and the RTA signed an MOU in 2005 to collaborate on tribal transportation. SANDAG and the RTA have pursued and obtained funding for a number of tribal transportation planning projects since then, which are detailed in the next section. The focus of much of the collaborative planning work between the RTA and SANDAG has been in expanding the RTA’s mission from transportation infrastructure on tribal reservations to mobility, including transit and Transportation Demand Management (TDM). In so doing, the RTA has become one of several mobility partners of SANDAG, taking the lead on integrating tribal mobility projects into the system, benefiting not only tribes, but the rural population as well.

Collaborative Policy Area: Tribal Transportation

For the last ten years, the principal area of consultation and collaboration with tribal nations at the regional level has been in tribal transportation. For the 2030 RTP, a set of objectives was established for tribal transportation planning. Through the consultation process, including a survey of tribal transportation needs, a joint technical workshop to analyze the results, and a policy-level summit, a set of cooperative strategies to improve tribal transportation were developed between the SCTCA and the SANDAG Board of Directors. For the 2050 RTP/SCS these strategies were revisited, analyzed for progress made, and prioritized. Table G.2 describes these strategic areas and the actions associated with them.

There are four primary transportation-related policy areas that were considered in the 2050 RTP/SCS as a result of the consultation process with tribal governments, and these have continued as areas for future collaboration: (1) roadway infrastructure, (2) funding, (3) transit, and (4) information sharing/data gathering. Attachment 5 – Milestones in Cooperative Tribal Transportation is a timeline of activities within several strategic areas that have taken place since the 2010 Tribal Summit. The matrix highlights the collaborative nature of all of the various efforts. In some cases tribal nations took the lead, while in other areas the county, Caltrans, SANDAG, or the RTA led the effort. This section includes an update of discussions with the Working Group and the SCTCA on tribal transportation issues, as well as highlights some collaborative actions taken since the last Tribal Summit.

**Table G.2
SCTCA and SANDAG Board of Directors Collaborative Tribal Transportation Strategies**

Strategic Area	Action
<i>Government-to-Government Framework</i>	Develop collaborative legislative agenda that benefits the region
<i>Transportation Infrastructure</i>	Identify corridors critical to tribal reservations and coordinate the funding and implementation of relevant studies
	Identify critical regional arterials serving tribal nations which should be included in the RTP
	Coordinate the incorporation of existing Tribal Transportation Plans (TTPs) into the current RTP

Table G.2 (continued)

SCTCA and SANDAG Board of Directors Collaborative Tribal Transportation Strategies

Strategic Area	Action
<i>Transit</i>	<p>Collaborate on the issue of reverse commuting for tribal enterprise employees and pursuing funding opportunities</p> <p>Collaborate on the pursuit of funding opportunities to implement the recommendations from the Tribal Transit Feasibility Study</p> <p>Collaborate on the development of a Tribal Transportation Management Association (TTMA) for increased tribal participation in Transportation Demand Management (TDM) programs region wide</p>
<i>Transportation Funding</i>	<p>Create opportunities for pooling/leveraging transportation funding for mutually important projects</p> <p>Collaborate and advocate for new transportation funding in the region, including transit and TDM</p> <p>Identify mechanisms for providing ongoing funding for new or additional transportation programs, including transit services and TDM</p>
<i>Information Sharing/Technical Assistance</i>	<p>Provide ongoing training to tribal governments on funding processes, transportation, and regional planning</p> <p>Provide information on technical support for planning and data analysis services to tribal governments parallel to member agencies</p>

Transportation infrastructure

As with all land use authorities, improvements in transportation infrastructure is key to improving the potential of each tribal nation’s ability to compete in a global economy and provide access to housing, jobs, education, healthcare, and entertainment for its citizens. Efforts have been made in assisting tribes in increasing their own transportation planning funding through updating their Indian Reservation Roads (IRR) Inventory through the Bureau of Indian Affairs, and tribal governments also have made significant contributions to county and state road infrastructure as part of their mitigation agreements with the County of San Diego.

Identified Tribal Corridors and Coordinated Relevant Studies/Projects: Caltrans, the County of San Diego, SANDAG, RTA, and various tribes have been involved in a number of projects and studies since the 2050 RTP/SCS. These include work on state routes, regional arterials, and county/reservation roads.

State Routes/Regional Arterials: Caltrans has noted the following projects funded through the State Highway Operation and Protection Program. The projects along SR 76 were a direct result of recommendations from the Operational Improvement Study that was a collaborative effort between Caltrans, RTA, and the Pala Tribe who provided the local match for the Caltrans grant.

- Pauma Reservation Road Safety Project to install signalized intersection at the SR 76

- SR 76/Interstate 15 (I-15) Park-and-Ride – Construction of Bus Stop funded by the Tribal Transit Capital Improvement Program
- SR 76 – Post Mile 24.1 to 34.9 - Cold In-Place recycling and overlay with rubberized concrete
- Valley Center Road – Install signal or roundabout to upgrade Y intersection at SR 76
- SR 79 – Post mile 35.1 to 53 - Applied rubberized asphalt concrete overlay
- Pala Creek Bridge Replacement
- SR 94 – Post Mile 14.9 to 30 – Cold plane and pave overlay with rubberized asphalt concrete, upgraded metal beam guard rail, upgrade curve ramps, and install rumble strips
- SR 94 – Post Mile 30 to 39 – Install slurry seal to preserve pavement integrity, and repair and upgrade metal beam guard rail
- Campo - Campo safety project which involved a curve realignment

County/Reservation Roads: A number of infrastructure projects have been planned, designed, and/or implemented since 2011. These projects are a combination of Caltrans-permitted projects, County-permitted projects, and County Capital Improvement Program projects. These were all projects that involved collaborations between the County Department of Public Works and various tribes.

All of these projects are listed in the matrix of key milestones achieved and they demonstrate the improvements made in infrastructure serving tribal nations and the unincorporated areas of the county.

Identified Tribal Transportation Projects: Through the Working Group, tribal representatives analyzed the regional transportation system and identified projects of high importance to them. Attachments 6 and 7 (Northern and Southern Tribal Corridors) indicate the projects that would benefit their tribal nations improving their mobility, safety, and access to regional assets. Most of these projects fall outside of the RTP level for funding because they are largely regional arterials, county roads and rural highways. The purpose of documenting these projects is to provide a regional picture of the obstacles faced by small land-based tribes whose tribal transportation system is often dependent on rural roads and highways.

Tribal Transportation Plans in 2050 RTP/SCS: The 2050 RTP/SCS was the first time an MPO has included Tribal Transportation Plans (TTPs) in its documentation. This effort was identified as a priority action at the 2010 San Diego Regional Tribal Summit. This concept was discussed further at the November 2010 meeting of the SCTCA and various tribes filled out a list stating their level of interest in participating. A basic TTP includes background information about the tribe, existing conditions on their reservation, a transportation network map, goal statements about their transportation needs, and identification of priority transportation projects. The 2050 RTP/SCS included a technical appendix with existing TTPs or updated Tribal Transportation summaries from those tribes that agreed to share their TTPs with SANDAG. For the Regional Plan, 12 of the 18 tribal nations in the region submitted their long range TTPs for inclusion as attachments to this consultation documentation (Attachment 8 – Long Range Tribal Transportation Plans). Although most of the tribal transportation projects fall outside of the RTP, this is an opportunity to document tribal needs at a regional level providing the data to identify projects of mutual concern.

Transit/mobility planning

An area of tribal transportation planning that has been of increasing importance in recent years is transit and mobility planning. These are two areas in which more short-term solutions to access to the transportation system can be addressed. Through collaborative planning in this area, the RTA, SANDAG, and the two transit agencies have

developed innovative projects, which are contributing to improved mobility in the tribal community, as well as for rural residents.

Federal Transit Administration Tribal Transit Grant Program: Traditionally, tribes have focused planning on rural roads and highway accessibility, but under the last federal transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equality Act: A Legacy for Users (SAFETEA-LU), a tribal transit grant program was developed. It has been successful nationwide and funding was increased under MAP-21. San Diego tribes through the RTA have benefited significantly from this grant program. Most recently, the RTA received \$452,710 for FY 2013 and FY 2014 combined.

The Tribal Transit Feasibility Study (2008) provided the technical basis for the Working Group to pursue funding to implement the recommendations. The Working Group directed the RTA to develop a proposal for the Federal Transit Administration (FTA) Tribal Transit program, based on the recommendations of the Tribal Transit Feasibility Study. The RTA has applied successfully from FY 2007 to present for approximately \$2.1 million in operating funds. Although the RTA received the highest level of funding for each cycle as a consortium, the awards were significantly less than the total project costs to fund the entire plan. The Working Group discussed the options available and decided to focus the funds on supporting an enhanced service of one of the North County Transit District (NCTD) routes, Route 388/389, which runs from the Escondido Transit Center through Valley Center to Pala. One of the principal recommendations for the Northern Corridor was to enhance that service and create an express portion of the route that would run up and down the I-15 corridor from the Escondido Transit Center to Pala, completing a service loop and permitting those on the SR 76 corridor to take an express bus to and from the Escondido Transit Center.

In addition to the operating funds provided by the FTA Tribal Transit program, the RTA received a \$1.2 million capital improvement grant in FY 09 under the American Recovery and Reinvestment Act (ARRA) of 2009. The RTA, in coordination with Caltrans, NCTD, Metropolitan Transit System, and SANDAG constructed a bus stop at the Park-and-Ride at I-15 and SR 76. In addition, the RTA made enhancements to bus stops along rural routes (Routes 864, 888, 891, 892, and 894). Enhancements included replacing or installing bus stop signs or poles, installing solar lights, and adding new stops.

Tribal Transportation Demand Management Outreach: For tribal nations whose lands are in the rural areas, Transportation Demand Management (TDM) is a significant solution to mobility. There have been a number of collaborative projects over the years to encourage tribal enterprises to pursue TDM policies.

The tribal gaming facilities are now major employers in the region. Barona, Campo, Sycuan, and Viejas in the Interstate 8 corridor have approximately 6,000 total employees. In the SR 76 corridor Pala, Pauma, Rincon, and San Pasqual have a total of almost 5,000 employees. It is estimated that each gaming facility attracts a daily count of anywhere from 6,000 to 12,000 guests. The tribal governments invest extensively in the San Diego region. Statistics show that the Indian gaming industry as a whole purchases approximately \$263 million in goods and services annually. Although many tribal members now live on the reservations, non-tribal employees travel from all over the region and other counties, including Riverside, Imperial, and Orange Counties to jobs on the reservations. These commutes would be considered 'reverse' commutes as urban residents are travelling to rural employment opportunities.

Currently, tribal gaming facilities' involvement in the region's commuter services program (iCommute) is limited; however, steps are being taken to change this. Several years ago, through a Caltrans planning grant, SANDAG, the RTA, and the SCTCA collaborated on an assessment of the needs of tribal employers and developed a strategy to meet their needs, and SANDAG assisted the RTA in developing a business/marketing plan for establishing a TTMA that would collaborate with the SANDAG iCommute program. The tribal TMA, a private, nonprofit, member-

controlled organization would provide the institutional framework for the recommended TDM programs and services that were developed as a result of the study. Six tribal enterprises participated in the study and completed commute surveys in their facilities, including: Pala, Pauma, Rincon, Viejas, Sycuan, and Santa Ysabel. This area of transportation continues to have tremendous potential.

Tribal residents with disabilities, individuals with limited resources, the elderly, and youth typically have a high degree of transit dependency. This group often requires transportation to get to medical appointments, educational facilities, shopping areas, and employment. Several transportation programs exist; however, information about them is disjointed and incomplete. There is no central place for tribal residents to evaluate their options and determine the best way to meet their transportation needs. In 2010 the RTA received an FTA 'United We Ride' grant for \$198,000 to develop a Tribal Mobility Management Coordination Program to support the mobility needs of elderly Tribal members, youth, disabled, and low-income families.

Transportation funding

One of the action items established at the 2010 Tribal Summit (and reinforced at the 2014 Tribal Summit) was the importance of creating opportunities for pooling or leveraging transportation funding.

A major effort under SAFETEA-LU was collaborating on the update of tribal road inventories so that the small land-based tribes in the region could access additional funding for transportation planning from the IRR program through the Bureau of Indian Affairs. The new formula in SAFETEA-LU allowed tribes to include city, county, and state highways in their own transportation system as key elements in their own transportation systems. The road ownership didn't change, but tribes could receive funding for segments of non-tribal roads critical to their own system. Caltrans received a grant to assist tribes in California to update their road inventories. The Working Group worked diligently on this effort, working closely with Caltrans. Many tribes were successful in increasing their transportation funding from the IRR program; some increasing their funding from \$6,000 to \$200,000. However, as part of the process of developing MAP-21, large land-based tribes lobbied successfully to return to the old formula, despite a concerted effort from California stakeholders to maintain the existing formula. This was a major setback for tribes with small reservations surrounded by state highways and county roads that form part of their own tribal transportation system because of ingress and egress from the reservation. They can still include portions of state highways, county, and even city roads in their inventories, but the funding formula either does not apply, or applies in a limited way.

Under MAP-21, the IRR was replaced by a new program called Tribal Transportation Program (TTP). The purpose of the TTP is to provide access to basic community services to enhance the quality of life in Indian country (MAP-21 Section 1119; 23 U.S.C. §201,202). Funds from the Highway Account Trust Fund will be allocated among the Tribes using a new statutory formula based on tribal population, road mileage, and average tribal shares of SAFETEA-LU IRR funding.

Tribal Mitigation Agreements: An important source of funding for transportation planning and implementation comes from tribal gaming mitigation agreements. The County of San Diego and several tribal nations have innovative mitigation agreements in place which include components for supporting collaborative transit and TDM initiatives. In 2007, the County of San Diego and the Pala Band of Mission Indians entered into an agreement related to the expansion of their gaming facility, which included consideration for future TDM and transit improvements such as: (a) a TDM program being developed by the RTA with assistance from SANDAG; (b) a possible Park-and-Ride facility at the I-15/SR 76 junction; and (c) support for an NCTD bus stop. Pala was an active member of the RTA's initial TDM Outreach program. In 2008, the County of San Diego and the Pauma Band of Luiseño Indians entered into an agreement related to the building of a gaming facility and hotel, which included support for TDM and transit as well as fair share contributions for the operational improvements on the SR 76 East as determined from the Caltrans

Operational Improvements Study. Pauma also made a commitment to a specific goal of having 20 percent of their employees participate daily in carpools, vanpools, or other rideshare programs.

Recently the County of San Diego and the Sycuan Band of the Kumeyaay Nation entered into an agreement for traffic improvements related to the Fee to Trust application. Both Sycuan and the County of San Diego have provisions, including payments to mitigate loss of tax revenue, construction of intersection improvements, and payments to the County of San Diego for additional improvements.

Healthy Communities Grants: SANDAG and the County of San Diego received a grant from the Centers for Disease Control (CDC) program *Communities Putting Prevention to Work*, which was branded 'Health Works' in the San Diego region. SANDAG was responsible for implementing several components of the project including a re-granting program. Two tribes successfully competed for a Healthy Works grant: La Jolla, and Campo. La Jolla received a \$70,000 grant to develop a walkability study while Campo received \$10,000 to design a community park to encourage children and families to be more physically active.

Information sharing/technical assistance

One of the commitments that resulted from the 2010 Tribal Summit was to provide ongoing training to tribal governments on funding processes and transportation and regional planning. SANDAG has worked closely with the Tribal Transportation Assistance Program (TTAP) currently managed by the National Indian Justice Center (NIJC) under contract with Caltrans, to ensure that tribal nations in San Diego are aware of and have the appropriate and timely information for taking advantage of funding opportunities and other tribal transportation planning training.¹⁸

The NIJC has been invited to the Working Group on a number of occasions to share information and training opportunities with area tribes. The Working Group has become an important venue for discussing statewide transportation issues with San Diego tribes including the California Transportation Plan, the Statewide Strategic Plan, the High Speed Rail, and the implications of new funding formulas for tribes in MAP-21.

In addition, SANDAG, through its Service Bureau, has made available to tribal governments technical support for planning and data analysis services. A number of tribes have taken advantage of the services provided for their own planning efforts.

A new area that has been the subject of technical assistance is road safety. Tribal organizations have received funding from the FHWA to address tribal safety issues. The Working Group is coordinating with these two organizations to receive technical assistance:

Safe Journeys: Tribal Road Safety Audit Educational Program. In collaboration with the FHWA, the NIJC received a Caltrans Environmental Justice Grant for \$189,000 to develop an online training program for tribal nations to undertake safety audits of tribal roadways. This was a project to support the Western Regional TTAP in their efforts to provide statewide technical assistance to tribes. The project included the production of a video, online course, and support materials. SANDAG served as the pass through agency for this statewide project and the Working Group served as the advisory group for Southern California tribes.

Tribal Transportation Safety Fund: In FY14, the RTA received a \$200,000 grant from the FHWA to develop 16 data-driven tribal transportation safety plans, one for each of its member tribes (including Riverside tribes). Each tribal transportation safety plan will identify transportation safety issues, prioritize activities, and will be coordinated with the State Strategic Highway Safety Plan. The RTA will work closely with tribal personnel, the Working Group, and consultant to prepare the plans.

Collaborative Emerging Regional Policy Areas

The primary difference between the Regional Plan and previous RTPs is the inclusion of broader regional planning policy issues that are part of the RCP. In the Regional Plan, tribal nations and SANDAG had an opportunity to identify other policy areas of mutual concern in which strategies for collaboration could be developed.

The policy areas in this section were chosen by the tribes through a survey conducted in the summer of 2013 as part of the tribal consultation process for the Regional Plan. Based on the results of the survey, an interactive Policy Workshop was held in November 2013 with tribal nations focused on the regional issues identified to elicit ideas and concepts for collaborative strategies in the selected policy areas. The following represents policy areas in which the tribes and SANDAG intersect in interest and potential collaboration. The four topics that came out of the survey were: (1) Cultural Resources, (2) Economic Development, (3) Energy, and (4) Environmental Conservation. A fifth topic, Emergency Preparedness and Management, was not included in the survey because SANDAG is not the lead agency for this regional work; however, the issue was raised at the 2010 Tribal Summit and the county and tribal nations followed through on recommendations made. For each policy area, the legislative context of the policy area is provided, as well as the background, tribal initiatives, and ideas for potential collaboration.



Cultural resources

As many California tribes were moved away from their traditional lands or had their land base restricted in size, it is often the case that lands of cultural significance to the tribes do not exist within the boundaries of the reservation. This can cause conflict between tribes and developers and/or land use authorities that propose development on land that the tribe does not control, but has cultural or religious significance to it.

Legislative Context: California and federal legislation address tribal cultural resources to some extent through the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) as follows:

NEPA – The NEPA requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. Tribal interests are addressed in conjunction with Section 106 of the National Historic Preservation Act, which requires that tribes be part of the consultation process when development may affect their cultural or sacred sites.

CEQA – CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions, including impacts to cultural resources, and to avoid or mitigate those impacts, if feasible.

Senate Bill 18 (Burton, 2004) (Tribal Consultation) – This state law went into effect in March 2005 and requires cities and counties in California to conduct consultations with tribal nations in their region when updating any element of a General Plan. These consultations are for preserving or mitigating impacts to Native American historic, cultural, sacred sites, features and objects located within the city or county.

Background: Although NEPA and CEQA have consultation requirements, tribal nations have reported that the consultation on specific projects comes too late into the process when decisions have already been made or development is underway. In addition, tribes have reported that consultation does not necessarily result in the avoidance of impacts to culturally significant or sacred land. On the other hand, agencies carrying out projects have followed procedures outlined in SB 18 and have sometimes found tribes non-responsive. There have been occasions when tribes contact the agency much later in the process even though they were contacted in the specified timeframe.

Tribal Initiatives: In an effort to strengthen legislation to preserve culturally significant and sacred lands, tribes worked with Assemblyman Mike Gatto to pass an amendment to CEQA, Assembly Bill 52 (Gatto, 2014), which establishes a new category – ‘tribal cultural resources’ – and requires consideration of tribal cultural value in addition to scientific and archeological value. It would recognize California Native Americans as potential experts with regard to tribal histories and practices.

Suggested Strategies for Collaboration: Below is a list of potential opportunities for coordination and collaboration regarding cultural resources. These areas were included in the roundtable discussions at the November 2013 workshop:

- Explore potential to collaborate on a way to provide information regarding the location of culturally significant resources without compromising the preservation of the resource.
- Explore ways to collaborate in communicating information regarding legal requirements of tribal consultation for local jurisdictions (i.e., pursuant to Senate Bill 18).

Economic development

Legislative Context: Tribal economic development is complex because laws apply differently to tribal governments than they do to states, counties, and cities. In particular, the laws regarding taxation create the greatest level of confusion. Unlike federal, state, and local governments, tribal nations do not have the ability to act as a taxing authority. For example, tribes are not able to levy income taxes or property taxes. Tribes can levy sales and excise taxes, but federal policy makes it difficult for most tribes to utilize tax exempt financing options (generally available to states) to fund construction of government infrastructure.

Existing Conditions: A common misconception is that all tribes have gaming facilities and that all American Indians are directly benefitting as a result of gaming. In fact, only about 40 percent of tribes have gaming facilities and of those tribes only a small percentage are making enough money to provide regular income for tribal members. Some tribes are successful and are able to financially support the tribal members, some barely break even, and some fail altogether leaving tribes in debt.

In the San Diego region, ten tribes had gaming facilities, but two recently closed due to financial difficulties. While gaming has helped many San Diego tribes, gaming comes with no guarantees and some substantial risks. As a result, most local tribes are working to diversify their economic development opportunities.

Complex laws and taxation issues are challenging and often exacerbated by the general lack of knowledge that others have about the different laws to which tribes are subject.

Tribal Initiatives: Each local tribe has their own plan for economic development and diversification. There are many markets being explored such as renewable energy, ecotourism, waste management, recreational facilities and more for essentially state-run enterprises. Some tribes choose to run their own businesses, while others select contractors to operate their enterprises. Some tribal business ventures have been off-reservation such as purchases of small businesses, historic buildings, golf courses, and land. There are some cases where tribes can support local jurisdictions through a contracting process, such as fire protection.

There are also tribal businesses on tribal land. The businesses tribes choose to develop often times are dependent on the location of the reservation and availability of space. Some examples of businesses that local tribes run, other than gaming facilities, include motocross race tracks, campgrounds, wind/energy projects, gas stations, restaurants, shopping centers, and ballparks. Many tribes bring outside businesses onto their land under varied business agreements.

Since the 2010 Tribal Summit, the issue of tribal employment has been increasingly discussed. Transportation projects with federal funding must do their due diligence and make every effort to hire tribal members from reservations within the area of influence of the project. Many tribes have a TERO. There has been an extensive effort by the Department of Labor to educate contractors doing business with the federal government of this requirement. In 2012, the SCTCA sponsored the development of a program to address the need for matching qualified tribal members with employment opportunities called *Nativehire*. This is a nonprofit organization owned and operated by the SCTCA. Nativehire.org is a job search engine developed to meet the unique employment needs of Native Americans.

Potential Coordination: Below is a list of potential opportunities for coordination and collaboration regarding economic development. These areas were derived from the roundtable discussions at the November 2013 workshop:

- Explore collaborative opportunities to educate local jurisdictions regarding Tribal law and sovereignty to reduce misunderstandings that can be a hindrance to economic development.
- Explore the potential for tribal governments to partner with local jurisdictions to provide local public services.
- Explore the possibility to expand economic development opportunities in green energy and eco/cultural tourism.

Energy

Energy was identified as one of the top areas of interest for tribal nations in the 2013 survey. With the passage of the federal Energy Self-Determination Act in 2005, tribal nations can develop energy plans without waiting for the approval of the Secretary of the Interior. During the past few years, SANDAG has updated the Regional Energy Strategy and prepared a Climate Action Strategy for the San Diego region. A topic for discussion is how tribal nations

and SANDAG could work together to address energy reliability and independence and the development of clean, alternative, and reliable energy resources.

Legislative Context: Tribal governments across the country have been developing energy projects with varying degrees of success and difficulties. With the federal Energy Self-Determination Act in 2005 came the ability to establish Tribal Energy Resource Agreements (TERA). Under a TERA, a tribe, may enter into leases and business agreements for the purpose of energy resource development on tribal land including the exploration for, extraction of, or other development of the energy mineral resources of the Indian tribe located on tribal land, including, but not limited to, marketing or distribution; construction or operation of electric generation, transmission, or distribution facility located on tribal land; and a facility to process or refine the energy resource developed on tribal land.

Under an approved TERA, a tribe may grant rights-of-way for purposes of energy resource development on tribal land or for construction or operation of a pipeline or electrical transmission or distribution line serving an electric generation, transmission or distribution facility located on tribal land, or a facility located on tribal land that processes or refines energy resources developed on tribal land.

Background: Southern California tribes have expressed interest in energy development, alternative or 'green' energy in particular. Campo and Rincon have already established wind and solar energy projects, respectively. Other tribes in the region have developed smaller scale solar projects.

Tribal governments have identified a number of obstacles hindering the development of tribal energy projects. These obstacles include funding, land availability area, and location.

With regard to funding, the resources available to assist tribes are usually for feasibility studies and not implementation. Another challenge is that smaller projects are often too small and costly to be effective. Wind farms, solar farms, and other large projects are often difficult to achieve because of the large amount of land required. Many reservations are in fairly remote locations and are not close enough to be part of the local municipal electric grid. As such, these tribal areas are often run entirely on propane or diesel powered generators. Also, these reservations are usually reliant on well water, which requires the use of electric pumps.

Tribal Initiatives: Tribes in San Diego County are at various stages of energy development. Some have projects that are already completed, such as Campo and Rincon, others have projects in the construction stage, some are in the planning stages, and others are investigating options. Plans locally range from solar to wind to alternative fuel production. While some tribes seek energy production as an enterprise, others seek energy independence.

Possible Collaborative Strategies: Below is a list of potential opportunity areas for coordination and collaboration regarding energy. These areas were derived from the roundtable discussions at the November 2013 workshop:

- Explore opportunities to collaborate on regional energy planning and future updates to the Regional Energy Strategy.
- Explore opportunities to collaborate on workforce development in the area of green jobs.
- Collaborate on legislation that encourages tribal involvement in energy projects.

Environmental conservation

In the area of environmental conservation, there are a number of opportunities for collaboration, including creating frameworks for discussing environmental concerns. These might include storm water runoff management, air quality monitoring, or solid waste management. In habitat conservation, there are opportunities for collaborating on the regional multiple species habitat program and other habitat conservation programs.

Legislative Context: Environmental conservation is important to both tribes and local jurisdictions in the San Diego region. A lack of information sharing and coordination has created some challenges though. Lack of tribal consultation in the planning process can exacerbate the situation when programs and legislation fail to include or protect tribal interests. Some examples include:

The Multiple Species Conservation Plan and Multiple Habitat Conservation Plan were created to preserve the region's distinct, native habitats and wildlife for future generations; work across political boundaries in unique regional conservation efforts, protect watersheds and water quality, and ensure compliance with federal and state endangered species acts. Tribal nations have concerns, however, including: the lack of inclusion of tribal boundaries; the watershed protection does not include active involvement of tribal land managers; and acknowledgement from agencies that tribal nations have their own list of important species and habitats of cultural significance that are not included on the Multiple Species Conservation Plan or Multiple Habitat Conservation Plan list.

The TransNet Environmental Mitigation Program The *TransNet* Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, include the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the *TransNet* Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in the Regional Transportation Plan. Each year the Board of Directors allocates \$4 million toward implementation of regional land management and biological monitoring pursuant to a Memorandum of Agreement with state and federal agencies on the implementation of the EMP. Tribal governments are eligible to apply for the land management and monitoring funds, although few have. It should be noted, however, that some grants to other organizations have benefitted the tribes. An example is the grant to Wildlife Services to control a feral pig problem that was affecting areas of the unincorporated area, including several tribal reservations.

Integrated Regional Water Management is a relatively new initiative aimed at developing long-term water supply reliability, improving water quality, and protecting natural resources. The Statewide Integrated Regional Water Management (IRWM) Program is supported by bond funding provided by the California Department of Water Resources (DWR) to fund competitive grants for projects that improve water resources management. The Program began in 2005 as an interdisciplinary effort by water retailers, wastewater agencies, storm water and flood managers, watershed groups, the business community, tribes, agriculture, and non-profit stakeholders to improve water resources planning in the San Diego IRWM Region. In 2007, San Diego published its first IRWM Plan and received \$25 million from DWR to support 19 high-priority water management projects. In 2011, San Diego obtained another \$8 million to support 11 more projects and \$1 million to fund a comprehensive update of the 2007 IRWM Plan. While tribes are included, they have raised concerns that the IRWM grant program projects required CEQA compliance to which the tribes are not subject.

Background: Tribes are invested in environmental and habitat conservation, but they are often not included in planning efforts. Tribal concerns, values, and impacts are not broadly known. While most conservation planning is done from a species and biological perspective, tribal conservation planning comes from a cultural perspective. Certain plants and animals have great cultural significance to local tribes, but do not necessarily fit the definition of an endangered species.

Positive actions toward inclusion of tribal conservation values have occurred as a result of SB 18 which requires local jurisdictions to consult with tribes when amending their general plans. The challenge for tribes is that consultation is an unfunded mandate. Often small non-gaming tribes cannot afford to spend limited resources and staff time on a consultation process.

Tribal Initiatives: Each tribe has their own habitat conservation concerns based on where their land is located and what kind of development plans they have in place. Some tribal lands come more into contact with larger municipalities than others do and the considerations then become more complex. Some examples of projects with the tribes include: creek realignment, wetlands restoration projects, habitat restoration along San Luis Rey and Trujillo Creek, and Oak tree monitoring partnerships with the California Native Plant Society.

Along with individual tribal projects, there are also intertribal efforts such as the Kumeyaay Diegueño Land Conservancy (KDLC). This is a collaborative effort among the Kumeyaay nations. The purpose of the KDLC is to assist with protection and preservation of former use areas as well as sacred sites. Their mission is to protect and preserve and work collaboratively with entities with similar goals and ambitions.

The Native American Environmental Protection Coalition (NAEP) is a tribally driven organization that provides technical assistance, environmental education, professional training, information networking, and inter-tribal coordination. Established in 1997, becoming a 501(c)3 nonprofit in 2006, the NAEP currently has 23 tribes in its membership from Southern California.

Potential Coordination: Below is a list of potential areas for coordination and collaboration regarding environmental conservation. These areas were derived from the roundtable discussions at the November 2013 workshop:

- Collaborate to secure funding needed for tribes to participate in the environmental consultation process.
- Support the protection of habitat from a cultural perspective as well as environmental perspective.
- Create a regional forum to bring tribes, local jurisdictions, resource agencies, and environmental stakeholders together for better collaboration and coordination.

Emergency preparedness/management

At the 2010 Summit, the need to coordinate on emergency preparedness was identified as an issue area. Issues such as interagency coordination, community resilience, training, planning, and resource management are all key areas in which tribal nations and the local jurisdictions can and have collaborated. Some of these could be extended to regional initiatives.

Legislative Context: At the federal level, the passage of the Disaster Mitigation Act of 2000 (DMA 2000) (Public Law 106-390) provides the legal basis for Federal Emergency Management Agency (FEMA) mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. The DMA 2000 repealed prior mitigation planning statutes and replaced them with a new set of requirements that emphasizes the need for state, local, and Indian Tribal governments to closely coordinate mitigation planning and implementation efforts. As an incentive to strengthen the coordination activities, the DMA 2000 authorized up to 7 percent of Hazard Mitigation Grant Program funds (available to a state) for the development of mitigation plans from these entities.

At the state level, California Assembly Bill 307 went into effect on January 1, 2012, and created a state and local mechanism for federally recognized tribes to be considered a public agency that may enter into a Joint Power Agreement (JPA). On October 11, 2012, the Viejas Band of Kumeyaay entered into a JPA with Heartland Fire Authority (HFA), thereby becoming one of the first Tribal Governments to enter into a JPA in the state. The JPA grants

the Viejas tribe with full member status to HFA and provides access to use its training facility and full voting rights over operational and budgetary issues involving the existing and new facilities.

At the regional level, the Unified Disaster Council (UDC) is the governing body of the Unified San Diego County Emergency Services Organization. The Council is comprised of the San Diego County Board of Supervisors, who serves as Chair of the Council, and representatives from the 18 incorporated cities. The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC. In this capacity, OES is a liaison between the incorporated cities, the California Emergency Management Agency, and the Federal Emergency Management Agency as well as nongovernmental agencies such as the American Red Cross.

Background: Disasters know no boundaries and the regional risks of catastrophic wildfire, earthquakes, and severe weather are shared. Tribes and tribal emergency service personnel have been very active in coordinating efforts amongst each other and with local, state, federal, and private sector partners.

The 11 Tribal Fire Departments have various levels of capacity and resources for response located on tribal lands along with supporting Tribal Law Enforcement Agencies and Tribal Security Departments on many of the same tribal nations. All of these agencies are funded without revenues from a tax base; many of these agencies provide services through existing mutual aid agreements to jurisdictions beyond tribal reservation boundaries.

Tribal Initiatives: The 2007 fires in the San Diego region threw in stark relief the importance of these issues, as many reservations were decimated and left in isolation in those initial days following the fires. Out of that disaster, several tribes formed the Intertribal Long-Term Recovery Foundation (ITLTRF) to address the shortcomings demonstrated in the 2007 fires.

After the 2003, 2005, and 2007 wildfires, Tribal leadership organized long-term recovery meetings to create as Chairman Mark Romero (Mesa Grande) explains, a “tribal-FEMA-type” organization. The result was the formation of the ITLTRF, a 501(c)3 organization, with a mission to provide disaster services to tribes in the region. The ITLTRF, since its inception, has built relationships, delivered local training, and collaborated on a local, state, and federal level about issues related to tribal disaster services.

Potential Collaboration/Coordination: Tribes have a strong track record of coordinating, sharing, and leveraging resources for emergency services but there is an uneven level of cooperation and missed opportunities to jointly plan, mitigate, and prepare more effectively for a truly unified regional response to situations. Although this area of concern is not within SANDAG purview, there are opportunities for coordination and collaboration between the ITLTRF and other established emergency management organizations that could be explored by other agencies.

2014 San Diego Regional Tribal Summit

The Regional Plan serves as the long-term planning framework for the San Diego region. It provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future—a future with more choices and opportunities for all residents of the region. In addition to SANDAG, there are many agencies in the region that are responsible for helping to implement the Regional Plan. As neighbors within the region, tribes as domestic sovereign nations, are part of this landscape and must be part that future.



The 2014 San Diego Regional Tribal Summit was held on April 11, 2014, and hosted by the Barona Band of Mission Indians. The summit was the result of collaboration between SANDAG and the Southern California Tribal Chairmen's Association (SCTCA). The purpose was to bring together elected leaders from the 19 local governments who make up the SANDAG Board of Directors and the 18 federally recognized tribal governments in the San Diego region to discuss policy issues of mutual interest related to transportation and regional planning. The goal was to identify priority actions that could be addressed through continued collaboration and coordination. In particular, with work underway on the Regional Plan, the Tribal Summit provided a timely opportunity for tribal input regarding transportation and regional planning issues (for complete discussion see Attachment 9: 2014 San Diego Regional Tribal Summit Proceedings).

The one day forum, which was opened by SANDAG Chairman Jack Dale of Santee and SCTCA Chairman Robert Smith of the Pala Band of Mission Indians, was attended by over 100 participants including the Boards of SANDAG and the SCTCA, as well as advisory members to SANDAG such as Caltrans, the San Diego Port Authority, the San Diego Regional Water Authority, and the Department of Defense. In addition representatives from the Republic of Mexico participated, including Councilmembers from the City of Tijuana and indigenous community leaders from Baja California.



In his keynote speech, Anthony Pico, Chairman of the Viejas Band of the Kumeyaay Nation, set the context for why understanding tribal sovereignty is critical to establishing government-to-government dialogue on planning issues. He noted that the Constitution names three types of government: (1) federal, (2) state, and (3) tribal. Tribes are not subdivisions of states, but rather sovereign domestic nations with the right to self-determination. Tribal nations are subject only to federal law. He shared with the Summit participants the history of key federal policies through the years that have

shaped the nature of the struggle of Native Americans for asserting their sovereign right to control their land, people,

Table G.3

Ongoing Tribal Strategic Objectives

Strategic Area	Objective	Lead Agency/ies
<i>Government-to-Government</i>	Explore opportunities to collaborate on legislation and projects of mutual interest	SCTCA/SANDAG
<i>Transportation</i>	Identify critical regional arterials serving tribal nations that should be included in the Regional Transportation Plan (RTP)	Tribal Working Group/SANDAG
	Coordinate the incorporation of existing Tribal Transportation Plans in the Regional Plan	Tribes/Tribal Working Group
	Collaborate on comments for the Negotiated Rule Making for MAP 21	SCTCA/Working Group w/support from SANDAG
<i>Habitat Conservation</i>	Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects	Working Group/SANDAG/SCTCA
	Support the protection of habitat from a cultural perspective as well as environmental perspective	SCTCA/SANDAG/local jurisdictions
	Collaborate to secure funding needed for tribes to participate in the environmental consultation process	SCTCA/SANDAG
	Explore opportunities to engage tribal nations in regional habitat conservation efforts	SANDAG/SCTCA
	Create a regional forum to bring tribes, local jurisdictions, resource agencies, and environmental stakeholders together for better collaboration and coordination	SCTCA/SANDAG
<i>Energy</i>	Explore opportunities to engage tribal nations in regional energy planning coordination	SANDAG/SCTCA
<i>Cultural Resources</i>	Explore the potential to collaborate on a way to provide information regarding the location of culturally significant resources without compromising the preservation of the resource	SCTCA/local jurisdictions
	Explore ways to collaborate in communicating information regarding legal requirements of tribal consultation (Senate Bill 18)	SCTCA/local jurisdictions/SANDAG
<i>Emergency Preparedness</i>	Explore opportunities for coordination and collaboration between the ITLTRF and other established emergency management organizations	County/City /ITLRF

“Today, we are proving that local and tribal governments can achieve mutually beneficial goals through collective action. And, this is something new under the sun.” Chairman Anthony Pico, Viejas Band of the Kumeyaay Nation.¹⁹

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Endnotes

- ¹ As of 2012 the Pechanga Band of Luiseno Indians in Riverside now has a small extension of trust land within the boundaries of the San Diego region.
- ² <http://gov.ca.gov/news.php?id=17223>
- ³ There are 566 federally recognized tribes in the United States. The next highest concentration in a county after San Diego is Riverside County with 16 federally recognized tribes.
- ⁴ The Capitan Grande Reservation included the Bands that would later become the Barona Band of Mission Indians relocated to the Barona Valley Ranch (1932) and subsequently the Barona Indian Reservation, and the Viejas Band of Kumeyaay Indians that relocated to Baron Long Ranch (1934) and subsequently the Viejas Indian Reservation.
- ⁵ The Jamul Indian Village did not receive federal recognition as a reservation until 1975; other landless California tribes (such as the San Luis Rey Band of Mission Indians) continue to seek federal recognition.
- ⁶ The original inhabitants of the still federally recognized Capitan Grande reservation established in the 1890s were moved to two different ranches in 1932 when the City of San Diego, by act of the United States Congress, acquired more than 7,000 acres of land inside that reservation territory to build the El Capitan Reservoir. Capitan Grande is currently uninhabited and jointly managed by the Barona and Viejas tribal governments.
- ⁷ Tribes are considered nations in part because of the United States Constitution, which refers to “Indians” as being separate from state and federal government (Art. 1, Sec. 8), and due to the federal government’s use of treaties since treaties are a form of agreement used with sovereign nations versus state or local governments.
- ⁸ For many tribal governments, land ownership is complex as the reservations often have non-Indian owned in-holdings and/or allotments or individual land parcels owned by tribal members. This complicates land and resource management for tribal governments.
- ⁹ Several official sources alternately refer to the Ewiiapaayp tribe by the Spanish spelling “Cuyapaipe.”
- ¹⁰ [Public Law 110-383 PECHANGA BAND OF LUISENO MISSION INDIANS LAND TRANSFER ACT OF 2007](#)
- ¹¹ Neuman, Lisa. 2005. “Commentary: From Clean Water to Casinos: Why Sovereignty is Important to Native Americans.” *Maine Policy Review*. Vol. 13(2): 30-32
- ¹² *California vs. Cabazon Band of Mission Indians*, 480 U.S. §202 (1987).
- ¹³ Two smaller gaming facilities – La Posta and Santa Ysabel – with under 350 slots have recently closed down operations. Viejas recently added a hotel to its facility. Pala, Rincon, and Sycuan expanded their existing hotels/parking facilities. Jamul recently began construction on a new gaming facility.
- ¹⁴ For additional discussion on the impact of tribal gaming in California, see The Center for California Native Nations, “An Impact Analysis of Tribal Government Gaming in California.” University of California at Riverside. January 2006.
- ¹⁵ For a comprehensive overview, see San Diego County study “Update on Impacts of Tribal Economic Development Projects in San Diego County,” April 2003. Contact the Department of Land Use and Planning for a copy of this document.
- ¹⁶ The 1999 Compact defines a ‘non-gaming’ tribe as a tribe that has no gaming or operates less than 350 gaming devices. Gaming devices are defined to be Class III devices. Class II devices, or bingo gaming devices, are not included in this count.
- ¹⁷ The State Controller’s Office began distributing checks to tribal governments in August 2001. “Eighty-five of the 109 federally recognized tribes in California (those that have either small or no gaming operations) will receive checks that will provide these Tribes with funds to help meet the critical needs of their communities. Tribes will manage the RSTF distributions in a variety of ways, including providing per capita distributions of direct cash benefits.” Source: calindian.org/nl_fall2001.htm
- ¹⁸ For more information on Western TTAP program through the NIJC, go to nijc.org/ttap.html
- ¹⁹ For the full transcript of Chairman Pico’s presentation contact the Viejas Tribal Office at (619) 659-2323.

TRIBAL CONSULTATION PLAN
(January 2013 – September 2015)

1. Tribal Conference on RCP/2050 RTP/SCS

- Convene an informational conference on the content of the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan (RTP) for all of the tribal nations in the region;
- The purpose of this conference would be to provide tribes in the region an opportunity to become familiar with what is in the existing plans and understand how the region views the role of tribes;
- Tribal nations would like to have available subject experts from SANDAG to cover their area of expertise and answer questions.

2. Survey on Tribal Policy Issues and Planning

- Based on discussions at the conference, staff from SCTCA and SANDAG will develop a survey to distribute to all tribal nations on potential policy areas to discuss for the development of the Regional Plan, including transportation issues;
- Survey instrument will be taken to the SCTCA Board for approval;
- Survey will be distributed to Tribal Offices and each tribe will determine how to gather the information from each tribe;
- Survey results will be collected and compiled for the SCTCA and Borders Committee to discuss.

3. Technical Workshops on Identified Policy Areas

- Based on the survey results, the SCTCA will determine as a board the type and number of meetings and workshops necessary to discuss the tribal perspective on policy areas of the Regional Plan;
- SANDAG and SCTCA staff will develop a schedule, based on recommendations from the SCTCA and Borders Committees;
- The structure and participants for these workshops will be determined by the SCTCA Board and each tribal nation. Some workshops may be among tribal leaders, while other will include tribal experts in a designated policy area, or both.

4. Interagency Technical Working Group on Tribal Transportation Issues

- On a parallel track, the Working Group will work on the transportation elements of the Regional Plan;
- The Working Group will provide input into the development of each stage of the Plan and provide guidance to the SCTCA Board and tribal nations;
- At key decision-making points the Working Group will provide recommendations to the SCTCA for tribal consideration and relay this input to the Transportation Committee through their representation on that Policy Advisory Committee.
- The Working Group will provide a forum for action related to the transportation issues in the Regional Plan, including the inclusion of Long Range Tribal Transportation Plans in the Regional Plan.

5. Develop Tribal Policy Paper for Regional Plan

- Based on the outcomes of the series of workshops, SANDAG/SCTCA staff prepare a policy paper on the tribal perspective for the Regional Plan;
- The paper will be taken to the SCTCA Board and Borders Committee for review and comment.
- Elements of the tribal policy paper will be incorporated into related areas of the Regional Plan.

6. Convene San Diego Regional Tribal Summit

- At a timely and meaningful moment in the process of developing the Regional Plan, the San Diego Regional Tribal Summit will be convened between the Boards of SANDAG and the SCTCA to discuss key policy issues for inclusion in the Regional Plan and a potential collaborative agenda.
- The strategic actions agreed upon in the Summit will be included in the Regional Plan, as well as issues of concern to tribal nations.

Approved:

November 2012: Southern California Tribal Chairmen's Association Board meeting

January 2013: As part of the Public Participation Plan for San Diego Forward: The Regional Plan

SQUARE FOOTAGE OF GAMING FACILITIES FOR TRIP GENERATION ESTIMATES (2013)

Name	Casino Name	Year Opened	Square Footage Of Existing Operation	Number Of Restaurants	Square Footage Of Gaming Floor	Number Of Gaming Machines; Tables	Number Of Employees
SR 76 Corridor							
Pala Band of Mission Indians	Pala Casino Resort & Spa	2001	650,000	10	72,497	2,000; 80	1,903
Pauma Band of Luiseño-Yuima Indians	Casino Pauma	2001	65,000	3	42,000	1,090; 18	426
Rincon Band of Luiseño Indians	Harrah's Casino & Resort	2002	263,000	8	59,000	1,600; 59	1,552
San Pasqual Band of Diegueño Indians	Valley View Casino	2001	124,000	3	62,000	2,016; 30	986
SR 79 Corridor							
Ipai Nation of Santa Ysabel*	Santa Ysabel † Casino Resort	2007	30,000	1	19,000	349; 8	169
I-8 Corridor							
Barona Band of Mission Indians	Barona Resort & Casino	2003‡	305,000	11	96,575	2,000; 85	2,298
Campo Band of Kumeyaay Mission Indians	Golden Acorn Casino	2001	60,000	1	25,000	750; 12	250
La Posta Band of the Kumeyaay Nation§	La Posta Casino**	2007	20,000	1	20,000	349; 0	90
Sycuan Band of the Kumeyaay Nation	Sycuan Casino & Resort	1983	238,000	4	93,890	2,271; 85	1,934
Viejas Band of Kumeyaay Indians	Viejas Casino & Turf Club	1991	333,000	6	133,000	2,000; 85	1,600
Totals 2013:			2,088,000	46	603,962	14,425; 447	10,949

Source: County of San Diego; Casino administration

* Not considered a gaming tribe for the purposes of the Revenue Sharing Trust Fund.

† Santa Ysabel closed in February 2014.

‡ Barona Big Top opened in January 1994

§ Not considered a gaming tribe for the purposes of the Revenue Sharing Trust Fund.

** La Posta closed in October 2012.



CHARTER

Interagency Technical Working Group on Tribal Transportation Issues

PURPOSE

The purpose of the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) is to serve as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. In partnership with the Reservation Transportation Authority (RTA), the Working Group will monitor and provide input on the implementation of the strategies and planning activities related to transportation mutually developed through the San Diego Regional Tribal Summit. There is currently no other working group that can serve this function.

LINE OF REPORTING

The Working Group reports to the Borders Committee, which reports to the Board of Directors on tribal-related transportation activities.

RESPONSIBILITIES

The Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the tribal governments in an effort to coordinate programs, address issues of concern, and ensure that the needs and issues of tribal governments are being incorporated into the transportation planning process at the regional level. The Working Group will provide feedback and comments on current and planned activities and provide technical advice on the implementation of these activities. The Working Group also assists with the associated outreach to the tribal community on transportation issues of regional significance.

MEMBERSHIP

The voting membership of the Working Group shall be comprised of one representative from each of the federally recognized tribal governments and California tribes in San Diego County. These voting members shall be appointed by the leadership of their respective tribes for a term of one calendar year. Caltrans, the County of San Diego, the Reservation Transportation Authority, Metropolitan Transit System and North County Transit District shall each be entitled to appoint one advisory member of the working group. Each entity represented in the working group, whether voting or advisory, may additionally appoint an alternate representative to serve in the primary member's absence. Any member who misses two meetings in a row or three meetings in a calendar year shall be removed and replaced by that member's alternate, if any. Should a vacancy occur in the position of a primary or alternate member, a represented entity shall be entitled to appoint a replacement representative.

MEETING TIME AND LOCATION

The Working Group will meet quarterly as determined by the group. The location will rotate among tribal reservations, and, when deemed appropriate, at the SANDAG offices. Whenever possible, locations will alternate between southern and northern reservations to allow everyone to attend.



SELECTION OF THE CHAIR

The Working Group shall have Co-Chairs (a tribal leader), who will be chosen by a vote of the voting members of the group on an annual basis, and a representative from SANDAG’s executive team will be appointed by its Executive Director.

DURATION OF EXISTENCE

The Working Group will continue as long as the tribal governments and participating agencies determine that it serves as an effective means of communication and coordination, subject to annual review.



INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

MEMBERSHIP

The purpose of the Working Group is to serve as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. The Working Group will monitor and provide input on the implementation of the strategies and planning activities related to transportation mutually developed through the San Diego Regional Tribal Summit

The Working Group reports to the Borders Committee, which reports to the Board of Directors on tribal-related transportation activities. The Working Group will meet quarterly. The location will rotate among tribal reservations, and, when deemed appropriate, at the SANDAG offices.

Staff contact is: Jane Clough, Ph.D., SANDAG Tribal Liaison (619) 699-1909; jane.clough@sandag.org

MEMBERS (Tribal Governments)

Albert 'Boxie' Phoenix
Barona Band of Mission Indians

Harry Paul Cuero (Vice Chair)
Campo Band of Mission Indians

William Micklin (Executive Director)
Ewiiapaayp Band of the Kumeyaay Nation

Virgil Perez (Tribal Chair)
Iipay Nation of Santa Ysabel

Ray Hunter (Tribal Chair)
Jamul Indian Village of Kumeyaay Nation

Adam Geisler, (Tribal Secretary, Working Group Co-Chair)
La Jolla Band of Luiseño Indians

Eric LaChappa (Tribal Secretary/Treasurer)
La Posta Band of the Kumeyaay Nation

Milton Campbell (Tribal Councilmember)
Los Coyotes Band of Cahuilla/Cupeño Indians

Mark Romero (Tribal Chair)
Mesa Grande Band of Mission Indians

Howard Maxy Jr. (Tribal Vice Chair)
Pala Band of Mission Indians

Dale Brush (Councilmember)
Pauma Band of Luiseño Indians

Frank Mazzetti (Tribal Councilmember)
Rincon Band of Luiseño Indians

Dave Toler, (Tribal Delegate)
San Pasqual Band of Diegueño Indians

Robert 'Cita' Welch (Tribal Vice Chair)
Viejas Band of Kumeyaay Nation

Daniel Tucker (Tribal Chair)
Sycuan Band of Kumeyaay Nation

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Bureau of Indians Affairs, Southern California (BIA)

Gustaf Silva (Tribal Liaison)
Caltrans, District 11

Eric Lardy
(Land Use/Environmental Planning Manager)
County of San Diego

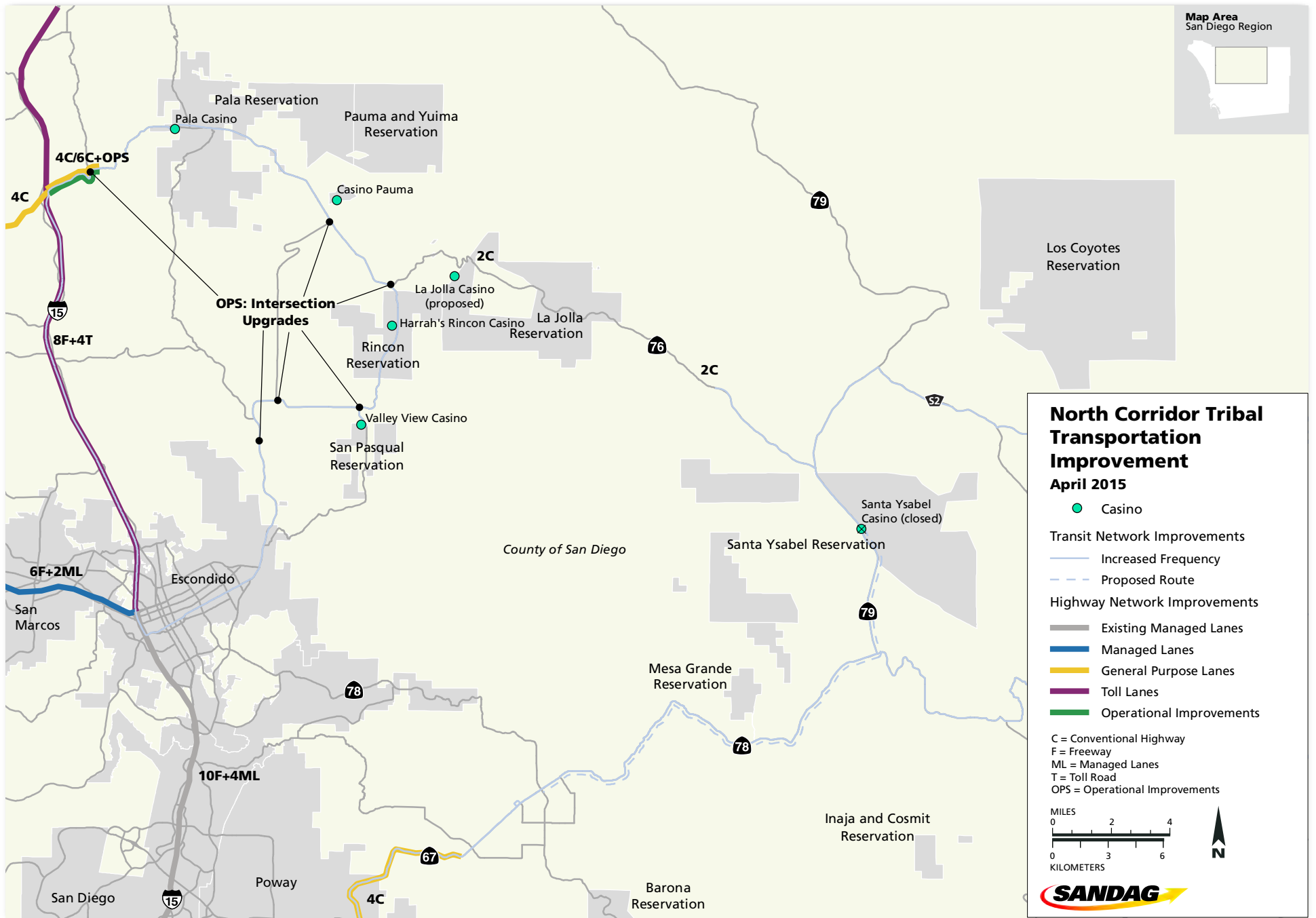
Janelle Carey
(Senior Transportation Planner)
Metropolitan Transit System (MTS)

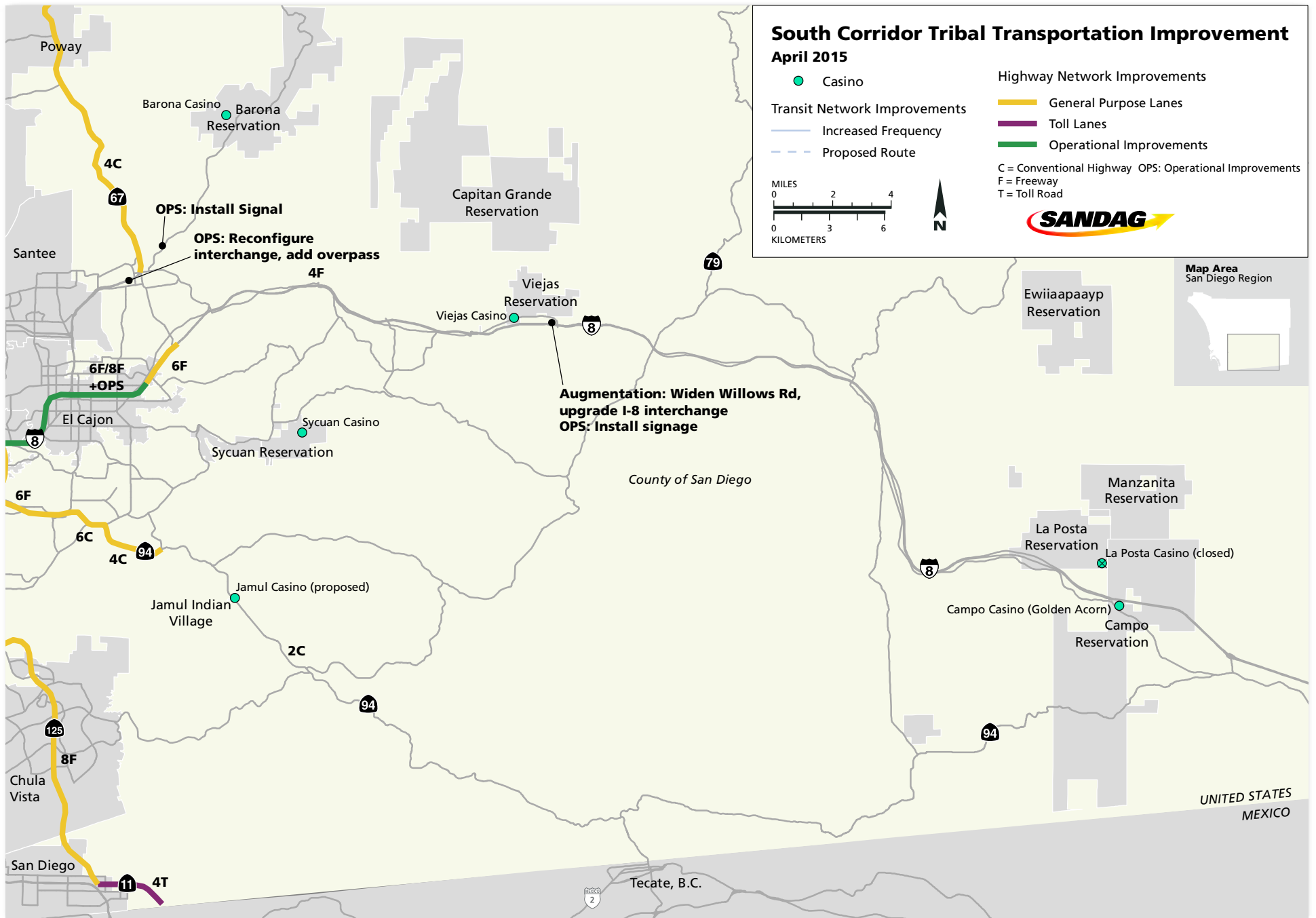
ADVISORY (Public Agencies) - continued

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North County Transit District (NCTD)

Tony Largo
(Executive Director)
**Reservation Transportation Authority
(RTA)**

Charles 'Muggs' Stoll (Planning Director,
Working Group Co-Chair)
**San Diego Association of
Governments (SANDAG)**





2842

Tribal Transportation Plans

Native American communities are recognized as separate and independent political communities within the territorial boundaries of the United States. The San Diego region is home to 18 federally recognized tribal nations with jurisdiction over 19 reservations. Transportation needs often cross borders so communication and collaboration with federally recognized tribal governments is important for an effective regional transportation planning. Documenting tribal priorities for their own transportation systems helps ensure that the Regional Plan will be comprehensive, effective, and accurate.

For the first time Tribal Transportation Plans (TTP) were included in the 2050 RTP approved in October of 2011. The importance of this effort was confirmed at 2014 San Diego Regional Tribal Summit on April 11. The Southern California Tribal Chairmen’s Association (SCTCA) Board reiterated the importance of sharing long range Tribal Transportation Plans with the region through this document. Staff from the SCTCA and SANDAG distributed a sign-up sheet to the tribal leaders and followed up with those who were interested in sharing their Plans in this document.

A basic Tribal Transportation Plan includes background information about the tribe, existing conditions on their reservation, a transportation network map, goal statements about their transportation, and a list of priority transportation projects. As a diplomatic courtesy, this document contains the respective Tribal Transportation Plans or transportation summaries from those tribes that agreed to share their Plans with SANDAG. Those tribes are:

- Barona Band of Mission Indians
- Campo Band of Mission Indians
- Ewiiapaayp Band of Kumeyaay Indians
- Iipay Nation of Santa Ysabel
- La Jolla Band of Luiseño Indians
- La Posta Band of Mission Indians
- Mesa Grande Band of Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Mission Indians
- San Pasqual Band of Diegueño Mission Indians of California
- Sycuan Band of the Kumeyaay Nation
- Viejas Band of Kumeyaay Indians

Collaboration on regional transportation issues is also achieved through the Interagency Technical Working Group on Tribal Transportation Issues. The Working Group serves as a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. The Bureau of Indian Affairs (BIA), the federal agency that distributes transportation funding to tribes is an active advisory member to the Working Group. The Working Group monitors and provides input on the implementation of the strategies and planning activities related to transportation mutually developed through the San Diego Regional Tribal Summit.



December 17, 2014

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, Ca 92101

RE: Barona Band of Mission Indians Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, the Barona Band of Mission Indians submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Barona Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No. 190, p. 60810 as the Barona Group of the Capitan Grande Band of Mission Indians of the Barona Reservation, California) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Barona Indian Reservation; and joint patent administration of the Capitan Grande Indian Reservation with the Viejas Band of Kumeyaay Indians.

Enclosed is the Barona Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Sheilla Alvarez, Director of Government Affairs, at (619) 443-6612. Thank you.

Sincerely,

Clifford M. LaChappa
Chairman



BARONA BAND OF MISSION INDIANS TRIBAL TRANSPORTATION PLAN BARONA INDIAN RESERVATION

Introduction

The San Diego Association of Governments (SANDAG) is developing San Diego Forward: The Regional Plan to integrate land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. Including Tribal Transportation Plans (TTPs) will enhance the regions understanding of tribal sovereignty; establishes a more equitable foundation for government-to-government interaction with non-tribal transportation planning agencies as well as extending the reach of tribal governments, their authority, and influence beyond reservation lands and communities. Joint transportation planning is one land management strategy promoting interagency cooperation to address common concerns at the local level.

Background Information

The Barona Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No. 190, p. 60810 as the Barona Group of the Capitan Grande Band of Mission Indians of the Barona Reservation, California) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Barona Indian Reservation; and joint patent administration of the Capitan Grande Indian Reservation with the Viejas Band of Kumeyaay Indians.

The Barona Band has lived in the vicinity since pre-historic times. The Band moved onto the current Barona Reservation, following their forced removal from Capitan Grande Reservation, when a portion was condemned by a special Act of Congress to convert it into a reservoir and a water source for the City of San Diego.

The Barona Reservation consists of over 7,000 acres, and is located approximately 35 miles northeast of the City of San Diego. The Tribe had approximately 530 members in 2014, of which 85% of the adult population lives on the Reservation.

The Reservation is bordered by San Diego Country Estates to the north, a nature conservancy to the northwest, private and City land to the west, County land to the southwest, private land to the south, BLM and Cleveland National Forest to the southeast, and BLM and private land to the east. The main access to the Reservation is via Wildcat

Canyon Road, a two-lane County road (within the County Regional Arterial System) that runs through the reservation from the town of Lakeside to the town of Ramona.

The Barona Band is the sole owner and manager of the Barona Resort and Casino, Barona Creek Golf Club, and the Barona Gas Station and convenience store – all are located on the reservation. Since opening in 1991, the Barona Resort and Casino has become one of the leading employers in San Diego County, employing approximately 3,000 staff members.

The Barona Tribal Government Office houses the administrative offices for Tribal Council and Government staff. Governmental functions include Tribal Government Accounting, Tribal Member Services, Barona Tribal Water Authority, and Housing and Land Use. Also on the reservation are the Barona Fire Department, Barona Tribal Enforcement and Resident Sheriff, Barona Museum and Cultural Center, Recreation Center, the Barona Indian Charter School, Library, Tutoring Center and Preschool.

Existing Transportation Conditions

The Barona Reservation is accessed from State Highway 67 via Willow Road, or through the community of Lakeside, and onto Wildcat Canyon Road.

State Highway 67 is used to access Interstate 8 for travel to La Mesa, El Cajon and San Diego on the west and to the Viejas, Campo, La Posta, and Manzanita Reservations, the Southern Indian Health Clinic in Alpine, and to Arizona on the east. I-8 is also used for travel east to a network of County roads to the Jamul and Sycuan Reservations and to a network of County roads with connections to Highway 94 and international ports of entry to access the Kumeyaay Border Tribes of Baja California in northern Mexico.

The major arterial road, Wildcat Canyon Road, runs northeast through the reservation connecting the Barona Band to the communities of Ramona to the north and Lakeside to the south.

San Vicente Road to the north connects the Barona Reservation to other small outlet roads, through the Cleveland National Forest, to the interior of the Capitan Grande Reservation and San Diego River.

System Description

The Barona Reservation is accessed via Wildcat Canyon Road, also known as Barona Road within the reservation boundary. Wildcat Canyon Road is a County maintained road that starts in the town of Lakeside and ends in the town of Ramona. At the south end of the reservation, Founders Way, which runs perpendicular to Wildcat Canyon Road, connects travelers to the Barona Resort and Casino to the west and community members to the Barona Mission Church to the east.

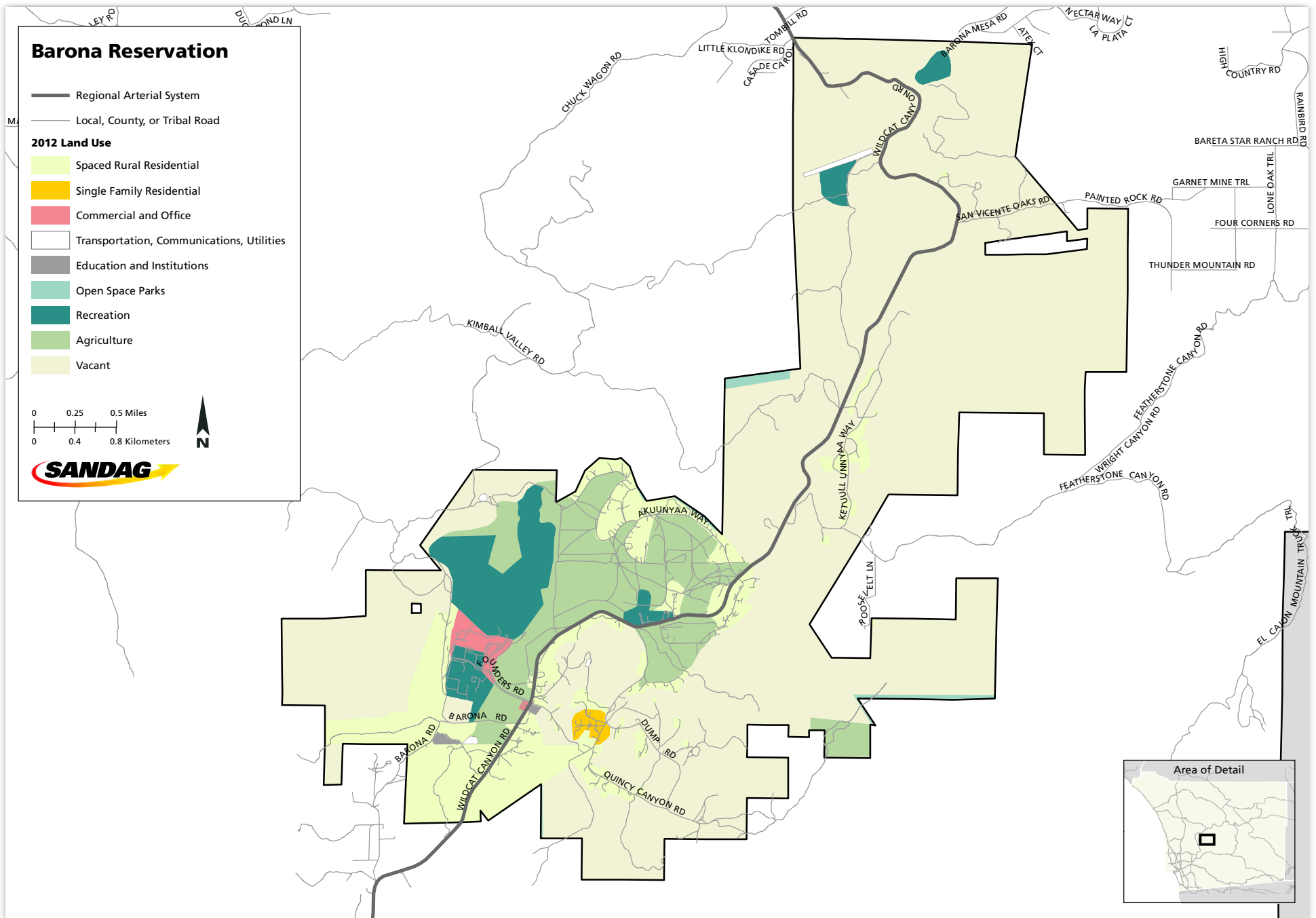
Goals and Objectives

Basic transportation needs include inventory of existing roads and driveways on tribal lands for inclusion on the BIA Indian Reservation Roads (IRR) inventory; improvements to County maintained roads to meet current design standard for improved maintenance, safety, and traffic management.

1. Maximize federal revenues available through the Indian Reservation Roads (IRR) system.
 - Evaluate existing ingress and egress roads for the Barona Indian Reservation for eligibility and addition to BIA Public Roads system.
2. Improve road maintenance, safety and traffic management.
 - Evaluate county roads, State Highway 67, and I-8 for compliance with current design and maintenance standards.
 - Coordinate with the County Department of Public Works and California Department of Transportation for road improvements.
3. Focus on major arterial road: Wildcat Canyon Road
 - Coordinate with the County Department of Public Works for road improvements.
 - Signalization at intersection of Wildcat Canyon Road and Willow Road.

Priority Projects

1. In coordination with the County, improve intersection of Willow Road/Wildcat Canyon Road, specifically:
 - Intersection widening/turn lanes
 - Signalization at Willow Road/Wildcat Canyon Road Intersection
 - Improving curves north of the intersection to meet County public road standards and to improve sight distance on the approach to the intersection.
2. In coordination with the County, improve driving conditions for safety purposes on Wildcat Canyon Road by:
 - Widening and straightening at various sections to improve sight distance.
 - Adding passing lanes and turn out lanes at various sections.
 - Resurfacing and repaving various sections.





Campo Band of Mission Indians

January 22, 2015

**36190 Church Road, Suite 1
Campo, CA 91906**

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, Ca 92101

RE: (Campo) Reservation Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Campo Band of Mission Indians submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Campo Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the Campo Band of Diegueno Mission Indians) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Campo Indian Reservation.

Please find enclosed the Campo Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact The Campo Tribal Office at 619-478-9046 .

Respectfully,

**Ralph Goff
Chairman**

Vice Chairman Harry Cuero
Committee Brian Connolly Sr.

Chairman Ralph Goff
Secretary Anna Ceballos
Committee Steven M. Cuero

Treasurer Marcus Cuero
Committee Vanessa Parkhurst

Phone: (619) 478-9046

FAX: (619) 478-5818

Tribal Transportation Needs Assessment

Campo Band of Kumeyaay Indians



Tribal Transportation Needs Assessment

Campo Band of Kumeyaay Indians

Final Report

Prepared by:

LSC Transportation Consultants, Inc.
516 North Tejon Street
Colorado Springs, CO 80903
(719) 633-2868

LSC #084880

March 26, 2009

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Introduction

1.1 OVERVIEW

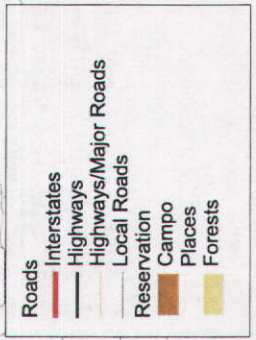
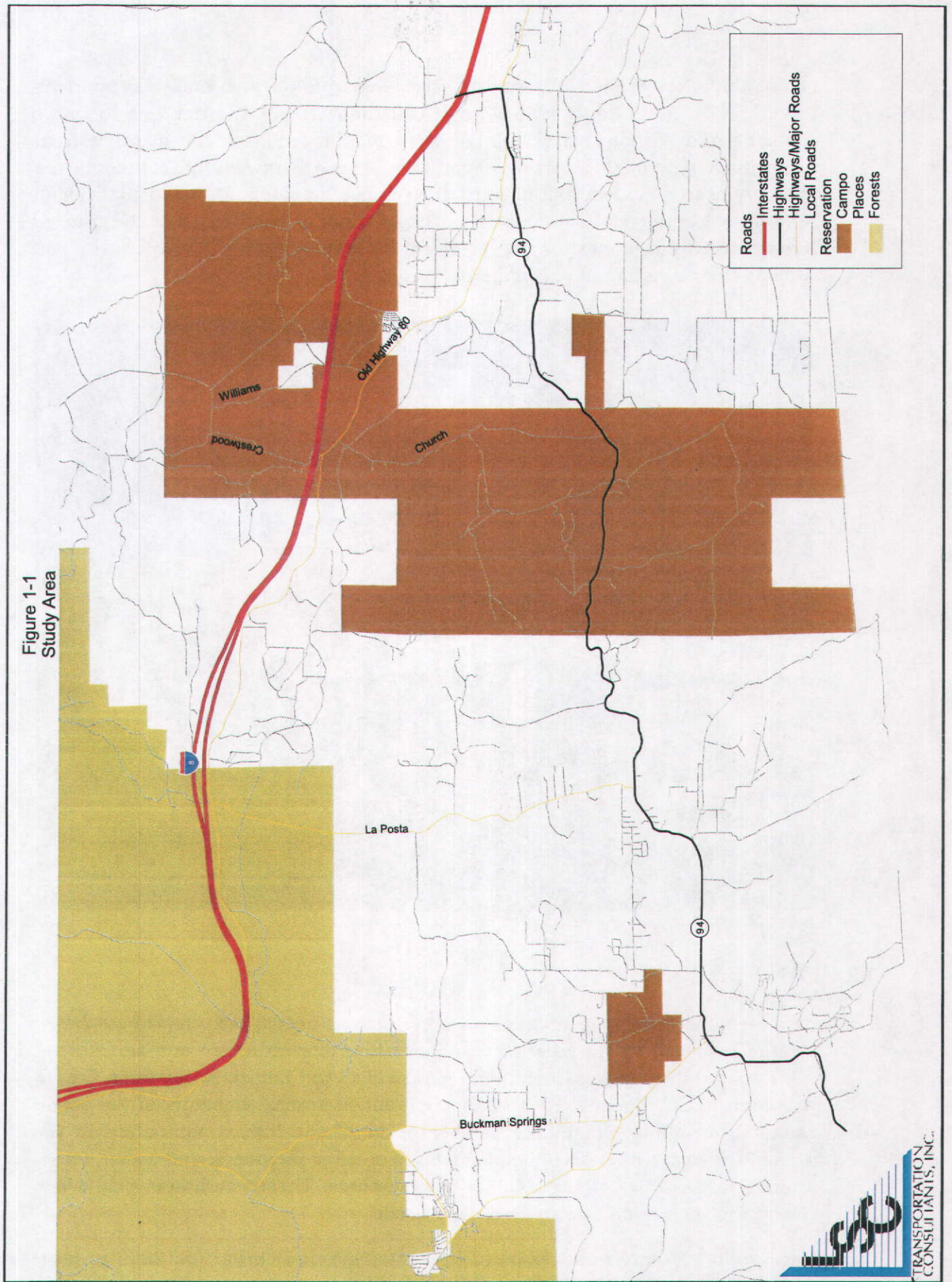
The Campo Band of Mission Indians is part of the Kumeyaay Tribe of southern California. Their language belongs to the Hokan language group which is spoken from southern Oregon to southern Mexico. The Kumeyaay people are related to the Colorado River people who are believed to have been the first Native Americans in the southwest to come into contact with Europeans. The area's heavy concentration of Spanish missionaries, with their zeal for assimilation, adversely affected the Kumeyaay Tribe's native language and cultural retention.

Traditionally, the lands of the Kumeyaay Tribe extended from 50 to 75 miles north and south of the present Mexican border, as well as from the California coast to the Colorado River. They spoke a Hokan language of the Yuman branch which was related to the languages of people from northern California to Mexico and east to the Great Basin. The Tribe made their living in areas stretching from the southern coast east into the desert; depending on marine resources, vegetable foods such as corn, and dry farming. In the 18th century, there were 50 bands in the Kumeyaay Tribe. Today they live on the Barona, Campo, Capitan Grande, Ewiiapaayp, Inaja-Cosmit, La Posta, Manzanita, Mesa Grande, Pala, San Pasqual, Santa Ysabel, Campo, and Viejas Reservations. There are at least 3,000 Kumeyaay Tribe descendents living in California today.

The current Campo Reservation was established in 1875. The Campo Reservation consists of 17,429 acres and is located in the southeastern portion of San Diego County. Figure 1-1 presents the study area.

Roadway development on the Campo Reservation followed travel patterns from early California history. The most accessible travel in the region was by direct routes, generally by walking and/or horseback. This allowed for roadways that were traveled by carriages, buckboards, and other turn-of-the-century modes of travel. The roadways in the region had a direct connection and relationship to other parts of the state. The dirt roadways that were built on the Reservation were based on the terrain. This roadway relationship is still prevalent today.

Figure 1-1
Study Area



The Campo Reservation is currently accessible from the east and west by Interstate 8 (I-8), State Route (SR) 94, and Old Highway 80. The trend as to where housing and economic development will occur depends on the distance from and direct relationship to these roadways. These roadways have become the primary access mode for all new tribal economic development (i.e., tribal casino and other commercial development). The building of roadways will continue to create major milestones for the region in the area of general transportation, as well as the development of commerce.



Campo Casino

1.2 PLAN PURPOSE

To assess the Campo Reservation's transportation needs, LSC carried out background research on the existing transportation infrastructure and services for all transportation modes, including references to the Campo Reservation Transportation Plan (Appendix B). LSC also examined several elements of the socio-economic conditions including demographics of the Indian population in the area of the Reservation; economic activities of tribal members; and social, recreational, and cultural activities of tribal members. These conditions play a key role in the generation of transportation needs.

Background research was followed by a site visit on February 3, 2009 to meet with the Campo Band of Mission Indians representative to understand tribal

Introduction

members' transportation requirements and vision for the Campo Reservation, and to receive input on how to best meet the current and future transportation needs. The lead tribal representative was Chairwoman Monique La Chappa.

This report also considers transportation needs in a wider context. With the impact of future land development on the Campo Reservation and the tribal members' focus on economic issues and concern for public health, this report notes the need for improvements to roadway safety, transit service, and the bicycling/pedestrian infrastructure. Providing improved transportation infrastructure and services will be essential in helping to meet tribal members' transportation needs now and into the future.

There are two appendices added to the report. Appendix A is the reference and glossary. Appendix B is the Campo Reservation Transportation Plan.



Demographics

2.1 DEMOGRAPHICS

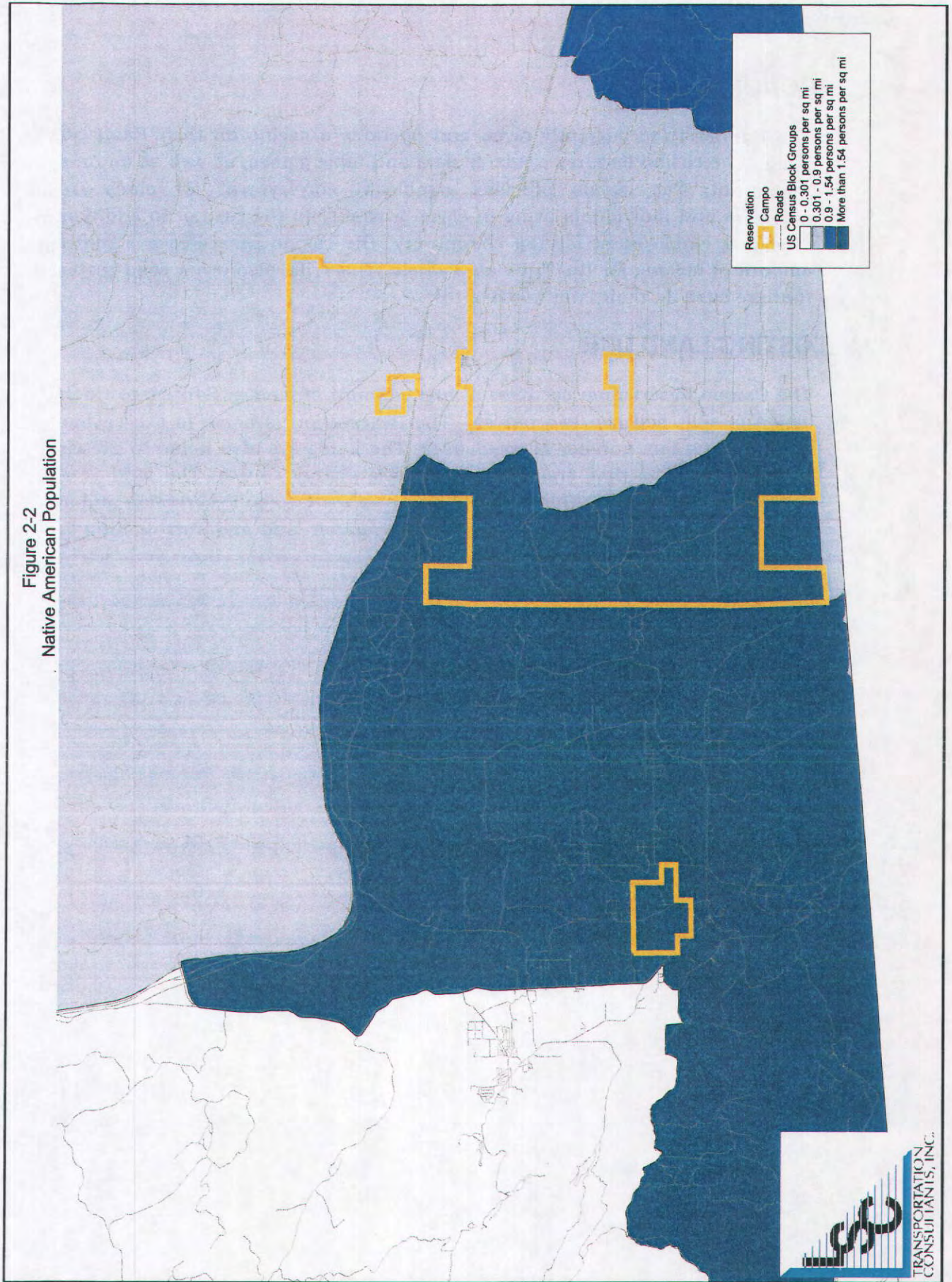
The Native American Housing Assistance and Self Determination Act (NAHASDA) database states a total enrolled population for the Tribe of 313 people. Of these 313 individuals, 265 are listed as being American Indian/Alaskan Native.

US Census data from the year 2000 reveal that there were 369 Native American individuals living in the study area that surrounds the Reservation. Figure 2-1 shows the Reservation and the surrounding land. Figure 2-2 shows the population density of Native Americans in relation to the Reservation.



Figure 2-1
Lands of the Kumeeyaay Nation

Figure 2-2
Native American Population



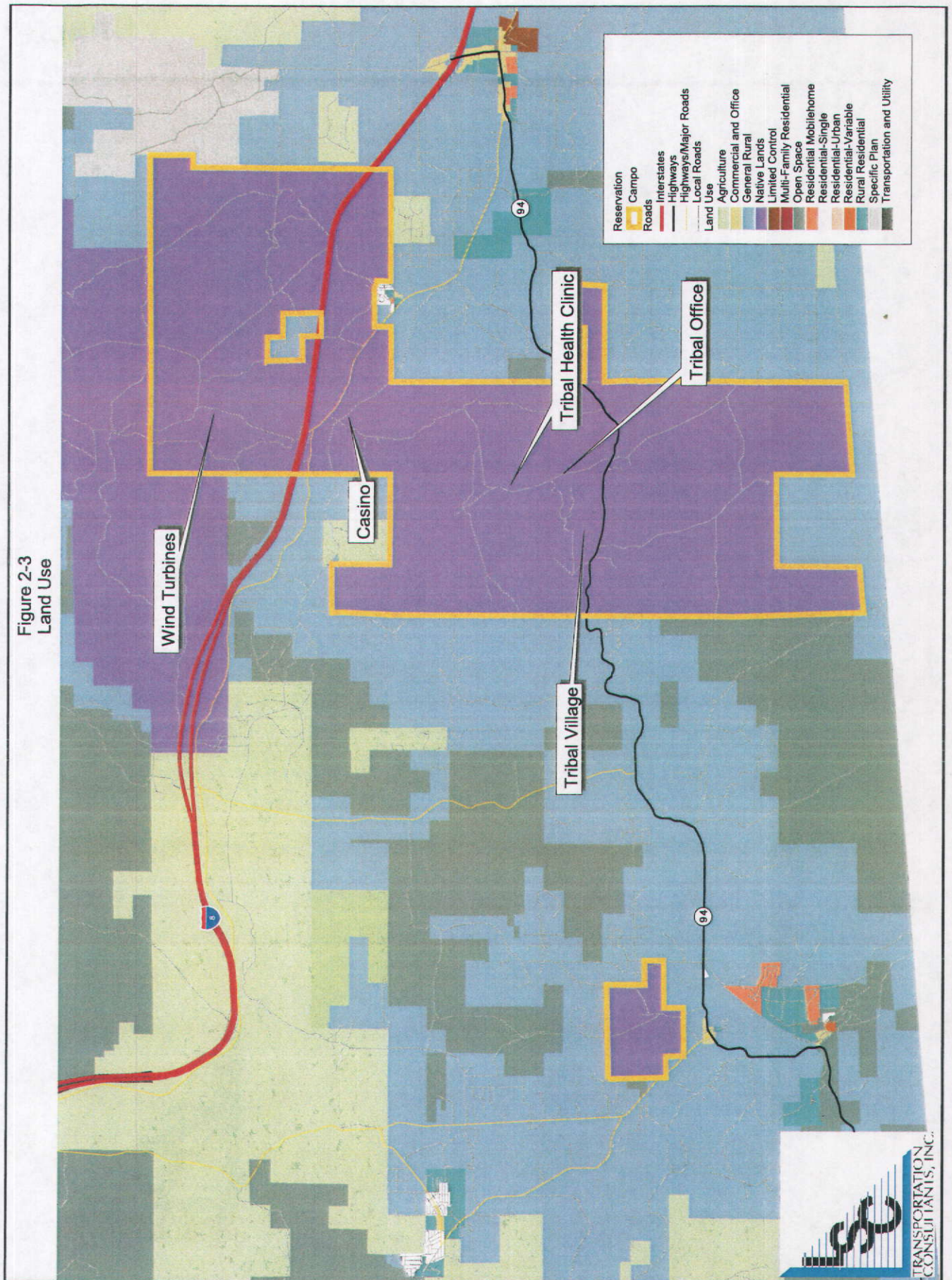
2.2 ECONOMICS

The Campo Tribe currently owns and operates a casino on their Reservation lands. The casino features a mix of slots and table games, as well as an on-site restaurant. The casino provides significant employment for many tribal members and individuals living in close proximity to the casino. In addition to providing employment for the community, the casino generates a significant amount of income for the Tribe as a whole. The Tribe also owns wind turbines that are sited on their land north of I-8.

2.3 EXISTING LAND USE

The Campo Reservation occupies a large amount of land in San Diego County, which is split between two parcels. The Reservation is home to the casino in addition to a fair number of residences. The lands are also home to 25 wind-powered turbines that produce a renewable energy source. The land is also home to the Indian Health Clinic which serves the Campo Reservation and surrounding tribes. Figure 2-3 shows the Reservation land and surrounding land uses as identified by the county.

Figure 2-3
Land Use





Existing Conditions

3.1 HIGHWAY

The Campo Reservation is served primarily by Interstate Highway 8 and State Route (SR) 94, which both pass through the Reservation. These roadways are major thoroughfares that connect the Reservation to the San Diego metropolitan area. This relationship is shown in Figure 3-1 along with other major roadways that access the surrounding region.

The Reservation is located 30 miles east of metropolitan San Diego and is served by a major highway. The Reservation's position along this roadway is advantageous because of the connections it provides. Table 3-1 presents the roadways in the region that link to the Campo Reservation. As can be seen in the table, all of the roads are paved, and listed being in "very good" condition. The fact that these roadways are in good condition is important in terms of the Reservation's access. There are several roadways on the Reservation that are not included on the inventory that are in poor condition.

Because of the high traffic volumes that are often associated with different types of land uses, it is important to examine the performance of the roadway. Traffic planners and engineers use level of service (LOS) as a guide to aid in the selection of roads for improvement. Level of service provides a six-tiered ranking system using the letters "A-F." A score of "A" indicates that the roadway can handle the demand very efficiently, while a score of "F" indicates that it cannot handle the current demand. In general, roads scoring in the range of "A-C" are performing well, while those scoring a "D" or below should be improved to handle current use.

The current level of service on roads in the region can be seen in Figure 3-2. The majority of roads surrounding the Reservation are at a level of service ranging from "A-C." This means that the roads are performing well. The lone exceptions are two small segments of roadway which are rated at LOS D. These segments are near the junction of Old Highway 80 and SR 94, and are represented in blue on the map. These small sections of roadway may need to be upgraded if there is projected growth along the route to ensure that they are performing adequately.

Figure 3-1
Highway System

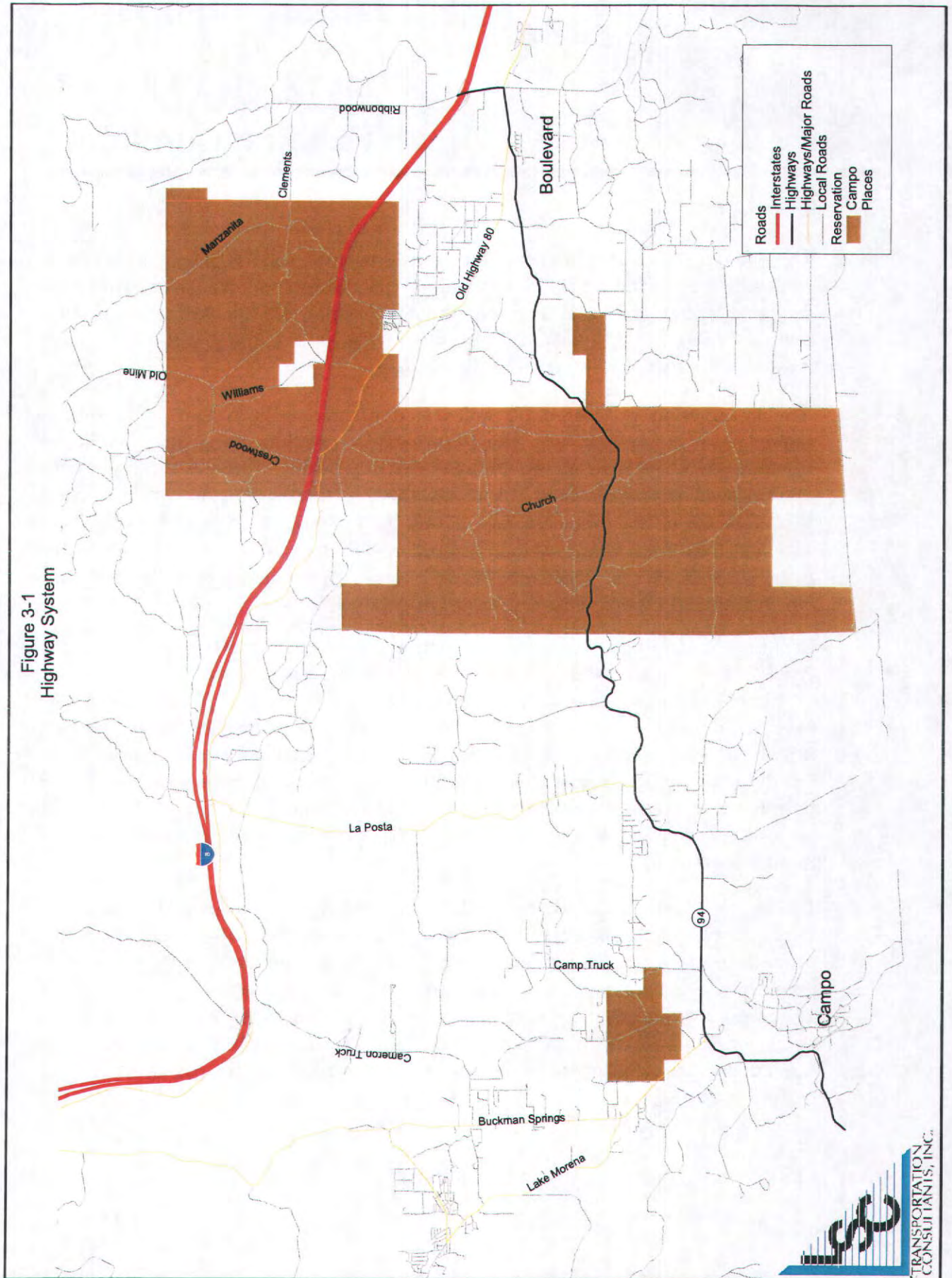
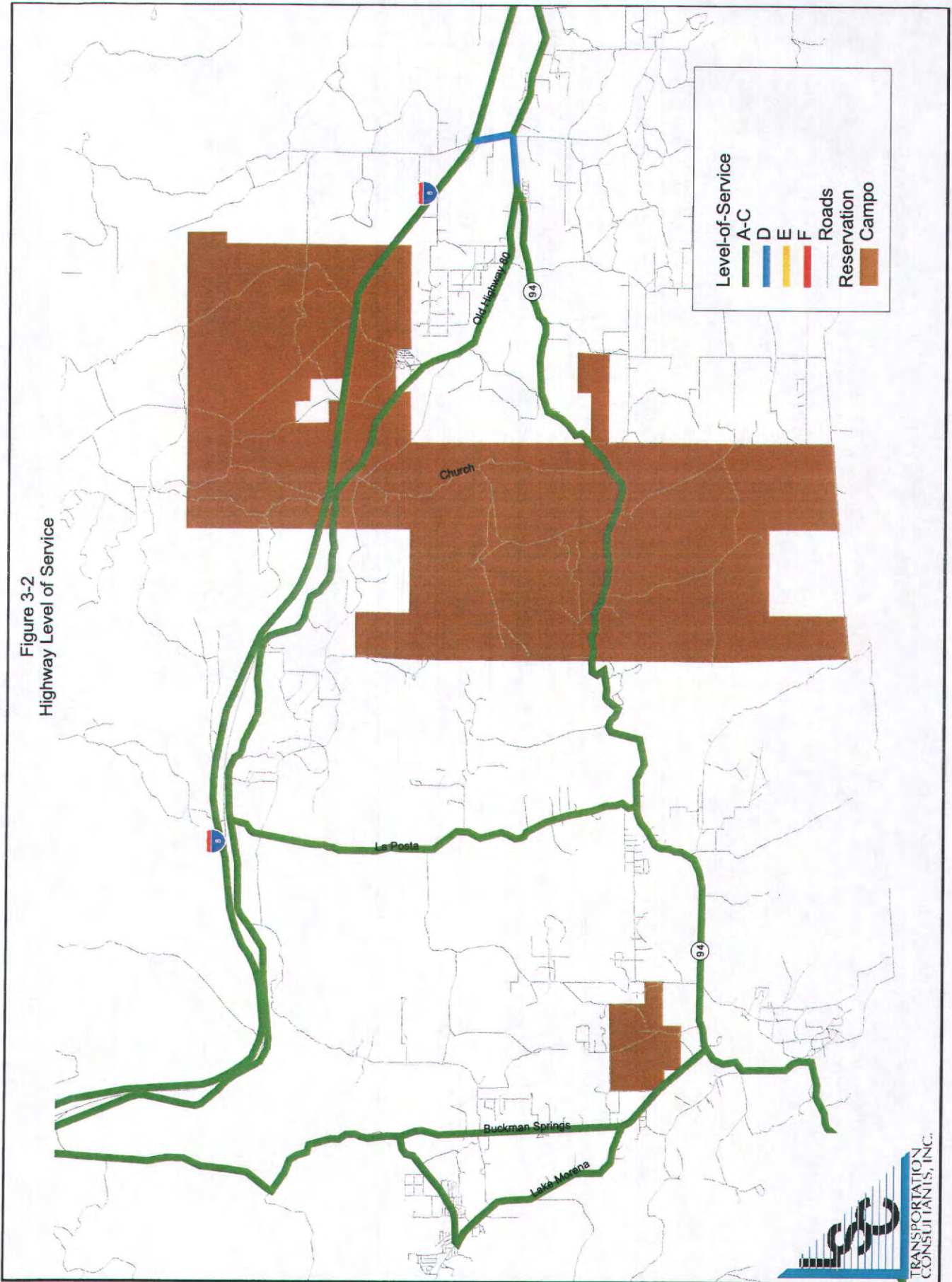


Table 3-1
 Campo Reservation
 Indian Reservation Road System

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic	ADT Year	On 2006 RIFDS?
County (5)	Buckman Springs Rd	5	S1	SD02	Rural Major Collector	Paved	Very Good	10.5	24	4300	2005	
County (5)	Old Highway 80	3	S1	SD80	Minor Arterial	Paved	Very Good	21.2	22	1800	2001	
State (3)	Interstate 8	11	I8	F018	Major Arterial	Paved	Very Good	10.7	54	38400	2005	
State (3)	SR 94	7	SR94	S094	Minor Arterial	Paved	Very Good	25.2	24	2400	2005	

Numbers in brackets represent codes for the Indian Reservation Roads (IRR) RIFDS inventory system of the Bureau of Indian Affairs.
 Prepared by Winzler Kelly Consulting Engineers, June 2007.



3.2 EXISTING ROADWAY NEEDS

Based on tribal input and visual observation, condition and safety issues were identified for all Reservation roads. The major issues pertain to improving the surface conditions of major roads and improving safety conditions. These improvements will be beneficial for all modes of transportation, increasing both the safety and functionality of the roadways on the Reservation. Tribal members have noted the need for intersection improvements, more appropriate signage, and also the presence of turn lanes. Needs as identified by the Tribe are:

- Repaving of Church Road from Old Highway 80 to SR 94. This includes the addition of turn lanes to improve access to the SIHC and other important facilities.
- Turn lanes and stop lights for Old Highway 80 and Golden Acorn Way. Repaving and/or resurfacing may also be needed.
- Straightening of SR 94 from east of Church Road to north of Kumeyaay Road.
- Turn lanes eastbound on SR 94 approaching Church Road North.

3.3 TRANSIT

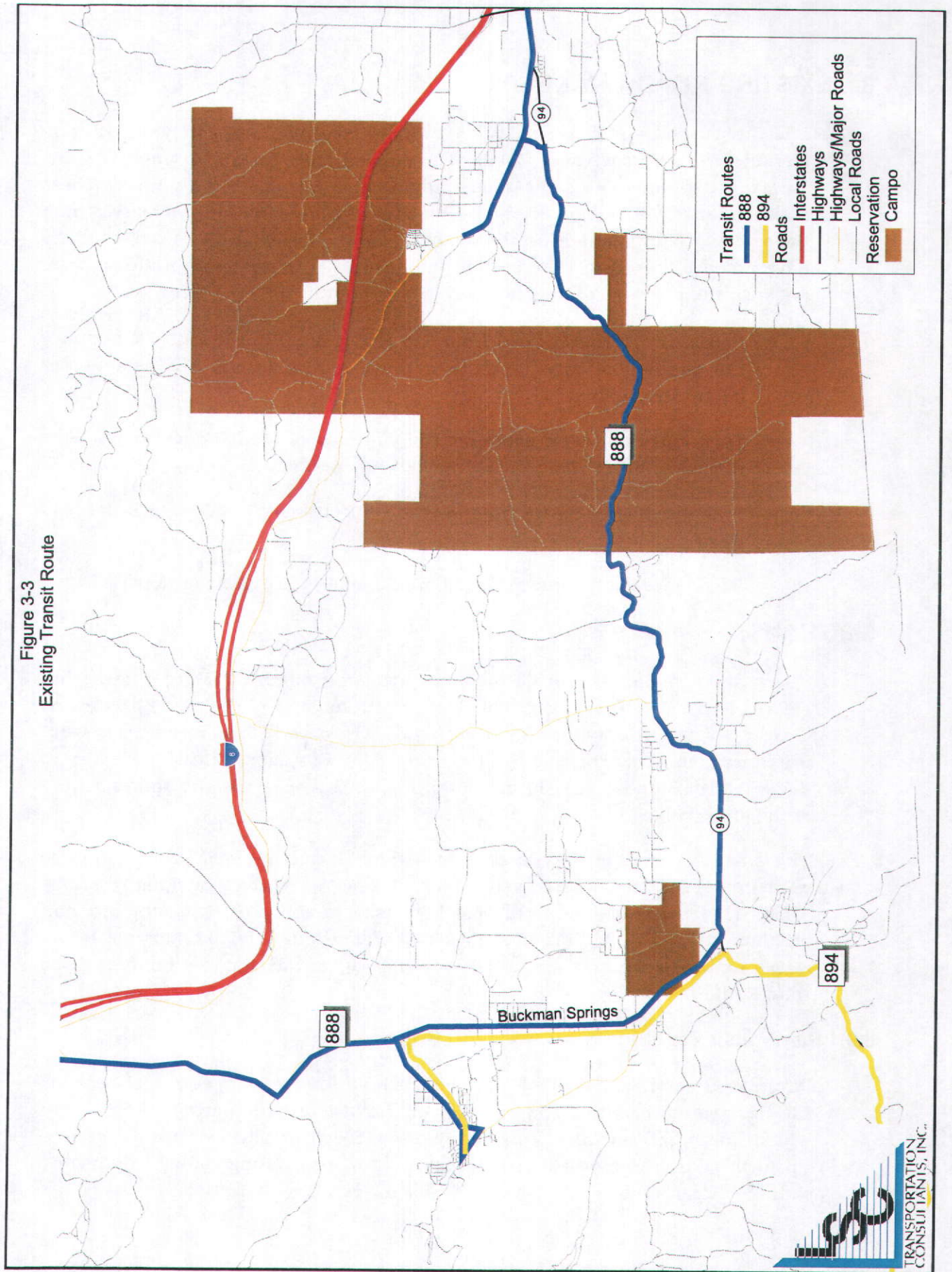
There are two San Diego Metropolitan Transit System (SDMTS) routes that serve the area of the larger parcel of the Reservation. The route that runs closest to the Reservation is Route 888. However, this route runs very infrequent service. Route 888 runs from the El Cajon Transfer Center to Jacumba on Monday and Friday only. Figure 3-3 presents the routes in the study area.

The smaller parcel of the Reservation, which is further west than the large parcel, is being served by transit. Route 894 operates along Buckman Springs Road. This route operates on weekdays only, making three eastbound and westbound trips daily. This route operates from Santee to Lake Morena. Route 888 also serves the smaller parcel, but once again has a more limited service than Route 894.

3.3.1 Paratransit Service

Paratransit service is available through SDMTS for the smaller parcel because the Reservation is within the coverage area and along the portion of SR 94 on which Route 888 operates. In general, SDMTS will provide paratransit service up to three-quarters of a mile to either side of an existing route. This means that the larger parcel of land is not eligible for paratransit services.

Figure 3-3
Existing Transit Route



3.3.2 Human Service Transportation

The STRIDE agency was created as a referral service for special transportation needs for seniors and the disabled. Individuals may call STRIDE to obtain information on agencies and programs that provide special transportation service in their area. The following agencies participate in this referral service throughout San Diego County:

- Aging and Independence Services
- Coordinated Transportation Service Agency
- Senior Communities Centers of San Diego
- United Jewish Federation
- Out & About Vista

3.3.3 School Transportation

The Mountain Empire Unified School District provides transportation for students in the area of the Campo Tribe. There are eight schools within the district—six elementary schools, a middle school, and a high school.

3.4 EXISTING TRANSIT NEEDS

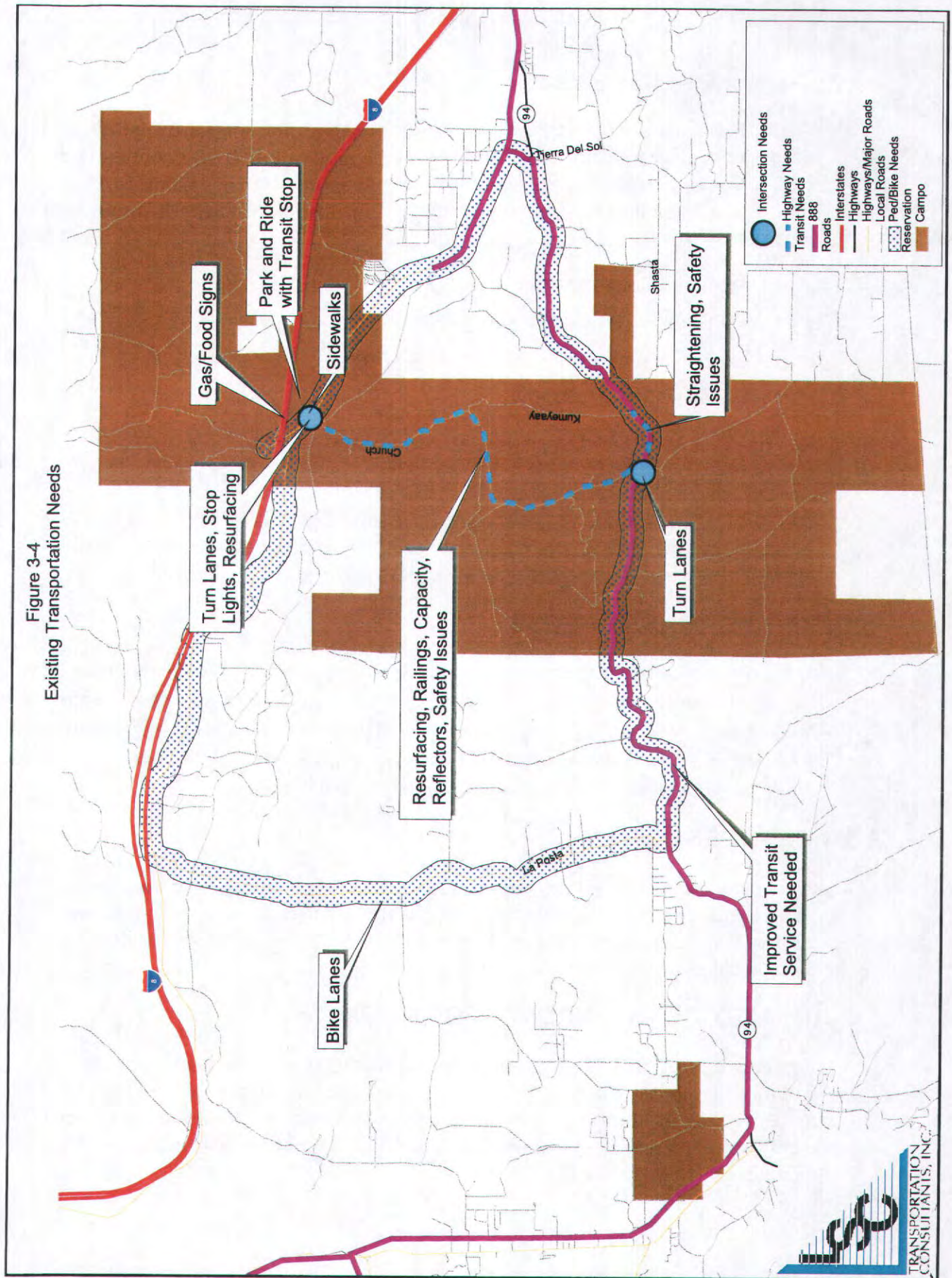
The Tribe has expressed interest in having transit so that individuals living on the Reservation can connect to the El Cajon transit center as well as access medical, educational, and employment opportunities. Although there is transit service to the smaller parcel, the Tribe has specifically asked for service on a more frequent schedule to better accommodate their needs.

3.5 BIKE/PEDESTRIAN

The Tribe has expressed interest in adding bike lanes to roads on the Reservation to increase the safety of cyclists. Widening existing roads will help to increase pedestrian safety as well. The Tribe has expressed the need for sidewalks along Golden Acorn Way near the casino.

3.6 SUMMARY OF TRANSPORTATION NEEDS

Figure 3-4 presents the summary of transportation needs for the Campo Reservation. This figure is based on the information presented in the above sections. As presented in Figure 3-4, overall needs are improved surface and operational conditions, increased safety, and the addition of bike lanes and pedestrian facilities.



3.7 INTERMODAL TRANSPORTATION

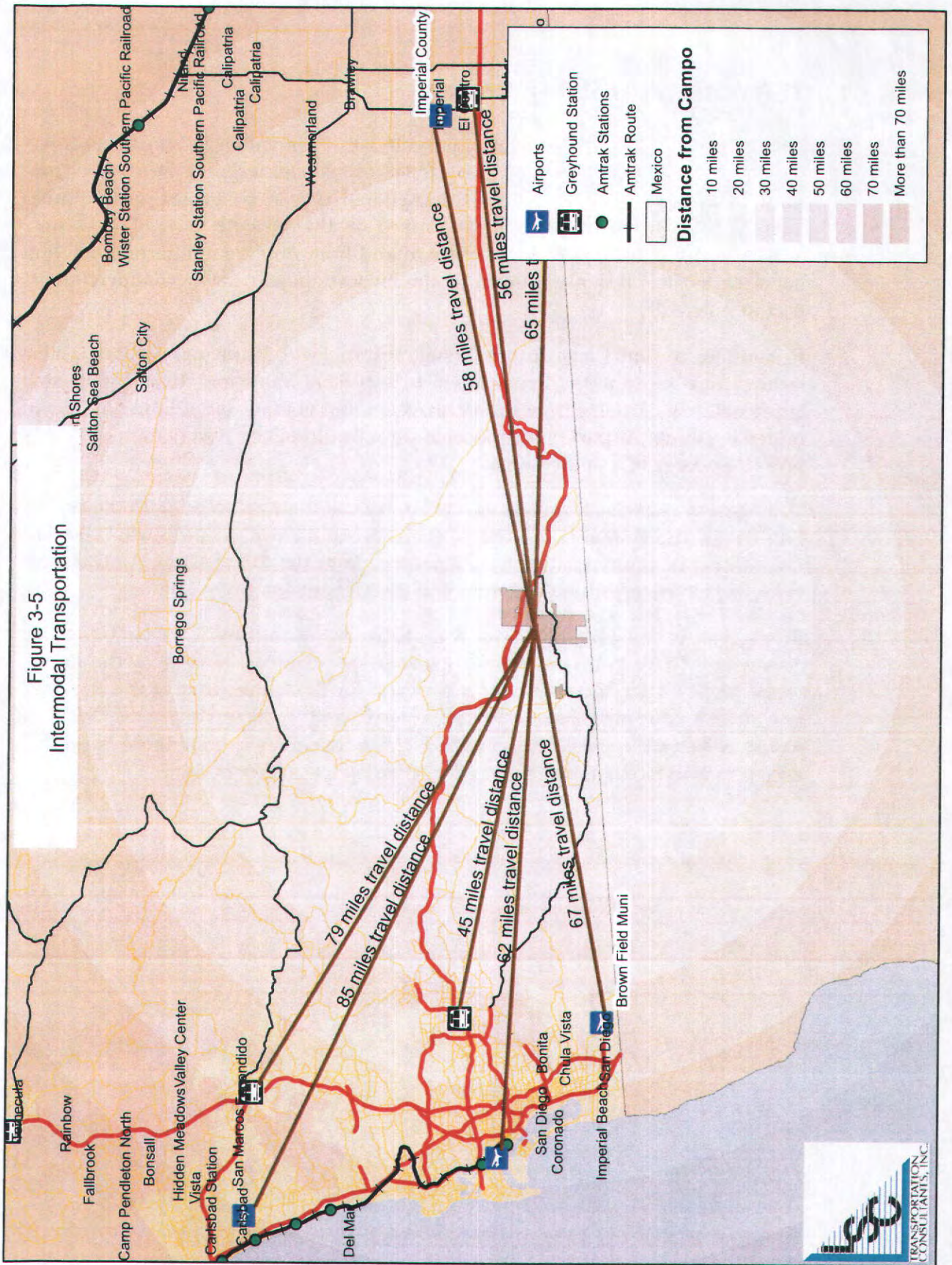
The nearest major airport to the Campo Indian Reservation is San Diego International, which is approximately 62 miles away. The airport's location is presented in Figure 3-5. San Diego International is a large airport with approximately 300 departures daily. It is ranked as the thirtieth busiest passenger airport in the nation, providing access to and from numerous international and domestic locales. It is also known as the busiest single-runway commercial airport in America.

In addition to San Diego International, Brown Field Municipal Airport is also located fairly close to the Reservation. Brown Field Municipal Airport is located approximately 67 miles from the Reservation and is just east of Imperial Beach. Imperial County Airport is also located 58 miles from the Reservation, but only provides access to a limited area.

The nearest passenger railway is the Amtrak station on Kettner Boulevard in San Diego. The station is located on the shore and close to downtown. The railway station is approximately 61 miles away from the Reservation. Amtrak provides daily service within California and throughout the United States.

Bus service is considerably closer than either air or rail travel for long-distance commutes. There is a Greyhound bus location 45 miles away from the Reservation in El Cajon. There is also a bus stop in El Centro, east of the Reservation, which is approximately 56 miles away, and another station in Calexico, which is 65 miles away. The result of these distances is that there is limited access to intermodal facilities for tribal members who do not drive.

Figure 3-5
Intermodal Transportation



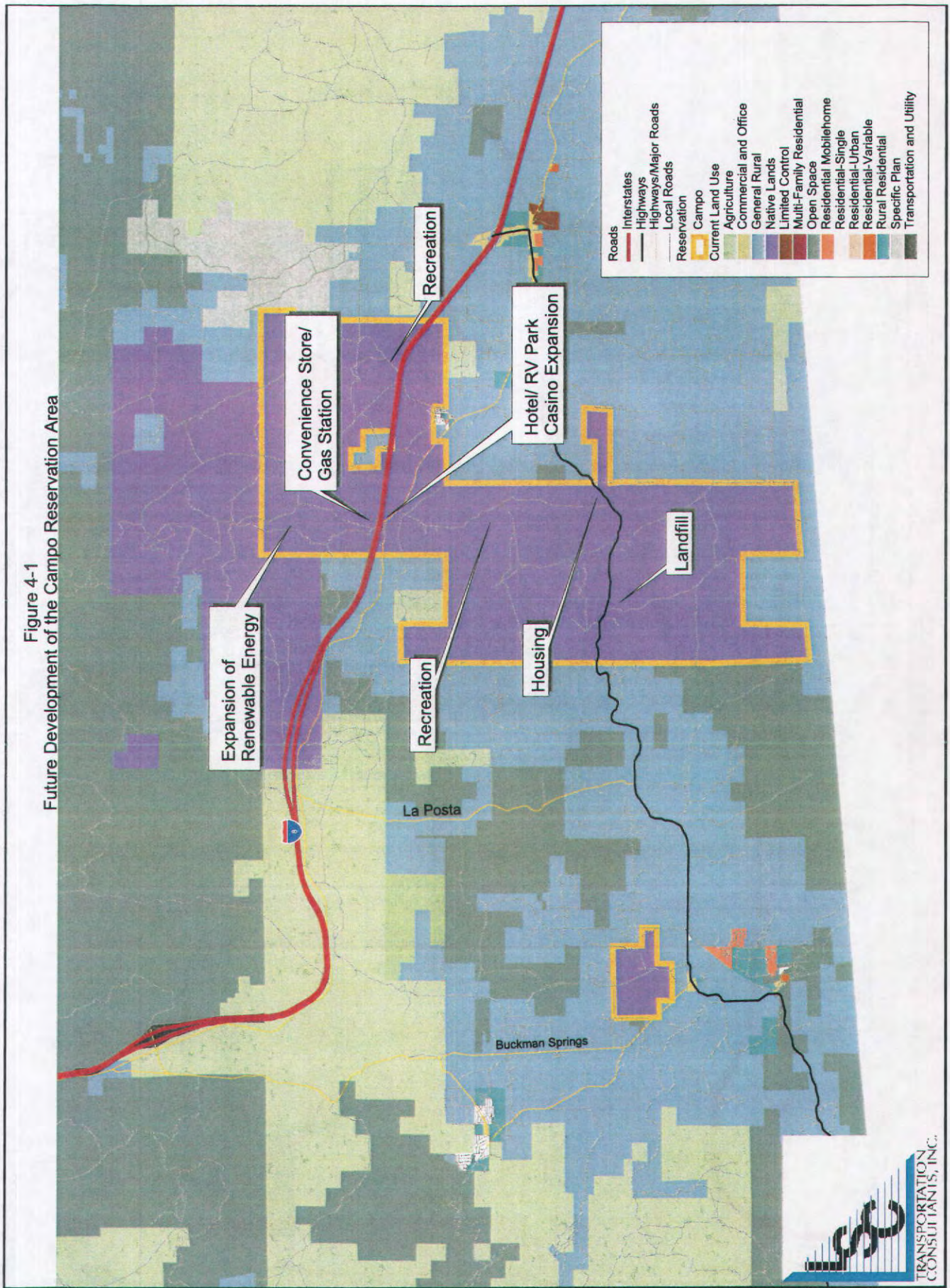


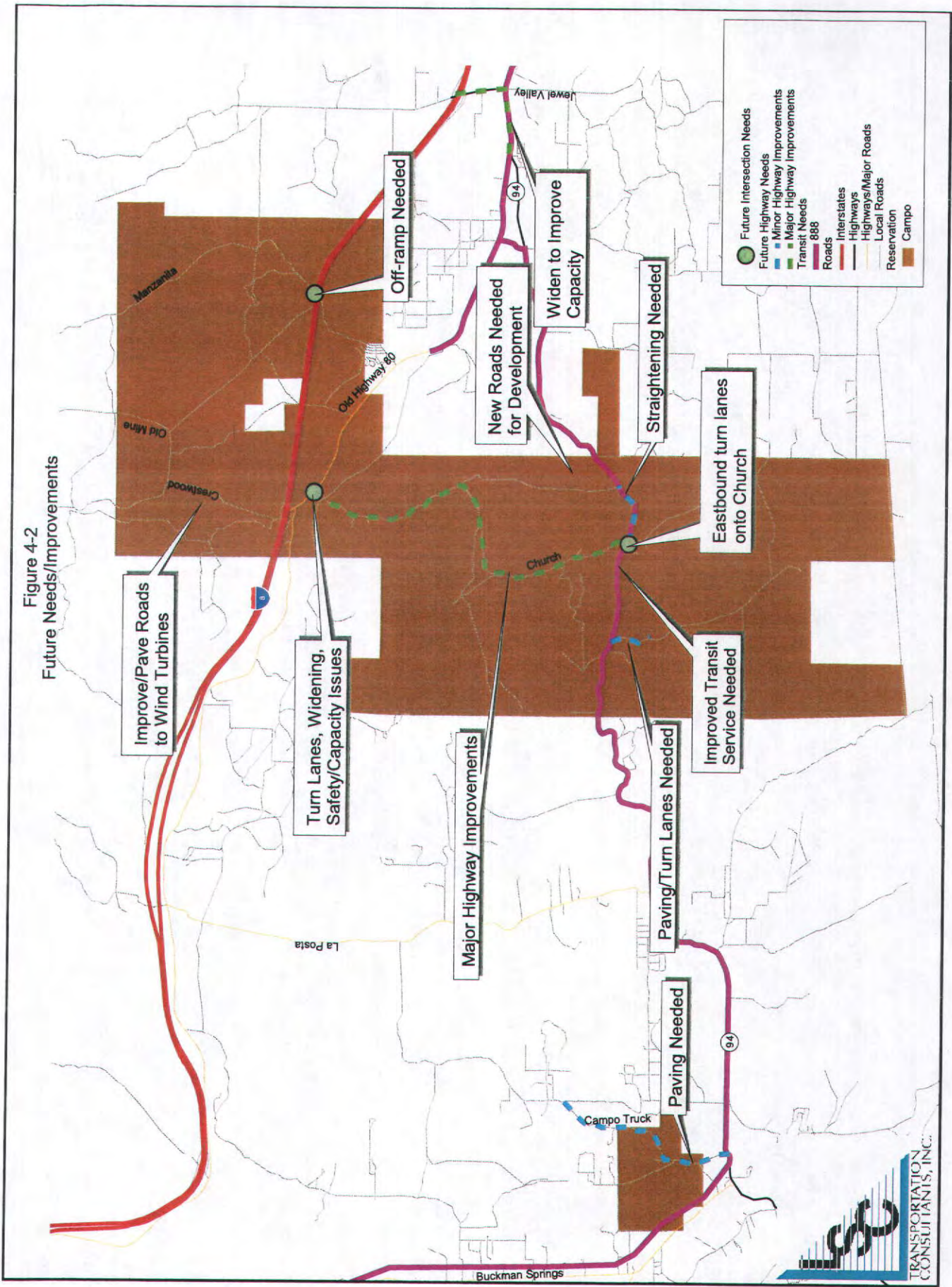
Future Needs

This chapter presents future needs that have been identified based on input from the Campo tribal representative and research conducted by the LSC team. Research was based on information gathered from existing planning documents and a site visit in February 2009. Roadway, transit, pedestrian, and bicycle needs on and off the Campo Reservation were examined to create a more comprehensive view of the Tribe's future transportation needs.

In addition to the site visit, the Campo tribal staff developed a list of their transportation needs and economic development plan. Figure 4-1 presents existing and potential land use developments on the Campo Reservation. Future transportation needs are presented in Figure 4-2. The Tribe currently has a casino on the Reservation. The Tribe is planning to develop a hotel, convenience store with gas station, solid waste landfill, expanded wind turbines, and recreational facilities (which include a motor-cross bike park and a hiking/biking trail). The Tribe is also looking into the expansion of their existing casino.

Figure 4-1
Future Development of the Campo Reservation Area





4.1 ROADWAY NEEDS

Future roadway improvement needs were identified based on input from the Campo tribal representative and the Campo Reservation Transportation Plan. The highway needs on and off the Reservation are:

- Church Road needs repaving from Old Highway 80 to Highway 94 with turn-out lanes and turn lanes for the Southern Indian Health Clinic, Fire Department, Education Building, Tribal Administration, and the Campo Materials Sand and Concrete Plant.
- Church Road also needs new railings, reflectors, painting, and more capacity (for heavy equipment, trucks, and trailers).
- The northern and southern portions of Old Highway 80 and Golden Acorn Way need turn lanes, stop lights, and repaving/resurfacing. There will be serious safety and capacity issues on Old Highway 80 and Golden Acorn Way with the casino expansion.
- Highway 94 needs to be straightened east of Church Road and west of Kumeyaay Road due to serious safety issues.
- Highway 94 needs eastbound turn lanes onto Church Road North.
- Highway 94 needs to be widened from Old Highway 80 to Jewel Valley to improve capacity.
- Tusil Road needs turn lanes and paving from Crestwood Road to the wind turbines in order to address future economic development and housing issues.
- BIA 10 needs turn lanes and paving from Highway 94 to the solid waste landfill in order to accommodate social/cultural gatherings.
- Interstate 8 (I-8) needs a new off-ramp onto Live Oak Springs Road to reach the motor-cross bike park.
- Campo Truck Trail needs to be paved from Highway 94 to North Campo Truck Trail for Reservation residents and the Fire Department.
- New paved streets with turn lanes are needed to accommodate the housing development projects on Highway 94, east of Kumeyaay Road, and west of Shasta.
- Signage is needed on I-8 to reflect that there is gas and food service off of Old Highway 80.



Campo Reservation Roadway

4.2 TRANSIT NEEDS

In the short and long term, transit will play an increasingly important role in providing local and regional transportation. The Campo Tribe currently has limited access to the existing transit services in San Diego County. Following are the Tribe's transit needs:

- Add transit service along Buckman Springs Road south to Highway 94 and east to Church Road, with various stops along Highway 94 to the casino. This service should link with other transit routes at the El Cajon Transit Center, and should operate once in the morning and once in the afternoon/evening.
- Develop routes from the casino along Old Highway 80 and along Highway 94 via Boulevard Area to Buckman Springs Road.
- Develop transit service for the Campo Reservation from Kumeyaay Road to the El Cajon Transit Center at least once or twice a day.
- Develop a park-and-ride lot with a transit stop on Old Highway 80 at the junction with Golden Acorn Way.

4.3 PEDESTRIAN AND BICYCLE NEEDS

By making the roadway improvements listed above, safe movement of non-motorized forms of transportation on and around the Campo Reservation will be improved. Following are the Reservation's pedestrian and bicycle needs:

- Sidewalks on Golden Acorn Way to the casino.
- Bicycle lanes on the southern portion of Old Highway 80 and along Crestwood Road, Tierra Del Sol South, Highway 94, La Posta Road North, and Old Highway 80 East to help accommodate the reoccurring bicycle races held in the area.



Priority Projects

This chapter reviews the planned projects on and adjacent to the Campo Reservation, as well as those that can play a significant role in improving the transportation service for the Reservation. The LSC team reviewed information from the Campo Tribe, San Diego Association of Governments (SANDAG), San Diego County, and Caltrans to determine if there are any local, state, or federally funded transportation projects planned for the next five years for roadways on or adjacent to the Reservation. The Campo Tribe may develop roadway projects on the Campo Reservation to improve roadways that are currently on the BIA inventory. These roadways are eligible for BIA funding through the RTA.

In addition to the below information, LSC has identified that San Diego County and Caltrans have various lump sum funding programs that are used for bridge improvements, roadway resurfacing, traffic calming, and intelligent transportation systems (ITS). Such funding can be used to address some of the issues identified in this document.

5.1 INTERSTATE 8 IMPROVEMENTS

Caltrans has identified environmental and erosion mitigation projects along Interstate 8 (I-8) through the Campo Reservation. These projects will preserve and improve the condition of the land adjacent to the I-8 roadway surface.

Appendix A: References and Glossary



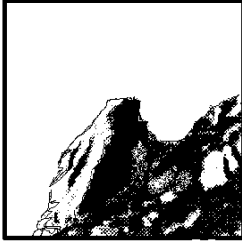
References and Glossary

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- US Census 2000 Summary File 1 and Summary File 3
- Metropolitan Transit System of San Diego (2008)
- County of San Diego Land Use Map (2003)
- SANDAG Level of Service map (2006)
- SANDAG: 2030 San Diego Transportation Plan Pathways for the Future
- SANDAG: 2006 Regional Transportation Improvement Programs
- Campo Reservation - IRR Transportation Plan (2008)
- California Indian Reservation Roads (IRR) Technical Report (2008)

GLOSSARY

- AIAN – American Indian/Alaska Native (used in US Census data)
- ANA - Administration for Native Americans
- BIA – Bureau of Indian Affairs
- BLM – Bureau of Land Management
- FHWA – Federal Highways Administration
- ICDBG - Indian Country Development Block Grant
- IRR – Indian Reservation Roads
- TCR – Traffic Circulation Report
- SR – State Route



Ewiiapaayp Tribal Office

Ewiiapaayp Band of Kumeyaay Indians

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December 11, 2014

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: Ewiiapaayp Band of Kumeyaay Indians' Ewiiapaayp Indian Reservation Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our Tribe, the Ewiiapaayp Band of Kumeyaay Indians, submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Ewiiapaayp Band of Kumeyaay Indians, (listed pursuant to 25 U.S.C. 479a-1 (Title 1 of Pub. L. 103-454, Nov. 2, 1994, 108 Stat. 4791 in the 2014 list of federally recognized Indian tribes (Federal Register / Vol. 79, No. 19 / Wednesday, January 29, 2014 / Notices / page 4750) by its official name, "Ewiiapaayp Band of Kumeyaay Indians, California.") is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Ewiiapaayp Band of Kumeyaay Indians that is divided between the 5,460.13-acre "Big Ewiiapaayp" section near Mt. Laguna and the 10.02-acre "Little Ewiiapaayp" section in east San Diego County in the unincorporated community of Alpine.

Please find enclosed the Ewiiapaayp Indian Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Mr. Will Micklin, CEO of the Tribe, by telephone at (619) 368-4382 or by email at wmicklin@leaningrock.net.

Sincerely,

Robert Pinto, Sr.
Tribal Chairman
Ewiiapaayp Band of Kumeyaay Indians



INDIAN RESERVATION ROADS
INVENTORY UPDATE
AND
LONG RANGE TRANSPORTATION
PLAN UPDATE

Prepared For:

**EWIIAAPAAYP BAND
OF KUMEYAAY INDIANS**

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INTRODUCTION

The Bureau of Indian Affairs (BIA), in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and the Federal Highway Administration, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updates state that the BIA shall carry out a transportation planning process for Indian Reservation Roads (IRR) to support its road construction and improvement program. The *Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21st Century—A Legacy for Users* (SAFETEA-LU) continued the authorization of Highway Trust Funds to be made available each fiscal year under the IRR Program for transportation planning purposes. This *Long Range Transportation Plan Update for the Ewiiapaayp Indian Reservation* was initiated by the Ewiiapaayp Indian Tribe through the Transportation Planning Program and Public Law (P.L.) 93-638.

Indian Reservation Roads (IRR) are public roads, including roads on the Federal Aid System, that are located within or provide access to an Indian reservation, Indian trust land, or restricted Indian land that is not subject to fee title alienation without the approval of the Federal Government. This includes Indian and Alaska Native villages, or Oklahoma communities in which Indians and Alaskan natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under Federal laws specifically applicable to Indians. Roads systems within the IRR include:

BIA Roads System - existing and proposed IRRs for which the BIA has or plans to obtain legal right-of-way. The BIA has the primary responsibility to improve and maintain the roads on this system. Any changes to this system must be supported by tribal resolution.

BIA Reservation Development Roads System - existing public highways and proposed routes for which the BIA has, or plans to obtain, a legal right-of-way and which serve the development needs of Indian reservations and Alaska Native villages.

Other BIA Branch Roads - existing routes under the jurisdiction of other Branches of the BIA such as Forestry and/or Facilities Management.

Highway Trust Fund Road System - existing BIA routes or sections of routes that were constructed or improved using Highway Trust Funds.

Tribal Road System - those public roads whose rights-of-way (ROW) are under the jurisdiction of a tribe.

County or Township Road System - public roads whose ROW are under the jurisdiction of a county, township, or road district.

State Highway System - public highways whose ROW are under the jurisdiction of a state.

Other Federal Agency Public Roads - public roads whose ROW are under the jurisdiction of various Federal agencies, such as the Bureau of Land Management, Forest Service, Corps of Engineers, National Park Service, Bureau of Reclamation, Department of Defense, or others.

Other Public Roads - roads that are owned and maintained by others (includes Petroleum and Mining, Utility Company, or any other agencies, groups or enterprises) that are open for public travel.

PURPOSE AND SCOPE

This *Long-Range Transportation Plan Update (LRTP Update)* was prepared by PAIKI to meet the **Ewiiapaayp Tribe's** goal of identifying and inventorying roads eligible for the IRR system in order to secure funding for needed transportation improvements. This *LRTP Update* is intended to update and supplement any prior Long-Range Transportation Plan (LRTP) documents prepared on behalf of the the Ewiiapaayp Tribe, including the original LRTP prepared by ASCG, Incorporated (October 1997). This *LRTP Update* presents a plan to improve existing transportation facilities and develop new transportation opportunities within the Ewiiapaayp Indian Reservation.

The Ewiiapaayp Indian **Reservation falls within the jurisdiction of the BIA's Southern California Agency** (Riverside, CA) of the BIA Pacific Regional Office (PRO) in Sacramento, California. The methodologies and contents of this study must be reviewed and accepted by the PRO - Division of Transportation to fulfill the requirements set forth in SAFETEA-LU and 25 CFR 170.

The Ewiiapaayp Tribe is planning for the future use and development of its tribal land and surrounding area. Any change in the existing land use would generate new traffic, causing an **impact on the reservation's IRR System. The reservation's rural and somewhat remote location** intensifies the importance of a safe and adequate roadway network to the well being of all tribal members.

The purpose of this study is to develop a plan for providing transportation facilities that will enable tribal leaders to take advantage of desirable economic opportunities, protect reservation resources, strengthen cultural traditions, promote self-sufficiency and sustainable development, **and enhance the use of the reservation's land by its residents.**

This study considers the potential transportation impacts of existing and planned tribal development projects to establish a prioritized list of transportation needs. This type of study usually includes the following tasks:

- Prepare an IRR inventory comparison table that will be used for proposing revisions to the IRR inventory.
- Identify obvious hazards that exist on/along the IRR system.
- Identify and evaluate present and future transportation needs.
- Conduct travel demand studies.
- Develop transportation system alternatives. The plan shall include road projects **contained in the Tribe's current road construction priority listing.**
- Develop road improvement project descriptions.
- Estimate road improvement project costs.
- Develop road construction priorities/Tribal Transportation Improvement Program.
- Evaluate future road construction program.
- Evaluate road maintenance needs.
- Evaluate social and economic factors associated with proposed roadway improvements.
- Provide a long-range transportation plan that prioritizes short- and long-term transportation improvement projects.

ORGANIZATION OF THE STUDY

Data for use in the preparation of this transportation plan were obtained from tribal officials, on-site reconnaissance, and other sources—principally the following:

- Bureau of Indian Affairs website <http://www.bia.gov>
- Federal Highway Administration website <http://fhwa.dot.gov>
- CalTrans traffic data, 2011: <http://traffic-counts.dot.ca.gov/>
- San Diego County traffic data, 2010:
http://www.sandag.org/resources/demographics_and_other_data/transportation/adv/unincorporated_adt.pdf
- San Diego County Transit web site: <http://www.sdcommute.com/>
- United States Census Bureau: <http://www.census.gov>
- World Climate web site: <http://www.worldclimate.com/cgi-bin/grid.pl?gr=N32W116>
- Ewiiapaayp Indian Reservation Transportation Plan, *ASCG Incorporated, October 1997.*
- Tribal Transportation Needs Assessment, Ewiiapaayp Band of Kumeyaay Indians, *LSC Transportation Consultants, Inc., March 31, 2009.*
- Ewiiapaayp Band of Kumeyaay Indians FY 2009-2014 Comprehensive Economic Development Strategy (CEDS).
- Ewiiapaayp Tribe web site: <http://leaningrock.org/>
- 2012 SANDAG Regional Transportation Improvement Program
- SANDAG 2050 Regional Transportation Plan
- 2012 CalTrans Executive Fact Booklet
- Southern Indian Health Council website: <http://www.sihc.org>
- Mountain Empire Unified School District: <http://meusd-ca.schoolloop.com>

The preparation of this *LRTP Update* consisted of Phases I, II, and III.

Phase I - Data Collection

This phase involved the collection of data to be used in the analysis of the existing system and the development of a proposed transportation plan. On March 2, 2012, consultants undertook a windshield survey of reservation facilities and roads on and providing access to the reservation. Consultants met with Tribal Council members to present information about the project and request assistance with data gathering. In addition, consultants met key tribal personnel to arrange future contacts to gather information.

Other research was conducted to determine whether there are state, regional, and/or county transportation projects planned or underway in the vicinity of or on the Ewiiapaayp Indian Reservation.

Also in this phase, part one of the three-part transportation plan was prepared. Part one provides a summary of the existing tribal transportation network, land use and development on the Ewiiapaayp Indian Reservation, and tribal demographics.

Phase II – IRR Inventory Update

In Phase II the tribe’s existing IRR Inventory is compared with the newly collected road inventory data collected in March 2012 (see Section 2.1, *Roadway Inventory*) to establish recommendations for updating the Ewiiapaayp Tribe’s road inventory. Phase II of the

transportation plan summarizes the new roadway inventory, explains changes between the old and new inventory, and presents an Inventory Comparison Listing table that compares existing and updated inventory data.

Phase III – Analysis of Transportation Needs

In this phase, roadway capacities, levels of service, travel speeds, safety standards, and adequacy design standards are analyzed. These analyses determine deficiencies of the existing transportation system and identify future transportation needs.

This phase also includes a survey of community attitudes regarding future transportation needs and planning through an ongoing dialogue with tribal officials, tribal staff, and BIA personnel.

Phase III lists and evaluates social and economic factors associated with the proposed improvements to existing routes (or sections of routes) and new road construction. It also describes individually identified and prioritized road improvement projects, justifications, costs to construct, and general time frames for implementation.

Some of the factors considered in this evaluation include:

- The number of enterprises and/or small businesses located on a route.
- The number of existing homes served by a route.
- The classification of each route.

This final phase also includes the preparation of a recommended listing of proposed transportation improvement projects, and project descriptions, for Tribal Council review and prioritization. This prioritized list of projects (Priority List) and the Tribal Resolution approving this list are then submitted to the BIA. Tribal Priority Lists are analyzed and used by the BIA, in lieu of a Tribal Transportation Improvement Program (TTIP), to generate an IRR TIP for the tribes that identify anticipated preconstruction and construction project costs and the disbursement of funds for **pre-construction and construction activities based on the Tribe's** annual percent share of IRR program Funds. Section 3.2.2 – Proposed Projects lists the transportation improvement projects approved for funding by the Tribal Council.

The Tribe also has the option of generating a four-year Tribal TIP, which is a multi-year, financially constrained, list of proposed transportation projects that identifies anticipated preconstruction and construction project costs and the disbursement of funds for **pre-construction and construction activities based on the Tribe's annual percent share of IRR** program Funds. Additional information on the development of a Tribal TIP is contained in Section 3.2.5 - Transportation Improvement Program (TIP).

EWIIAAPAYP INDIAN RESERVATION

The Ewiiapaayp Band of Kumeyaay Indians is a federally recognized Indian tribe listed pursuant to 25 U.S.C. 479a-1 (Title 1 of Pub. L. 103-454, Nov. 2, 1994, 108 Stat. 4791). The **Tribe's Ewiiapaayp Indian Reservation lands consist of the Big Ewiiapaayp section of the** Reservation, with its first parcels reserved from original Indian lands on February 10, 1891, following the Mission Indian Presidential executive orders and act of the Mission Indian Relief Act of 1891 (Jan. 12, 1891, ch. 65, 26 Stat. 712), and final additions to the Reservation with the enactment of the California Indian Land Transfer Act (**the "CILTA" on December 27, 2000, as** Title XI of the Omnibus Indian Advancement Act, Public Law 106-568, all totaling 5,460.13-

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acres for Big Ewiiapaayp. The Little Ewiiapaayp section of the Reservation was established on April 1, 1986, by acquisition of 8.6-acres, and on October 9, 1997, by acquisition of 1.4-acres, all totaling 10.02-acres for Little Ewiiapaayp.

The Ewiiapaayp Indian Reservation is the former stronghold for the principle Tiipay (aka, Tipai, southern or eastern Diegueno, or Kamia) clans of east and south San Diego County and western Imperial County. **The Villacitos Tribe joined Ewiiapaayp in the 1800's.** Ewiiapaayp clans migrated between the ocean, the desert, and the Ewiiapaayp stronghold according to season. The northern boundary extended from the Pacific Ocean and south of the San Diego River and east to modern El Centro, and to the northern areas of modern Baja, Mexico. **Non-Indian expansion pushed the Kumeyaay into their stronghold at Ewiiapaayp, or “leaning rock”** in the Kumeyaay language. **At the time of reservation formation in the 1890's Ewiiapaayp** families with children or of child bearing age were relocated to the newly formed reservations of Campo, La Posta and Manzanita.

The Constitution of the Tribe provides that the General Council has the power (i) to exercise the powers of self-government and self-determination; (ii) to exercise jurisdiction extending to lands now and hereafter comprising the Cuyapaipe Indian Reservation, California, (iii) to manage, lease, contract or otherwise deal with Tribal assets and community resources of the Tribe; (iv) to propose amendments to the Tribe's Constitution; and (v) to exercise other powers as provided in the Tribe's Constitution.

On September 28, 1973 the Tribe adopted a Constitution and Bylaws that was approved by the Commissioner of Indian Affairs, ratified by Act of Congress, and by tribal law, which was amended by the Tribe in a duly authorized election on August 5, 2002 and approved pursuant to authority delegated to the Secretary of the Interior on September 6, 2002. The inherent sovereign authority of the Tribe is vested in its General Council, composed of all adult tribal citizens, with specific authority delegated to the Executive Council, composed of the duly elected and seated tribal officials.

Since 2001 the Tribe is a self-governance tribe in accordance with the Indian Self-Determination and Education Assistance Act, P.L. 93-638, as amended, and the Indian Self-Determination Act Amendments, Title I, and Self-Governance Permanent Authorization, Title II, P.L. 103-413, and 25 U.S.C. 403(b), 25 U.S.C. 450 et seq., and 25 U.S.C. 458aa-458hh.

The Ewiiapaayp Indian Reservation is a small fraction of its historical territory. Big Ewiiapaayp lies at elevations between 4,800 and 6,300 feet, with arable land only about 2% of the total 5,460.12-acre land base. The tribal lands are remarkable for its three high ridges around a long, narrow valley. The tribal lands remain today the same as at the time of reservation establishment, without basic infrastructure (no electricity, telephone, radio, cellphone, water or waste water treatment, or even legal access) save for a single-lane dirt road. The road, known as La Posta Truck Trail/Thing Valley Road, reaches the Reservation over 12 miles from Inter-state 8 to the south gate. The access road, including the much worse segments on the Reservation, is a failing road with few improvements, insufficient maintenance, and unsafe conditions.

Without legal access, and without adequate or safe roads, Big Ewiiapaayp is unable to construct or maintain infrastructure or improvements, or to occupy its tribal houses for other than seasonal occupation. The **Tribe's** wind resource on its ridgelines is the only resource available for development on Big Ewiiapaayp but is limited by high costs to construct and sensitive **habitat still present in its pristine habitat due to the Tribe's strong environmental protection**

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practices. Little Ewiiapaayp is leased to the Indian health care consortium serving the Tribe and its neighbor and sister tribes until the year 2037.

The remoteness of the Reservation is apparent when considering the distances that its residents must travel to **the region's major employment and retail/service centers in San Diego** which is **about 70 miles from the Reservation via a circuitous route**. Serving residents' more immediate needs are the communities of Pine Valley and Alpine, California. The Tribal office is located in Alpine on the Little Ewiiapaayp portion of the Reservation. Figures 1 and 2 illustrate the general location and boundaries of the Big and Little portions of the Reservation.

Figure 1
Location Map – Big Ewiiapaayp Indian Reservation

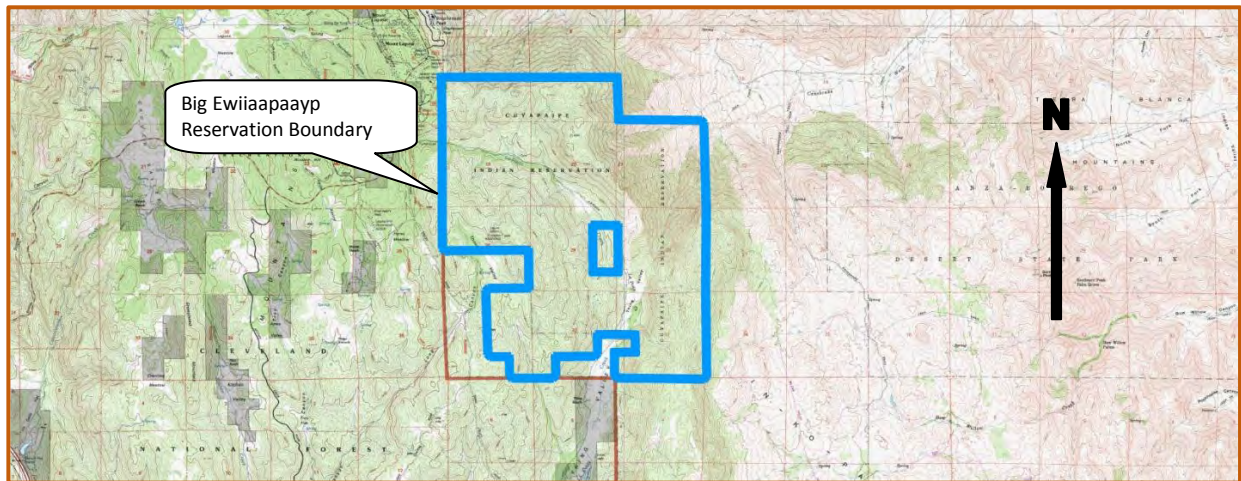


Figure 2
Location Map – Little Ewiiapaayp Indian Reservation



PART 1 - EXISTING CONDITIONS

1.1 Physical Characteristics

The reservation's topography is characterized by rocky, steep slopes desert land. The elevation of the reservation ranges from approximately 6,300 feet above mean sea level on the north ridgeline of Big Ewiiapaayp to about 4,800 feet above mean sea level near the southwest ridgeline.

Hydrologically, the main drainageway is La Posta Creek that bisects the Reservation flowing in an easterly/southeasterly direction, then turns south once it leaves the Reservation. With the exception of some smaller drainage basins in the northeast section of the Reservation that flow towards the Canebreak Wash, all of the Reservation is located within the La Posta Creek watershed.

The climate of the region (data from nearby Pine Valley, CA; monthly average) is an average annual high temperature of 66.7 F degrees Fahrenheit, and average annual low temperature of 38.7 degrees F. In August, the hottest month, daytime highs average 85 degrees F and night time lows average 53 degrees F. December, the coldest month, has daily highs averaging 52 degrees F and night time lows averaging 27 degrees F. The record high temperature is 110 degrees F in August, and the record low temperature is -4 degrees F in January. Precipitation varies throughout the year with most occurring November (3.26"), December (4.89"), January (5.54"), February (6.77"), March (5.77") and April (2.67"), and very little occurring during the other months. The average annual total precipitation is 28.9 inches.

1.2 Demographics and Development

Transportation systems have long been a vital and necessary part of society. Therefore, the evaluation of existing transportation network or projection of future transportation needs requires an understanding of existing land use, future land use, economic activity, and development trends.

1.2.1 Population and Housing Characteristics

The Tribe's current enrollment is five (5) members, all of whom have their primary residences on Big Ewiiapaayp. Due to unsafe road conditions and severe weather, tribal members are forced to live seasonally on their other tribal lands.

Residential development for tribal members on the reservation consists of ten (10) home sites with four (4) active homes on Big Ewiiapaayp. The homes have septic tanks and one well to serve all the homes. There is no electricity, telephone, cell phone, or radio communications for the homes.

1.2.2 Land Ownership

All 5,470.15 acres that make up the Ewiiapaayp Indian Reservation are Reservation lands held in trust by the United States Government for the benefit of the Ewiiapaayp Indian Tribe. The 10.02 acres of Little Ewiiapaayp in Alpine includes two parcels reserved in trust patent: 8.6 acres in 1986 and 1.4 acres in 1998. Big Ewiiapaayp consists of 5,460.13 acres reserved in trust patent beginning in 1891.

1.2.3 Existing Land Use

A windshield survey of existing land uses on the reservation was conducted by PAIKI's staff in March 2012. *Map A, Existing Conditions*, illustrates the generalized existing land uses and road conditions. The majority of the land on and surrounding the reservation is undeveloped. The Reservation residential development is located in the narrow valley at the center of the Reservation adjacent to Thing Valley Road. There are no utility services provided to these residences.

There is currently no commercial activity on the reservation. A wind energy conversion project is in design and pre-development phases for the Reservation east ridgeline. A second wind energy conversion project is in the due diligence phase for the Reservation west and north ridgeline. The Tribal office is located on Little Ewiiapaayp in Alpine. The entirety of Little Ewiiapaayp is leased to the Southern Indian Health Council (SIHC), of which the Tribe is a founding member. SIHC provides ambulatory health care services by contract with the Indian Health Service, to seven Kumeyaay tribes, including the Ewiiapaayp Band and to other Indians and to non-Indians as resources permit.

1.2.4 Land Use Control

The Tribe applies and enforces its tribal law in exercising its inherent sovereign authority for jurisdiction over its tribal lands in various statutes, including land use, zoning, building codes, environmental and air quality, water codes, taxation, civil (exclusive to the Tribe) and criminal (concurrent with State law enforcement), and associated regulations. The **Tribe's General Council** delegates tribal land use powers for the use of all Reservation lands to the Executive Council.

1.2.5 Law Enforcement

Criminal law enforcement **concurrent with the Tribe's authority available under Public Law 280** is provided by the San **Diego County Sheriff's** substation in Pine Valley.

1.3 Transportation System

This section describes the road system used by the residents of the Ewiiapaayp Indian Reservation. While emphasis is on the road system, public transit and other service routes are also addressed. Sections 1.3.1 through 1.3.10 present discussions of the existing and proposed IRR System roads that serve the Ewiiapaayp Indian Reservation. Map A shows the existing land uses and the transportation system serving the Reservation—including existing tribal and proposed IRR System roads.

1.3.1 Existing Roadway System

The Ewiiapaayp Indian Reservation is served primarily by unpaved access roads. These roads are narrow and somewhat treacherous due to the terrain of the surrounding land. The current condition of the access roads does not allow the Reservation to be fully utilized.

Public roads serving the Reservation are constructed and maintained by San Diego County, the U.S. Forest Service, the Bureau of Land Management, the Ewiiapaayp Tribe, and the State of California. Selected characteristics of the existing IRR System are presented in Table 1.1. Note that **"Existing IRR System"** refers to the IRR System prior to the Inventory Update.

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**Table 1.1
Selected Characteristics of Existing IRR System**

BIA Route No.	Road Name	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic
0001	Canebreak Rd	Rural Local	Earth	No Surface	0.3	10	Default
0002	Ceremonial Ground Rd	Rural Local	Earth	No Surface	0.1	12	Default
0003	Housing Loop Rd	Rural Local	Earth	No Surface	0.4	10	Default
0004	Water Storage Access Rd	Rural Local	Earth	No Surface	0.2	10	Default
LM01	Mt Cuchama Rd	Rural Local	Earth	No Surface	2.3	12	Default
S188	State Route 188	Minor Arterial	Paved	Excellent	1.8	24	7,000
F018	Thing Valley Rd	Rural Local	Gravel	Fair	11.1	12-16	Default
F008	Interstate 8	Major Arterial	Paved	Very Good	9.8	54	53,500
SD01	La Posta Truck Trail	Rural Local	Gravel/Paved	Good/Very Good	1.4	24-40	Default
SD02	Old Highway 80	Minor Arterial	Paved	Very Good	19.2	24	3,200
SD03	Sunrise Highway	Minor Arterial	Paved	Very Good	23.8	22	900
SD04	Willows Rd	Community Streets	Paved	Excellent	0.3	24	10,766
Bridges							
F008	Interstate 8 - Bridge No. 688	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 689	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 692	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 693	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 694	Major Arterial			0.0		
SD02	Old Hwy 80 - Bridge No. 57C0234	Minor Arterial			0.0		
SD02	Old Hwy 80 - Bridge No. 666	Minor Arterial			0.0		
SD02	Old Hwy 80 - Bridge No. 57C0335	Minor Arterial			0.0		
Subtotal					70.7		

1.3.2 Functional Classification of Roadways

Roads are classified or grouped into integrated systems by the functions they perform with regard to moving traffic and providing property access. Each road is ranked by its relative importance and the function it is intended to serve. Within the IRR system there are two types of road classification systems: State Highway Classifications and BIA Road Classifications. Both the state and the BIA use functional classification as the basis for classifying their roads. However, the criteria used to determine specific classifications differ between the two systems.

1.3.2.1 Generalized Functional Classification Definitions

Functional classification identifies the role each street or highway should play in channeling traffic through a rural or urban environment in a logical and efficient manner. The three general functional classification categories are Arterials, Collectors, and Local Roads. An arterial's function is to move through-traffic at high speeds over long distances with limited land access. Collector roads move traffic from local streets to arterial roads. Local roads or streets move traffic at relatively low speeds and provide access to adjacent property.

Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are

classified separately. Urban systems are composed of urban principal arterials, urban collectors, and urban local roads. Rural systems are composed of rural principal arterials, rural minor arterials, rural collectors, and rural local roads. General definitions of the three general functional classifications, along with desirable characteristics, are given below.

Arterials carry relatively large volumes of traffic through the state and to major destinations such as work sites or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include federal and interstate highways, and state highways that serve all urban areas with a population greater than 50,000, and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes.

Collectors generally serve intra-county and regional travel that has shorter travel distances than that supported by arterials. Collectors also provide a balance between mobility and land access by generally permitting access to all abutting properties. There are two categories of collectors: major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density. They collect traffic from local roads and provide access to all developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector.

Local Roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local roads usually serve residential areas and may also serve scattered businesses and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

1.3.2.2 State Highway Classifications

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), it became apparent that the 20-year-old federally mandated functional classifications needed modification to be reclassified before the establishment of a National Highway System (NHS). Although routinely updated by states, functional classifications were no longer consistent among the states and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA, which required the states to reclassify their roads and streets under oversight of the Federal Highway Administration, by September 30, 1996. The California Department of Transportation (CalTrans) has reclassified roads and streets within the State of California.

1.3.2.3 BIA Road Classifications

The BIA road system has eleven classes of routes: seven vehicular and four non-vehicular. Functional classification is used by the BIA to group roads into a specific vehicular class based on the existing or anticipated function of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the eleven BIA road system classes are given below, together with the list of roads the existing IRR inventory includes in each class. Proposed changes to the existing IRR inventory are described in Part Two, Inventory Update.

Class 1 roads are major arterial roads that provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day (vpd) or more. Interstate Highway 8 (BIA Route F008) is the only Class 1 road on the current Ewiiapaayp Indian **Reservation's IRR System**.

Class 2 roads are rural minor arterial roads that provide an integrated network serving traffic between larger population centers, and generally do not have stub connections. They serve traffic between large population centers and may also link smaller towns and communities to major destination areas that attract travel over long distances. They are generally designed for relatively high overall speeds with minimum interference to through traffic, and carry less than 10,000 vpd. Class 2 routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. Class 2 roads identified on the current Ewiiapaayp Indian **Reservation's IRR System** are: **Old Highway 80** (BIA Route SD02), Sunrise Highway (BIA Route SD03), and State Route 188 (BIA Route S188).

Class 3 routes are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. The only Class 3 route within the Ewiiapaayp Indian **Reservation's** current IRR System is Willows Road (BIA Route SD04).

Class 4 routes are rural major collectors that collect traffic from rural local roads. There are no Class 4 routes on the current Ewiiapaayp Indian **Reservation's IRR System**.

Class 5 routes are local rural roads that may include section line and stub-out roads that collect traffic for arterial roads and make connections within the grid of the Indian Reservation Roads System. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are non-vehicular routes defined as non-road type paths, trails, walkways and other designated types of routes for public use by foot traffic, bicycles, trail bikes, or other uses. Most of the roads on the current Ewiiapaayp Indian **Reservation's IRR System** are Class 5 routes and are identified as: Thing Valley Road (BIA Route F018), Canebreak Road (BIA Route 0001), Ceremonial Ground Road (BIA Route 0002), Housing Loop Road (BIA Route 0003), La Posta Truck Trail (BIA Route SD01), Mt. Cuchama Road (BIA Route LM01), and Water Storage Access Road (BIA Route 0004).

Class 6 routes are city minor arterial streets that are located within communities and provide access to major arterials. This is a relatively new classification in the IRR System and there are no Class 6 roads on the Ewiiapaayp Indian **Reservation's IRR System**.

Class 7 routes are city collector streets that are located within communities and provide access to city local streets. This is a relatively new classification in the IRR System and there are no Class 7 roads on the Ewiiapaayp Indian **Reservation's IRR System**.

Class 8 routes are non-road type projects such as paths, trails, walkways, and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are no Class 8 roads on the Ewiiapaayp Indian **Reservation's IRR System**.

Class 9 routes encompass other transportation facilities such as parking facilities adjacent to IRR routes and scenic byways such as rest areas, other scenic pullouts, ferry boat terminals, and transit terminals. There are no Class 9 roads on the Ewiiapaayp Indian **Reservation's IRR System**.

Class 10 routes are defined as airstrips that are within the boundaries of the IRR System and are open to the public. These airstrips are included for inventory and maintenance purposes, only. There are no Class 10 roads on the Ewiiapaayp Indian **Reservation's IRR System**.

Class 11 indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. There are no Class 11 roads on the Ewiiapaayp Indian **Reservation's IRR System**.

1.3.3 Drainage Features and Bridges

Drainage features are primarily located along the following existing IRR System roads: Thing Valley Road (BIA Route F018) at La Posta Creek. There are currently 8 bridges on the Ewiiapaayp Indian **Reservation's IRR System**: Bridges 688, 689, 692, 693 and 694 on Interstate Highway 8; and Bridges 57C0234, 57C0335 and 666 on Old Highway 80.

1.3.4 Postal Delivery Routes

The U.S. Postal Service delivers mail to the Big Ewiiapaayp at 4390 La Posta Truck Trail, Pine Valley, CA 91962, and to Little Ewiiapaayp at 4054 Willows Road, Alpine, CA 91901.

1.3.5 School Bus Routes

There is no school bus transportation for the Ewiiapaayp Indian Reservation.

1.3.6 Transit Routes

There is no general public transit system available for Big Ewiiapaayp. Little Ewiiapaayp in Alpine, however, is served by San Diego Metropolitan Transit System. There are two routes that have stops in front of the trust lands—routes 864 and 888. Route 888 only operates on Monday and Friday, with one round-trip. This route travels from the El Cajon transit center to Jacumba. Route 864, however, has service every day. This route operates more frequently, with 30 round-trips on weekdays and 18 round-trips on weekends.

1.3.7 Regional Transportation

Big Ewiiapaayp Indian Reservation is linked to Interstate Highway 8 via Thing Valley Road and La Posta Truck Trail, a 12 mile long, steeply graded, narrow, winding, unimproved road that

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rises over 1,200 feet between Interstate 8 and the Reservation south gate. A section of Sunrise Highway (BIA Route SD03) is located a short distance west of the Reservation; however, there is currently no direct connection between Sunrise Highway and any Big Ewiiapaayp Indian Reservation roads. The closest metropolitan area is San Diego, California, which is the San Diego County Seat and is approximately 70 miles west of Big Ewiiapaayp on Interstate 8.

Little Ewiiapaayp is linked to Interstate Highway 8 via Willows Road from the West Willows interchange approximately ¼ mile distant. Future developments on Little Ewiiapaayp could generate a need to provide transit service between the Reservation and surrounding destinations. The San Diego metropolitan area is approximately 30 miles east of Little Ewiiapaayp on Interstate 8.

PAIKI obtained and reviewed the *2012 SANDAG Regional Transportation Improvement Program*, the *2050 SANDAG Regional Transportation Plan*, and other regional transportation documents for this LRTP Update. There are border crossings proposed for Jacumba and Olta Mesa. PAIKI could not locate traffic projections for these facilities, but they are more than 10 miles from the Reservation so the impact on the Reservation roads should be minimal. There were no other proposed transportation projects located within close proximity to the Reservation; therefore, PAIKI concluded that the information presented was not directly **applicable to the Tribe's existing or proposed transportation program.**

There is an existing airport approximately 6 miles north of Big Ewiiapaayp (Rancho Vallecito Airport, Airport Identifier 46CA), however, it is privately owned and limited to small aircraft. The closest commercial airport is located in San Diego.

1.3.8 Traffic Control

Traffic control within the Reservation is provided by signing; there are no signalized intersections.

1.3.9 Accident Data

There is no information on accident history available through CalTrans or San Diego County for the Ewiiapaayp Indian Reservation. Since the tribal members rely on San Diego County for emergency services, including law enforcement, the Tribe also does not have accident data for the Reservation roads. Therefore, no accident analysis could be performed for this LRTP update. Every member of the Tribe, however, has suffered from at least one accident due to poor road conditions leading to or on Big Ewiiapaayp.

1.3.10 Bicycle and Pedestrian Facilities

The reservation does not have any bicycle or pedestrian facilities. Pedestrian or bicycle facilities are impractical on the Reservation due to the lack of amenities on Reservation land.

1.3.11 Roadway Hazards

The existing roadways within and accessing Big Ewiiapaayp are narrow and unimproved, with potential for roadside hazards to exist throughout their lengths.

PART TWO - IRR INVENTORY UPDATE

Proposed revisions to the existing Ewiiapaayp Indian Reservation IRR Inventory are subject to the approval of the Tribe and the BIA.

2.1 Roadway Inventory

In March 2012, PAIKI staff performed a field survey of the roads proposed to be added to the Ewiiapaayp IRR System. The task included a Global Positioning System (GPS) survey. The data describes the physical characteristics and condition of each road, and records, among other data:

- Identification (including length, class, location, etc.)
- Roadway section
- Inventory status (including date of update)

An inventory data form was developed to expedite fieldwork. Field inventory data was then transferred to the BIA inventory forms. To **make changes to the IRR Inventory, PAIKI's** inventory data is first reviewed by the Tribe and the BIA Regional Roads Office. Following the review and comment process, the Tribal Council, through formal resolution, accepts the data and refers it to the BIA Regional Roads Office for **approval as the "2013 Inventory Update."** The data (one sheet per section of each route) provides information regarding the physical characteristics and condition of each road, and includes a color photo of each section inventoried. The inventory data forms are located in the Indian Reservation Roads Inventory Data that has been provided to the Tribe and BIA. Table 2.1 summarizes the proposed IRR System based on the Inventory Update with proposed revisions to the inventory shown in yellow highlight. Section 2.1.6 provides a summary of existing and proposed IRR System road mileage, including additions, deletions, and corrections to mileage data based on the Inventory Update.

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**Table 2.1
2013 Inventory Update—Ewiaapaayp Indian Reservation IRR System**

BIA Route No.	Road Name	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic
0001	Canebreak Rd	Rural Local	Earth	No Surface	0.3	10	Default
0002	Ceremonial Ground Rd	Rural Local	Earth	No Surface	0.1	12	Default
0003	Housing Loop Rd	Rural Local	Earth	No Surface	0.4	10	Default
0004	Water Storage Access Rd	Rural Local	Earth	No Surface	0.2	10	Default
LM01	Mt Cuchama Rd	Rural Local	Earth	No Surface	2.3	12	Default
S188	State Route 188	Minor Arterial	Paved	Excellent	1.8	24	7,000
F018	Thing Valley Rd	Rural Local	Gravel	Fair	11.1	12-16	Default
F008	Interstate 8	Major Arterial	Paved	Very Good	9.8	54	53,500
SD01	La Posta Truck Trail	Rural Local	Gravel/Paved	Good/Very Good	1.4	24-40	Default
SD02	Old Highway 80	Minor Arterial	Paved	Very Good	19.2	24	3,200
SD03	Sunrise Highway	Minor Arterial	Paved	Very Good	23.8	22	900
SD04	Willows Rd	Community Streets	Paved	Excellent	0.3	24	10,766
F018	Thing Valley Rd	Rural Local	Paved	N/A	0.7	18	Default
Bridges							
F008	Interstate 8 - Bridge No. 688	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 689	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 692	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 693	Major Arterial			0.0		
F008	Interstate 8 - Bridge No. 694	Major Arterial			0.0		
SD02	Old Hwy 80 - Bridge No. 57C0234	Minor Arterial			0.0		
SD02	Old Hwy 80 - Bridge No. 666	Minor Arterial			0.0		
SD02	Old Hwy 80 - Bridge No. 57C0335	Minor Arterial			0.0		
Subtotal					71.4		

Among the key objectives of the Inventory Update is to identify mileage corrections for routes on the IRR System; and to identify reservation roads and bridges that should be added to, or deleted from, the IRR System or renumbered to more logically reflect their relationship with intersecting roads. The following sections of this report describe the proposed changes to the existing IRR System that are based on the data gathered during the Inventory Update.

2.1.1 Mileage Corrections to the Ewiaapaayp Indian Reservation IRR Inventory—BIA Routes

No mileage corrections are proposed for the Ewiaapaayp Indian Reservation IRR Inventory.

2.1.2 Roads to be added to the Ewiaapaayp Indian Reservation IRR Inventory

The existing Ewiaapaayp Indian Reservation IRR System total mileage is 70.7 miles, which includes 11.1 miles on the BIA system, 1.0 miles on the tribal system, and 58.6 miles on the state or county system. Based on the Inventory Update, the proposed total mileage for the IRR System is 71.4 miles. The proposed addition to the IRR system is the 0.7 mile extension of Thing Valley Road, BIA Route F018 through the Cleveland National Forest, which will be on the Federal system if approved. **A copy of the Inventory Comparison List accompanying the Tribe’s road inventory update submittal to the BIA, through the Road Inventory Field Data System**

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(RIFDS) application, and a copy of the strip map for the proposed route, is contained in **Appendix A**. The classes of roads to be added are identified below.

Class 1 - PAIKI inventoried no Class 1 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

Class 2 - PAIKI inventoried no Class 2 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

Class 3 - PAIKI inventoried no Class 3 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

Class 4 - PAIKI inventoried no Class 4 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

Class 5 - PAIKI inventoried one Class 5 road on the Ewiiapaayp Indian Reservation during the Inventory Update. The road length was 0.7 miles and is recommended for addition to the IRR System.

Class 6 and Class 7 - PAIKI inventoried no Class 6 or 7 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

Class 8 - PAIKI inventoried no Class 8 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

Class 9 - PAIKI inventoried no Class 9 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

Class 10 and Class 11 - PAIKI inventoried no Class 10 or 11 roads on the Ewiiapaayp Indian Reservation during the Inventory Update.

2.1.3 Roads to be deleted from the Ewiiapaayp Indian Reservation IRR Inventory

No roads are proposed for deletion from the Ewiiapaayp Indian Reservation IRR Inventory.

2.1.4 Bridges to be added to the Ewiiapaayp Indian Reservation IRR Inventory

No bridges are proposed to be added to the Ewiiapaayp Indian Reservation IRR Inventory.

2.1.5 Bridges to be deleted from the Ewiiapaayp Indian Reservation IRR Inventory

There are no bridges proposed to be deleted from the Ewiiapaayp Indian Reservation IRR Inventory.

2.1.6 Summary of Existing and Proposed IRR System Road Mileage

Table 2.2, below, summarizes the proposed revisions to the Ewiiapaayp Indian Reservation IRR Road System mileage, based on the Inventory Update recently conducted.

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**Table 2.2
Proposed IRR System Road Mileage**

Proposed BIA Road System Mileage Revisions		Miles
<i>Existing BIA DOT Inventory</i>		11.1
Roads to be Added to BIA System		0.0
Roads to be Deleted from BIA System		0.0
Other Route Mileage Corrections		0.0
Proposed 2013 BIA Road System		11.1
Proposed Tribal Road System Mileage Revisions		Miles
<i>Existing Tribal DOT Inventory</i>		1.0
Roads to be Added to Tribal System		0.0
Roads to be Deleted from Tribal System		0.0
Other Route Mileage Corrections		0.0
Proposed 2013 BIA Road System		1.0
Proposed Non-BIA Road System Mileage Revisions		Miles
<i>Existing Non-BIA DOT Inventory</i>		58.6
Roads to be Added to Non-BIA System		0.7
Roads to be Deleted from Non-BIA System		0.0
Other Route Mileage Corrections		0.0
Proposed 2013 BIA Road System		59.3
EXISTING IRR SYSTEM TOTAL		70.7
PROPOSED 2013 IRR SYSTEM TOTAL		71.4

2.2 Existing Traffic Volumes

For most of the roads in the current IRR inventory, there is no traffic volume data available, so default traffic volumes were assumed. Traffic volume data is available for Interstate 8 (F008) from CalTrans, and for Old Highway 80 (SD02), State Route 188 (S188), Sunrise Highway (SD03), and Willows Road (SD04) from San Diego County. For this LRTP Update the traffic volumes on these routes were updated using 2010 CalTrans and San Diego County data.

PART THREE - THE TRANSPORTATION PLAN

3.1 Future Development Plans

Future development plans identified by the Tribe are incorporated into this report in the following sections. These plans, when completed, will have impacts on the existing roadway network and may necessitate roadway system improvements. These are described in Section 3.2.2 and depicted on the enclosed *Map B - Proposed Road Conditions*.

3.1.1 Tribal Development Projects

The Tribe has identified the following future development projects:

- Wind turbine farms to be located on Big Ewiiapaayp
- Refurbish and rebuild residential units and infrastructure for same on Big Ewiiapaayp
- Possible commercial leasing project on fee-to-trust lands to be acquired both south of and contiguous with the 10-acre Little Ewiiapaayp parcel
- A fire station on Big Ewiiapaayp
- A waste transfer station on Big Ewiiapaayp

There are currently no timetables for the completion of these developments, and plans for these developments have not progressed to the point where traffic impacts can be assessed in detail. However, access roads and other related transportation improvements will have to be completed for these projects. Future additions to the IRR Inventory are to be anticipated as a result of the development projects.

3.1.2 Short- and Long-Range Development Plans

The Tribe has proposed the following short- and long-range development plans:

Short-range Plans

- A 51 MegaWatt wind energy conversion project on Big Ewiiapaayp (Tule project)
- Refurbish the 4 existing tribal houses on the Big Ewiiapaayp include infrastructure to the housing units (septic, electricity, telephone, water)
- Commercial leasing project through the acquisition of fee-to-trust lands

Long-range Plans

- A 100 MegWatt wind farm on Big Ewiiapaayp (Leaning Rock Project)
- Rebuild 6 housing units on Big Ewiiapaayp
- A fire station on Big Ewiiapaayp
- A waste transfer station on Big Ewiiapaayp

3.1.3 Growth Assumptions for the Years 2015 and 2030

Growth projections for the Tribe were made based on discussions with members and an examination of the proposed projects. By the year 2015, assuming improvements to infrastructure (roads, housing, septic, electricity, telephone, water, etc) are made, the Tribe

expects to at least double in size. For purposes of this study, a maximum population of 15 tribal members in the year 2015 is assumed.

By the year 2030, assuming a modest single- generation growth model (2.3 children/ household), the Tribe can expect a population of approximately 31 people.

Although Reservation population increases are projected, the total future population of the reservation will not be enough to noticeably affect traffic patterns. Therefore, population was not a major factor in the projections of future traffic within the Reservation.

3.2 Recommended Transportation Improvements

This LRTP Update for the Ewiiapaayp Indian Reservation outlines existing conditions, identifies transportation needs, and presents an integrated set of proposed roadway improvements for the Tribe. The plan also includes policies and related actions necessary to implement the plan, and identifies the government agencies and private entities that have programmed funds to carry out the improvements.

3.2.1 Proposed Roads to be added to the Ewiiapaayp Indian Reservation IRR Inventory

The new access roadway through the Cleveland National Forest that will provide a connection from Sunrise Highway to the northerwesterly terminus of Thing Valley Road is proposed to be added to the Ewiiapaayp Indian Reservation IRR Inventory. The length of this road is 0.7 miles.

3.2.2 Proposed Transportation Projects

Several proposed transportation improvement projects were identified during the course of this study. The locations of these projects are depicted *on Map B, Proposed Road Conditions*. The projects on this list may be revised, deleted, or expanded during the review period that commences with the submittal of this draft report. Once the project list is completed, the projects on that list must be ranked according to tribal priority. The prioritized list must then be approved by Tribal Resolution prior to being included in the LRTP Update Final Report. The transportation projects proposed to date are described below. The projects are in priority order and are illustrated on *Map B, Proposed Road Conditions*.

- 1. Thing Valley Road, BIA Route F018 - Access Road through Cleveland National Forest** (0.7 miles): new roadway through the Cleveland National Forest that will provide a connection from Sunrise Highway to the northerwesterly terminus of Thing Valley Road. The proposed road will be an all-season aggregate surface, 2 ft wide graded shoulders, and drainage improvements. This road is proposed for addition to the Tribe's IRR inventory and will be on the Federal System (other Federal Agency Roads).
- 2. Thing Valley Road, BIA Route F018** (11.1 miles) needs re-grading and the addition of shoulders. Approximately 2.05 miles is currently under design.
- 3. Housing Loop Road, BIA Route 003** (0.4 mile) - needs re-grading and the placement of an all-weather surface to allow year around access for residents.

- 4. Roadway Maintenance Equipment** - The Tribe needs to purchase roadway maintenance equipment in order to maintain the improved roadways and reduce the degradation of the existing roadway conditions on the Ewiiapaayp Indian Reservation.
- 5. La Posta Truck Trail, BIA Route SDo1** (1.4 miles) needs rehabilitation, widening, the addition of shoulders, and future maintenance in order to improve the surface condition of this roadway and allow the Tribe to have greater access and development to Ewiiapaayp Indian Reservation lands.
- 6. Water Storage Access Road, BIA Route 002** (0.2 mile) - needs re-grading and the placement of an all-weather surface to allow year around access for maintenance to water supply facilities.
- 7. Mt. Cuchama Road, BIA Route LMo1** (2.3 mile) - needs re-grading and the placement of an all-weather surface to allow year around access.

3.2.3 Government Agency Responsibilities

Since different government entities are responsible for different roads, the funding for the improvements previously described may fall within the jurisdiction of different agencies. Proposed improvements under the jurisdiction of the county or state are included in a state transportation planning process by which they are placed by priority in a five-year Transportation Improvement Program (TIP).

3.2.4 IRR Construction Funding

The BIA receives Highway Trust Funds (HTF) from the Federal Highway Administration (FHWA) – Federal Lands Highway Office (FLHO), and distributes funds to the various Regional Offices based on an allocation formula. Reauthorization of HTF for Indian Reservation Roads (IRR) construction began on December 18, 1991, when the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA authorized \$1,114,000,000 to the BIA for road construction from Fiscal Year 1992 through Fiscal Year 1997.

Long before that, however, the Surface Transportation Act of 1982 authorized the BIA's use of HTF for Indian Reservation Roads, but specified that funds were to be allocated to the BIA based on the relative needs of the reservations. In response to this requirement, the BIA developed a "Relative Need" formula to determine regional office road construction allocations. This "Relative Need" formula was approved in 1993 and phased in during fiscal years 1993 through 1996.

On June 9, 1998, Congress approved the Transportation Equity Act for the 21st Century (TEA-21), which authorized \$225,000,000 for the IRR Program in FY 1998 and \$275,000,000 for the IRR Program for FY 1999 through FY 2003. TEA-21 eliminated the one percent set-aside of State bridge funds for the IRR Highway Bridge Rehabilitation and Replacement Program (HBRRP). Instead, it required that \$13,000,000 of each **year's IRR Program funding be allocated for bridge rehabilitation and replacement.**

TEA-21 also required that a new formula be developed, though the negotiated rule making process, for the distribution of IRR funds to Indian tribes beginning in FY 2000. A Negotiated Rule Making Committee was established in February 1999 to review and modify regulations for the IRR Program and develop a new funding formula. In November 2002, two formulas were

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published in the Federal Register for general Comment. Following the comment period, the formula committee refined the funding formula and recommended to the Assistant Secretary of Indian Affairs a formula for final rule. The final rule was published in the Federal Register as 25 C.F.R. Part 170 for comment, after which it was sent to the Office of Management and Budget (OMB) for acceptance. The final rule, with its applicable funding formula, regulations, and timelines, became effective on November 13, 2004.

The currently applicable legislation authorizing funding is the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), codified in Title 23 U.S.C. and 25 C.F.R. Part 170. Congress passed the legislation in 2005 and it was due to expire in 2009. However, Congress has granted a series of extensions of SAFETEA-LU transportation funding while the House and Senate seek to resolve difference over future financing. The most recent extension, signed by President Barack Obama March 4, 2011, extends funding until September 30, 2011.

BIA Regional Offices are provided annual funding amounts from the BIA-Division of Transportation (BIADOT) in accordance with the Tribal Transportation Allocation Methodology (TTAM), based on Tribal shares determined by the Relative Need Distribution Factor (RNDF) and the Population Adjustment Factor (PAF). These amounts are used by Tribes and/or the Regional Offices to develop a 4 to 5 Year Transportation Improvement Program (TIP) for the use of these funds, that uses the current year Tribal share amount as the planning amount for the following years.

The planning amount currently identified for the Pacific Regional Office (PRO) for road construction during five-year period of 2010-2014, less funding provide directly to tribes by the Office of Self-Governance and FHWA-FLH, is \$108,957,799, which is subject to change with **each subsequent year's Congressional Appropriation and run of the RNDF and PAF.**

The Ewiiapaayp **Tribe's estimated share of the BIA-WRO's 2010-2014 IRR** construction planning amount is \$276,000, which is approximately 0.25% **of the Region's planning** amount. This amount is for all project-related costs, which include: design and right-of-way surveys, right-of-way acquisition, environmental and archeological clearances, engineering services, construction, and contract monitoring.

3.2.5 Transportation Improvement Program (TIP)

The BIA Regional Office is required to produce and submit an annual four-year IRR-TIP for each Tribe within its jurisdiction to BIADOT and FHWA for review and approval. The current year TIP amount for each Tribe must equal their current year allocation, and the TIP amounts for the +1, +2 + 3 years must be within plus or minus ten percent (± 10) of their current year allocation. The IRR-TIP is generated by the Control Schedule/Transportation Improvement Plan System (CSTIPS) program which is used to enter relevant project information and yearly cost estimates for project activities.

A Tribal TIP is a multi-year, financially constrained, list of proposed transportation projects to be implemented during a 3 to 5 year period on roads with or providing access to Indian trust land. It is developed from a Tribal transportation improvement priority list and must be **consistent with the Tribe's Long Range Transportation Plan.** Projects on the Tribal TIP must be on a route in the IRR inventory. It may also contain projects funded by the Tribe and other **Federal, State, and/or township DOT's initiated** by or developed in cooperation with the Tribe. Only those projects approved by the sponsoring governmental entity may be included in a Tribal

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TIP. Tribal TIP's containing IRR funded projects need to be submitted to the BIA Regional Office for inclusion in the IRR TIP and must contain relevant project information needed by the BIA to enter the project in the IRR TIP.

IRR funded projects identified in the Tribal TIP are reviewed by the Regional BIA Office to insure that they contain sufficient project information to create or update a project in the IRR TIP, and that the project **totals are within plus or minus ten percent (± 10) of the Tribe's annual share of IRR funds**. Acceptable Tribal TIP projects are included in the IRR TIP unchanged. Tribal TIPs requiring addition project information or that have project totals exceeding their annual share are returned to the Tribe for correction and resubmittal.

APPENDIX A

**2013 LRTP Update - Inventory
Comparison Listing**

Strip Maps

5704 Forms

Inventory Comparison Listing
Ewilaapaayp Band of Kumeyaay Indians

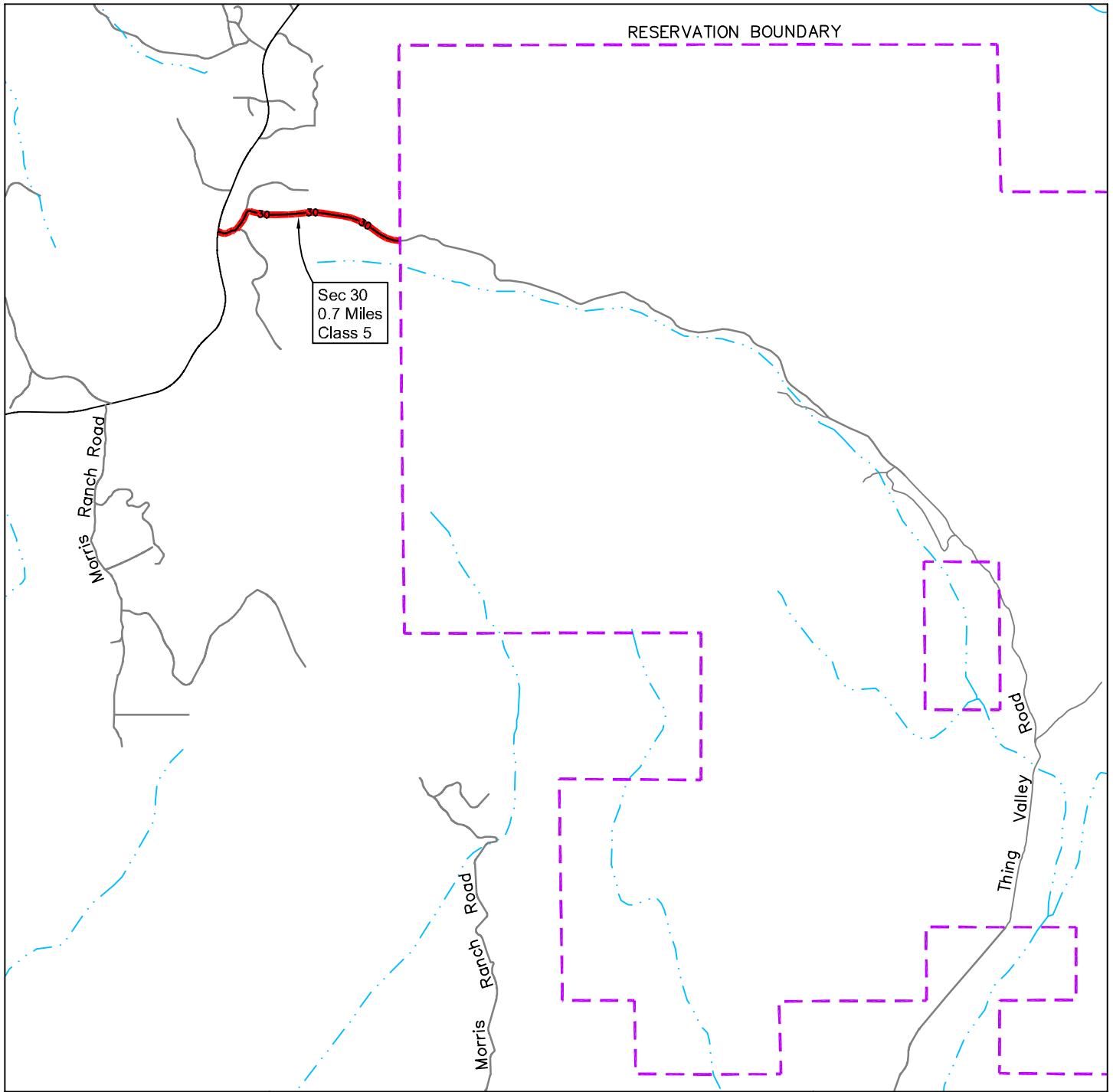
Route No.	Road Name	2013 Inventory Update	Existing D.O.T.	CLASS	2013 Inventory Update	Existing D.O.T.	LENGTH	2013 Inventory Update	Existing D.O.T.	Bridge No.	2013 Inventory Update	Existing D.O.T.	SURFACE TYPE*	2013 Inventory Update	Existing D.O.T.	OWNERSHIP	2013 Inventory Update	Existing D.O.T.	CONST. NEED	2013 Inventory Update	Existing D.O.T.	COMMENTS	
0001	Canebreak Rd		10	5	5	5	0.3	0.3					2	2	2	2	2	2	2	2	2	2	On existing IRR Inventory
0002	Ceremonial Ground Rd		10	5	5	5	0.1	0.1					2	2	2	2	2	2	2	2	2	2	On existing IRR Inventory
0003	Housing Loop Rd		10	5	5	5	0.4	0.4					2	2	2	2	2	2	2	2	2	2	On existing IRR Inventory
0004	Water Storage Access Rd		10	5	5	5	0.2	0.2					2	2	2	2	2	2	2	2	2	2	On existing IRR Inventory
LM01	Mt Cuchama Rd		810	810	5	5	2.3	2.3					2	2	7	7	7	7	7	7	7	7	On existing IRR Inventory
S188	State Route 188		810	810	2	2	1.8	1.8					5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F018	Thing Valley Rd		10	5	5	5	7.4	7.4					3	3	1	1	1	1	1	1	1	1	On existing IRR Inventory
F018	Thing Valley Rd		20	5	5	5	3.7	3.7					3	3	1	1	1	1	1	1	1	1	On existing IRR Inventory
							Subtotal F018	11.1	11.1														
F008	Interstate 8		810	810	1	1	2.1	2.1					5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		820	820	1	1	0.0	0.0	688	688			5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		830	830	1	1	1.2	1.2					5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		840	840	1	1	0.0	0.0	689	689			5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		850	850	1	1	3.8	3.8					5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		860	860	1	1	0.0	0.0	692	692			5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		870	870	1	1	1.0	1.0					5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		880	880	1	1	0.0	0.0	693	693			5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		890	890	1	1	0.4	0.4					5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		900	900	1	1	0.0	0.0	694	694			5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
F008	Interstate 8		910	910	1	1	1.3	1.3					5	5	3	3	3	3	3	3	3	3	On existing IRR Inventory
							Subtotal F008	9.8	9.8														
SD01	La Posta Truck Trail		810	810	5	5	0.3	0.3					5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD01	La Posta Truck Trail		820	820	5	5	1.1	1.1					3	3	5	5	5	5	5	5	5	5	On existing IRR Inventory
							Subtotal SD01	1.4	1.4														
SD02	Old Highway 80		810	810	2	2	1.9	1.9					5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD02	Old Highway 80		820	820	2	2	0.0	0.0	57C0234	57C0234			5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD02	Old Highway 80		830	830	2	2	2.2	2.2					5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD02	Old Highway 80		840	840	2	2	0.0	0.0	666	666			5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD02	Old Highway 80		850	850	2	2	8.6	8.6					5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD02	Old Highway 80		860	860	2	2	0.0	0.0	57C0335	57C0335			5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD02	Old Highway 80		870	870	2	2	6.5	6.5					5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
							Subtotal SD02	19.2	19.2														
SD03	Sunrise Highway		810	810	2	2	23.8	23.8					5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
SD04	Willows Rd		810	810	3	3	0.3	0.3					5	5	5	5	5	5	5	5	5	5	On existing IRR Inventory
F018	Thing Valley Rd		30	5	5	5	0.7	0.7					4	4	7	7	7	7	7	7	7	7	Proposed addition to IRR Inventory
							Subtotal	71.4	70.7														Increase of 0.7 miles recommended for addition to the IRR system

*Surface Type - Existing Inventory: 0) Proposed Road, 1) Unimproved Earth, 2) Grade & Drain, 3) Gravel, 4) Bituminous Penetration, 5) Bituminous<2", 6) Bituminous= or >2", 8) Concrete, 9) Primitive.
 *Surface Type - Inventory Update: 0) Proposed Road, 1) Primitive, 2) Earth, 3) Gravel, 4) Bituminous < than 2", 5) Bituminous = or > than 2", 6) Concrete.

U.S. DEPARTMENT OF THE INTERIOR BIA-DOT INDIAN ROADS NEED DATA
Pacific Regional Office

BIA-5704
RIFDS

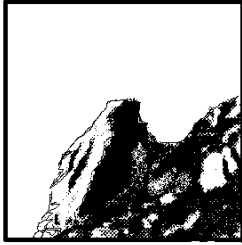
FIELD	FIELD DESCRIPTION	CODE	CODE DESCRIPTION	FIELD	FIELD DESCRIPTION	CODE	CODE DESCRIPTION
1-2	Area / Agency	J54	Pacific Region	51	Road Purpose Code	A	General
3	Reservation	573	Ewiiapaayp Band of Kumeyaay Indians	52	Date of Construction Chg.		
4	Route Number	F018		53	L RTP	-	
5	Section Number	30		54	Tribal Resolution	-	
6	Road / Bridge Name	Thing Valley Road		55	BIADOT Remarks	-	
7	State	6	California				
8	Ownership	7	Other Fed. Gov. Agency				
9	Federal Aid Category	1	Local Roads				
10	Functional Classification	5	Rural Local				
11	Terrain	3	Mountainous				
12	Construction Need	4	Proposed Road				
13	Existing Surface Type	0	Proposed Road				
14	Existing Shoulder Type						
15	Length of Section (miles)	0.7					
16	Surface Width (feet)	18		56	Region Remarks	-	
17	Shoulder Width (feet)	2					
18	Bridge Number						
19	Bridge Condition						
20	Length of Bridge (feet)						
21	ADT Year						
22	Existing ADT						
23	% Trucks						
24	Surface Condition (SCI)						
25	Roadbed Condition	0	Proposed Road				
26	Level of Maintenance			57	Field Remarks	-	
27	Snow and Ice Control						
28	ROW Status	1	Tribal Resolution/Consent				
29	ROW Width (feet)	60					
30	% Add'l Incidental Cost	0					
31	Narrative	-					
				58	Regional Coordinator	-	
				59	Inventory Data Collector	PAIKI	
32	County						
33	Congressional District						
34	Owner Number / ID						
35	Drainage Condition						
36	Shoulder Condition						
37	Number of RR Crossings	0					
38	Type of RR Crossings						
39	ROW Utility	0	None				
40	ROW Cost (\$1000/mile)						
41	Begin Latitude	32.8561° N					
42	Begin Longitude	116.4233° W					
43	End Latitude	32.8561° N					
44	End Longitude	116.4125° W					
45	Atlas Map Number	1					
46	Max. Grade Condition						
47	P.S.D. Allowable						
48	No. Curves > Max Allow.						
49	No. Stopping Restrictions						
50	Safety Study						



BIA Route F018 Section 30		Ewiiapaayp Band of Kumeyaay Indians San Diego County, California Southern California Region		
Route Name: Thing Valley Road				
Length: 0.7 Miles		Legend:		
Functional Classification: 5		Road Section		
Location: Congr. District 52, San Diego County, California Beg: Lat/Long 32.8561°N/116.4233°W End: Lat/Long 32.8561°N/116.4125°W		Reservation Boundary		
NOTE: If reservation boundary line is not present in drawing, it is assumed that road sections are located within reservation indicated and cannot be shown due to scale of drawing.		County Boundary		
		Adjacent Roads		
		Bridge		
		River		
		Lake		
		ADT Traffic Count		
		BIA Route		
		State Route		
		Interstate Route		
		BIA State Route		
		BIA County Road		

APPENDIX B

Tribal Resolution



Ewiiapaayp Tribal Office

Ewiiapaayp Band of Kumeyaay Indians

4054 Willows Road
Alpine, CA 91901
TEL: (619) 445-6315
FAX: (619) 445-9126
E-mail: wmicklin@leaningrock.net

TRIBAL RESOLUTION

EWIIAAPAAP BAND OF KUMEYAAY INDIANS

INDIAN RESERVATION ROAD INVENTORY AND LONG RANGE

TRANSPORTATION PLAN

No. 13-03

SUBJECT: A Resolution approving the amending and updating of the Tribe's Indian Reservation Roads (IRR) Inventory and Long Range Transportation Plan (LRTP).

WHEREAS: the Ewiiapaayp Band of Kumeyaay Indians is a federally recognized Indian tribe listed pursuant to 25 U.S.C. 479a-1 (Title 1 of Pub. L. 103-454, Nov. 2, 1994, 108 Stat. 4791), which notice published the current list of "Indian Entities Recognized and Eligible to Receive Services from the United States Bureau of Indian Affairs", formerly known as the "Cuyapaipe Band of Mission Indians" or the "Cuyapaipe Community of Diegueno Mission Indians of the Cuyapaipe Reservation, California", hereinafter referred to as the "Tribe", and its Indian Reservation lands reserved in the Big Ewiiapaayp Indian Reservation on February 10, 1891, following the executive order of January 12, 1891, and Act of the U.S. Congress (26 Stat. 712 - 714 c.65) and December 27, 2000, and the Little Ewiiapaayp Indian Reservation established on April 1, 1986, October 9, 1997; and

WHEREAS: the Constitution of the Tribe provides that the governing body of the Tribe shall be the General Council; and

WHEREAS: the Constitution of the Tribe provides that the General Council has the power (i) to exercise the powers of self-government and self-determination; (ii) to exercise jurisdiction extending to lands now and hereafter comprising the Cuyapaipe Indian Reservation, California, (iii) to manage, lease, contract or otherwise deal with Tribal assets and community resources of the Tribe; (iv) to propose amendments to the Tribe's Constitution; and (v) to exercise other powers as provided in the Tribe's Constitution; and

WHEREAS: The Tribe did on September 28, 1973, adopt a Constitution and Bylaws which was approved by the Commissioner of Indian Affairs, ratified by Act of Congress, and by tribal law, which was amended by the Tribe in a duly authorized election on August 5, 2002 and approved pursuant to authority delegated to the Secretary of the Interior on September 6, 2002, the sovereign authority of the Tribe over the matter described herein is delegated to the Cuyapaipe Band Tribal Council, acting by law, and

WHEREAS: The Tribe did on May 20, 2005 adopt and enact a Tribal Code, including Title 100 Tribal Government Ordinance wherein Title 100 § 100.02.2., authorizes the Chairman, Vice Chairman, Secretary, or the Tribe's delegee, as signatories on behalf of the Tribe.

WHEREAS: Since 2001 the Tribe is a self-governance tribe in accordance with the Indian Self-Determination and Education Assistance Act, P.L. 93-638, as amended, and the Indian Self-Determination Act Amendments, Title I, and Self-Governance Permanent Authorization, Title II, P.L. 103-413, and 25 U.S.C. 403(b), 25 U.S.C. 450 et seq., and 25 U.S.C. 458aa-458hh; and

WHEREAS, by authority vested in the P.L. 93-638 Indian Self Determination Act of 1975, the Tribe is afforded the opportunity to participate in the assessment, implementation, and administration of the Tribe’s affairs; and

WHEREAS: The Southern Indian Health Council, Inc. (SIHC) is a non-profit organization legally established and controlled by a Consortium of seven federally recognized Tribes whose Governing Body is composed of the Barona, Campo, Ewiiapaayp, Jamul, La Posta, Manzanita, and the Viejas Band of Kumeyaay Indians; and

WHEREAS: The Barona, Campo, Ewiiapaayp, Jamul, La Posta, Manzanita, and the Viejas Band of Kumeyaay Indians, hereinafter referred to as “Tribes” are Federally recognized Tribes as defined in the Indian Self-Determination Act (25 USC, Section 450b); and

WHEREAS: By the authority vested in the P.L. 93-638 Indian Self-Determination Act of 1975, the organization is legally structured to represent its seven-Tribe Consortium in unified efforts to submit applications for grants deemed beneficial to the Consortium tribal members; and

NOW, THEREFORE BE IT RESOLVED, the Ewiiapaayp Band of Kumeyaay Indians Tribal Council hereby approves the amending and updating of the Tribe’s Indian Reservation Roads (IRR) Inventory and Long Range Transportation Plan (2013 Long Range Transportation Plan attached as a current draft);

BE IT FURTHER RESOLVED, the Ewiiapaayp Band of Kumeyaay Indians Tribal Council hereby approves the addition of the following IRR Routes to the Tribe’s current IRR Inventory (Strip Maps attached):

Route	Section
F018	30

BE IT FURTHER RESOLVED, the Ewiiapaayp Band of Kumeyaay Indians Tribal Council hereby approves the following Routes as a priority of the Ewiiapaayp Band of Kumeyaay Indians: 1) Route F018-030 (Cleveland Forest Access Road), 2) F018-010 & 020 (Thing Valley Road), 3) Route 003 (Housing Loop Road, 4) Purchase Road Maintenance Equipment, 5) Route SD01 (La Posta Truck Trail), 6) Route 002 (Water Storage Access Road), and 7) Route LM01 (Mt. Cuchama Road), the order of importance being 1) the highest and 9) the lowest. All roads will be reconstructed according to the priority list when funds become available;

BE IT FINALLY RESOLVED, that the Tribal Council authorizes the Chairman of the Tribe to take such action as is necessary to carry out this resolution.

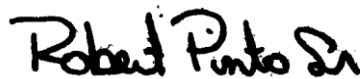
Effective immediately and until revoked or modified by the Tribal Council, pursuant to the authority vested in the Tribal Council pursuant to the Constitution of the Ewiiapaayp Band of Kumeyaay Indians.

All resolutions or parts of resolutions inconsistent with this resolution are repealed. This resolution is effective immediately and shall continue in effect during the entire Grant period from the date below pursuant to the authority vested in the Tribal Council pursuant to the Constitution of the Ewiiapaayp Band of Kumeyaay Indians.

CERTIFICATION

I, the undersigned, as Chairman of the Ewiiapaayp Band of Kumeyaay Indians, do hereby certify that the General Council is composed of five (5) members of which five (5) are voting members and of which three (3) were present, constituting a quorum at a Special Meeting thereof; duly and regularly called, noticed, convened and held this ___th day of March, 2013; and that this Resolution was duly adopted by a vote of three (3) in favor, zero (0) opposed, and zero (0) abstaining, and that said Resolution has not been rescinded, amended or modified in any way.

Dated this ___th day of March, 2013.

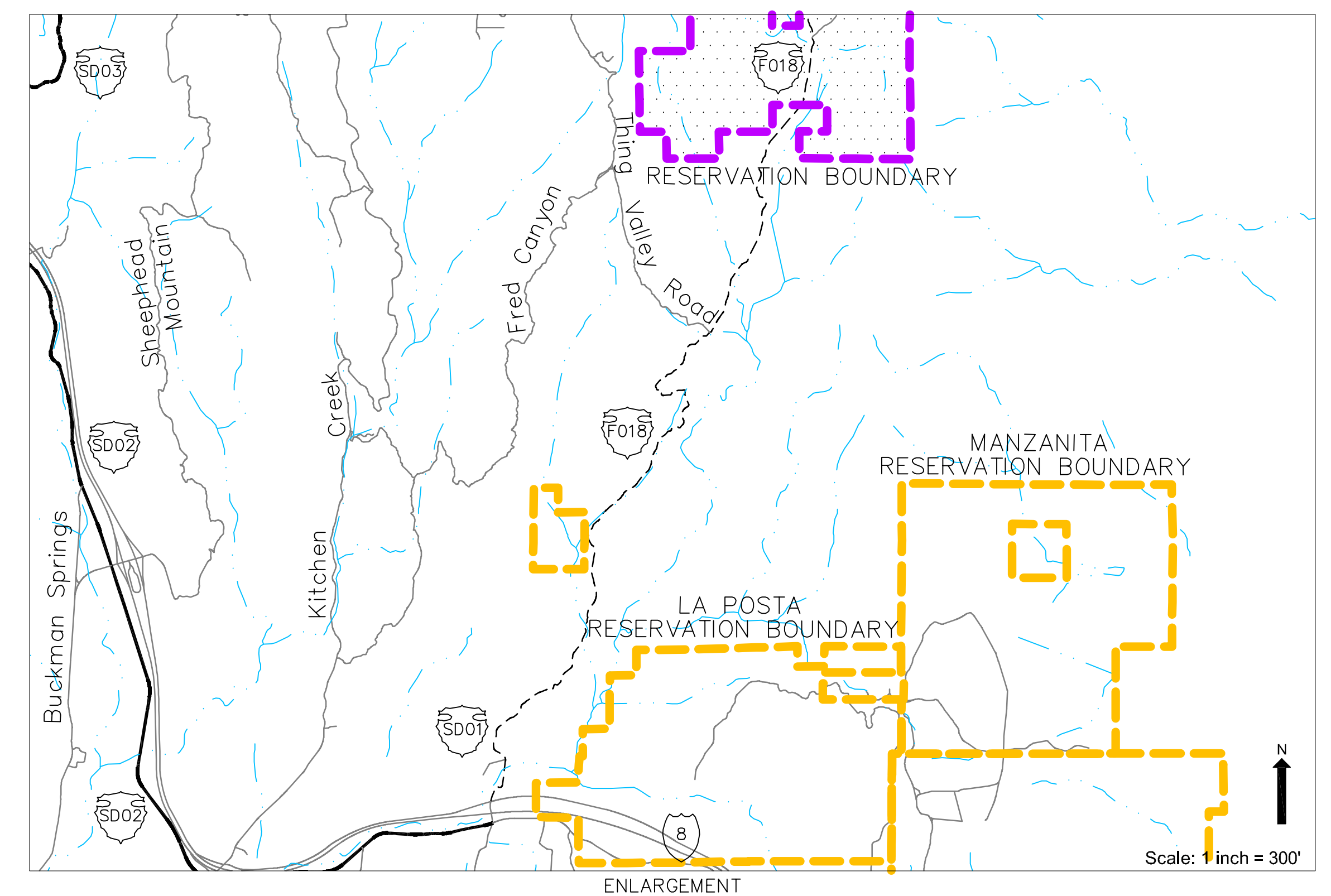
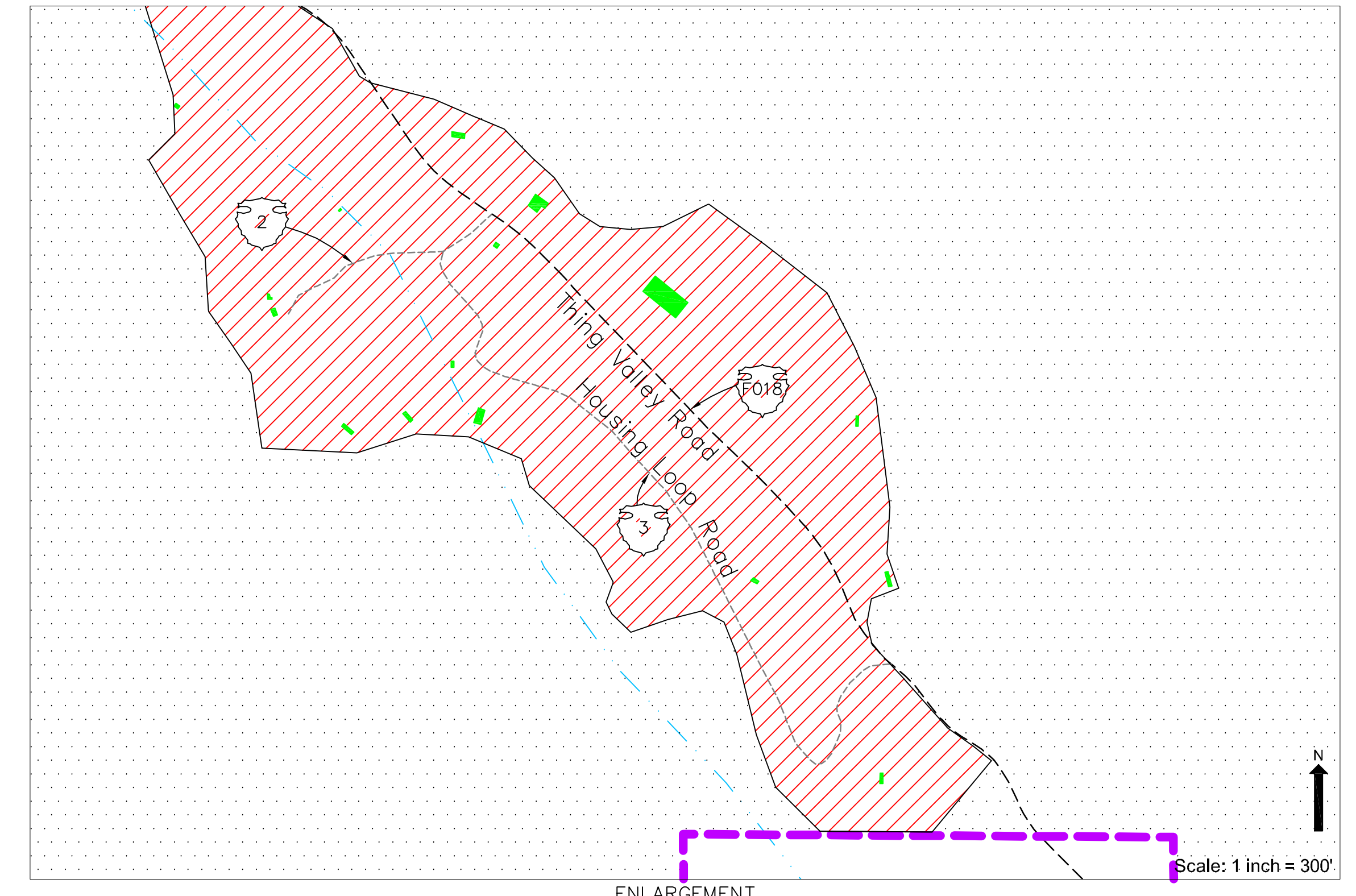
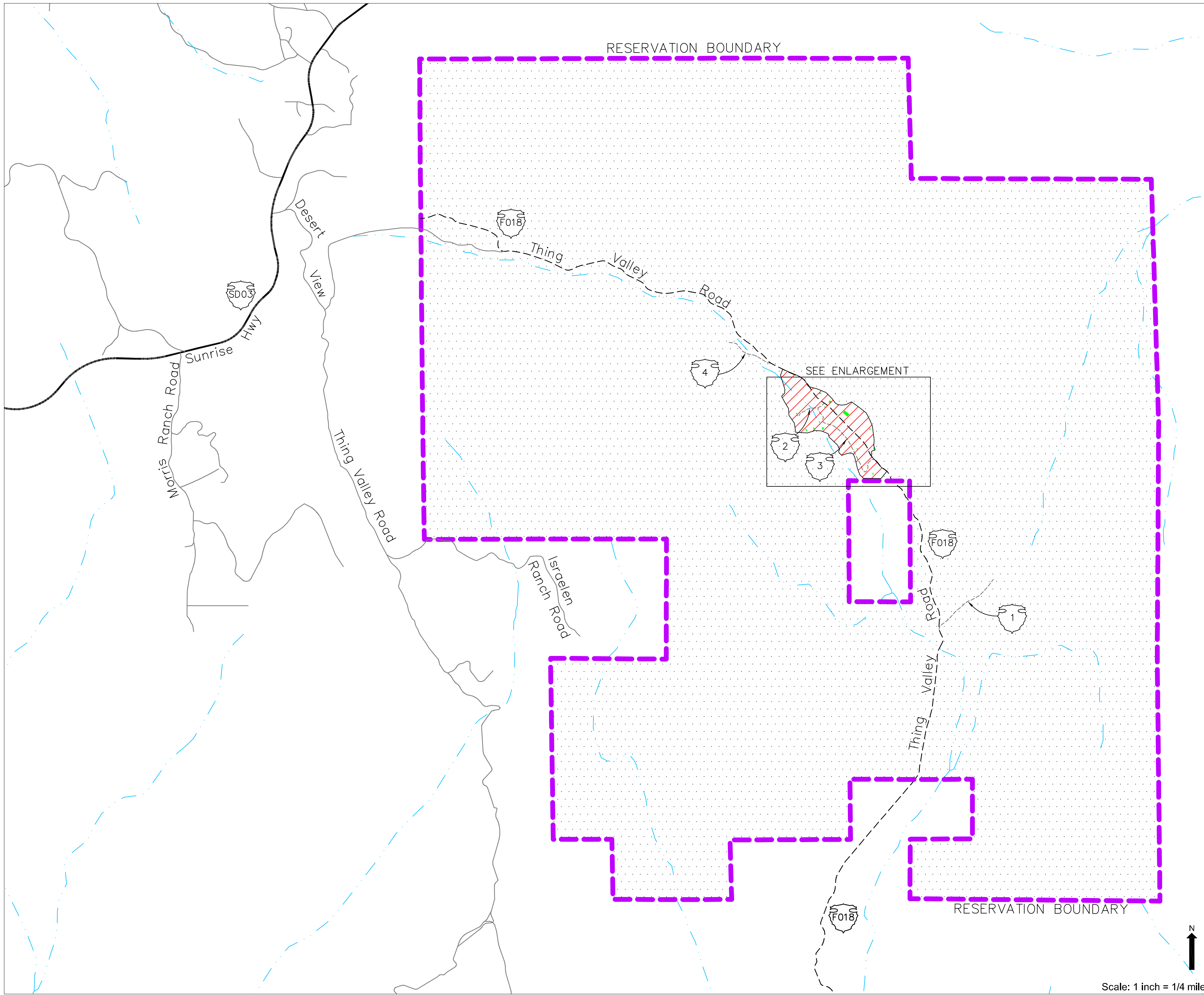


Robert Pinto Sr., Chairman



ATTEST:

Harlan Pinto, Jr., Secretary/Treasurer



**MAP "A" - Existing Road Conditions
 Big Ewiiapaayp (East) Reservation
 Ewiiapaayp Band of Kumeyaay Indians
 San Diego County, California
 Pacific Region**

- Legend:**
- L RTP Existing Road Earth
 - L RTP Existing Road Gravel
 - L RTP Existing Road Bituminous >2"
 - Adjacent Roads
 - La Posta Reservation Boundary
 - Reservation Boundary (Others)

- Undeveloped
- Residential
- Existing Building
- River
- BIA Route
- Interstate Route

Ewiiapaayp Band of Kumeyaay Indians
 4054 Willows Road
 Alpine, CA 91901
 619-445-6315 phone
 619-445-9126 fax

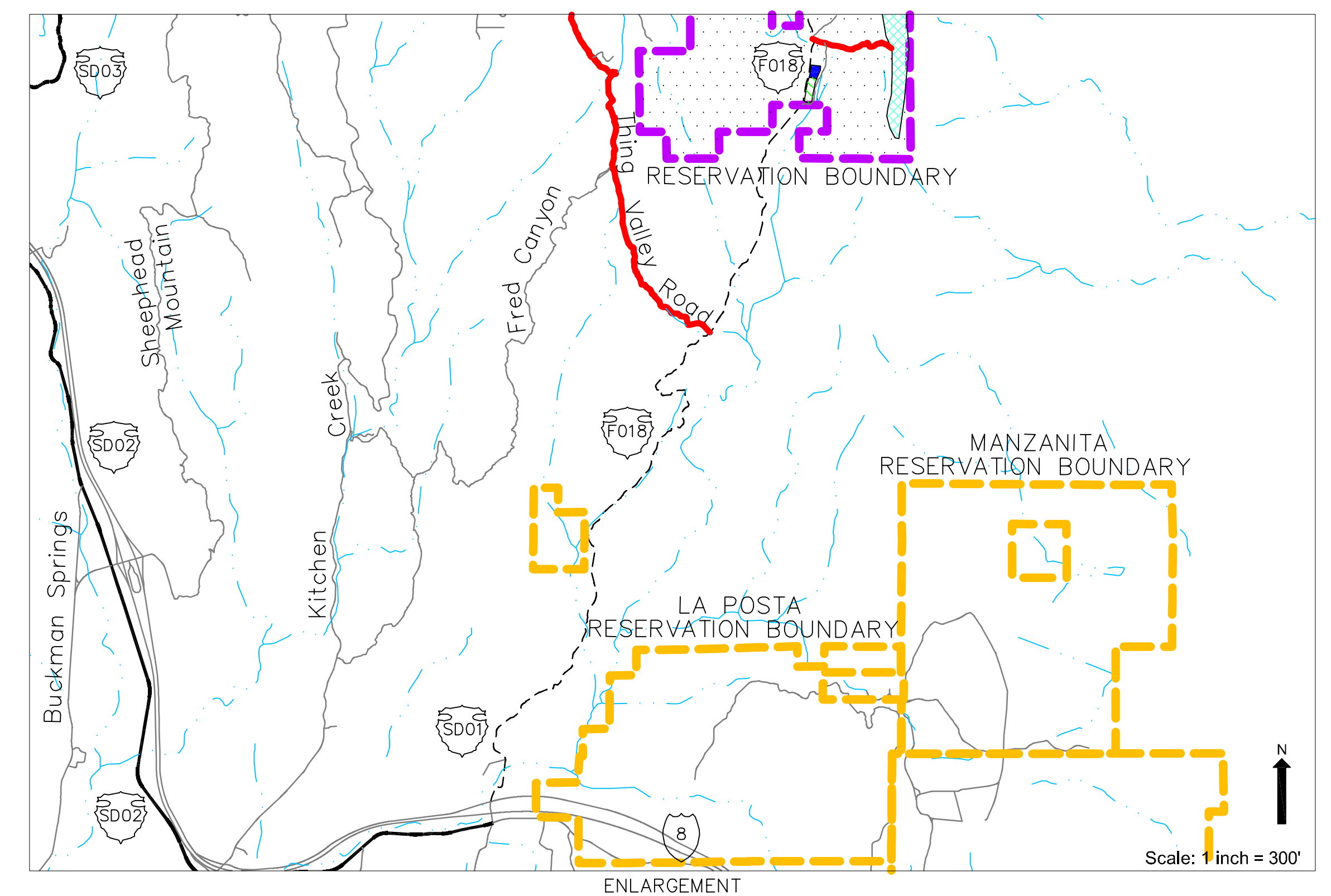
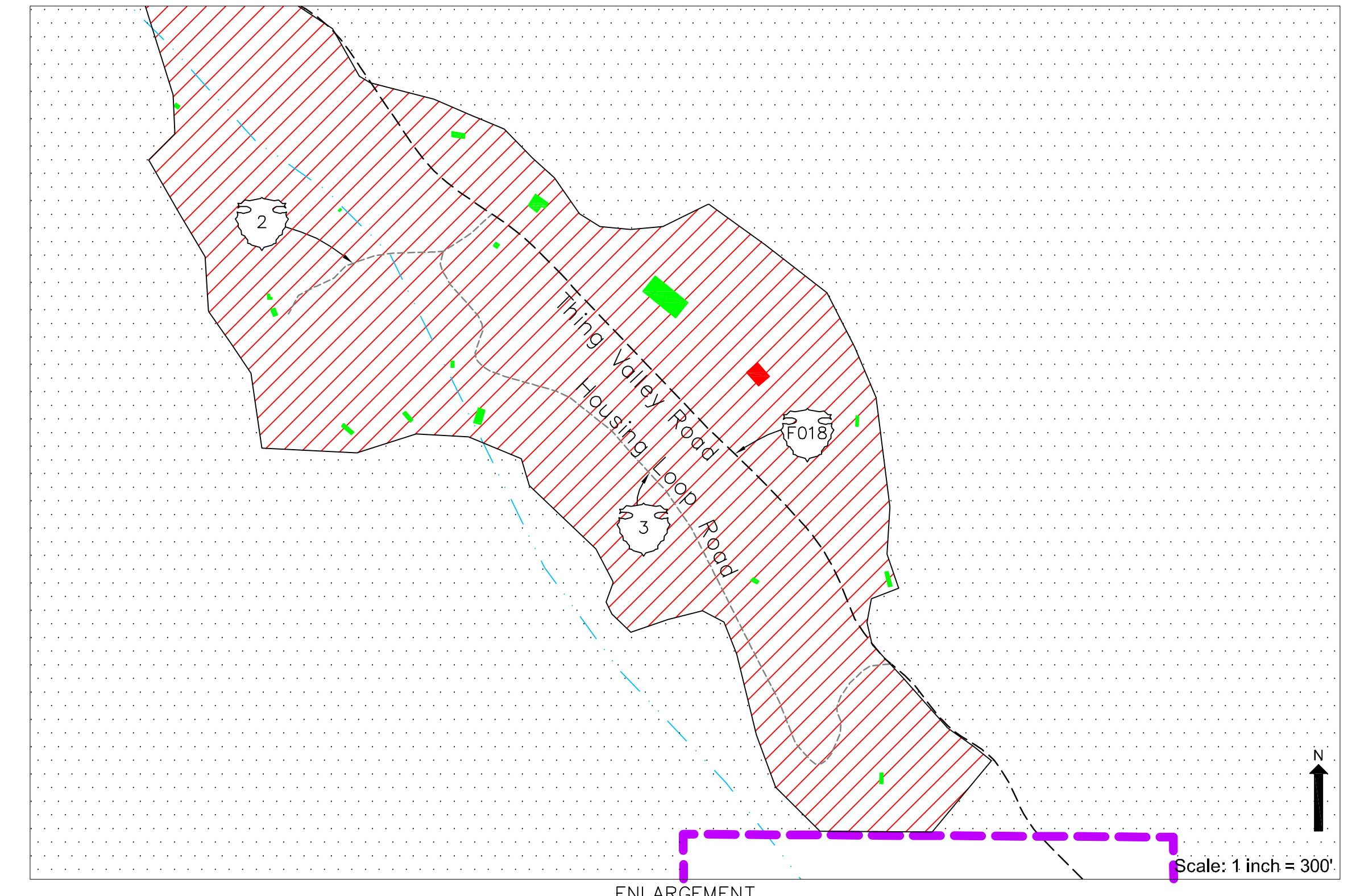
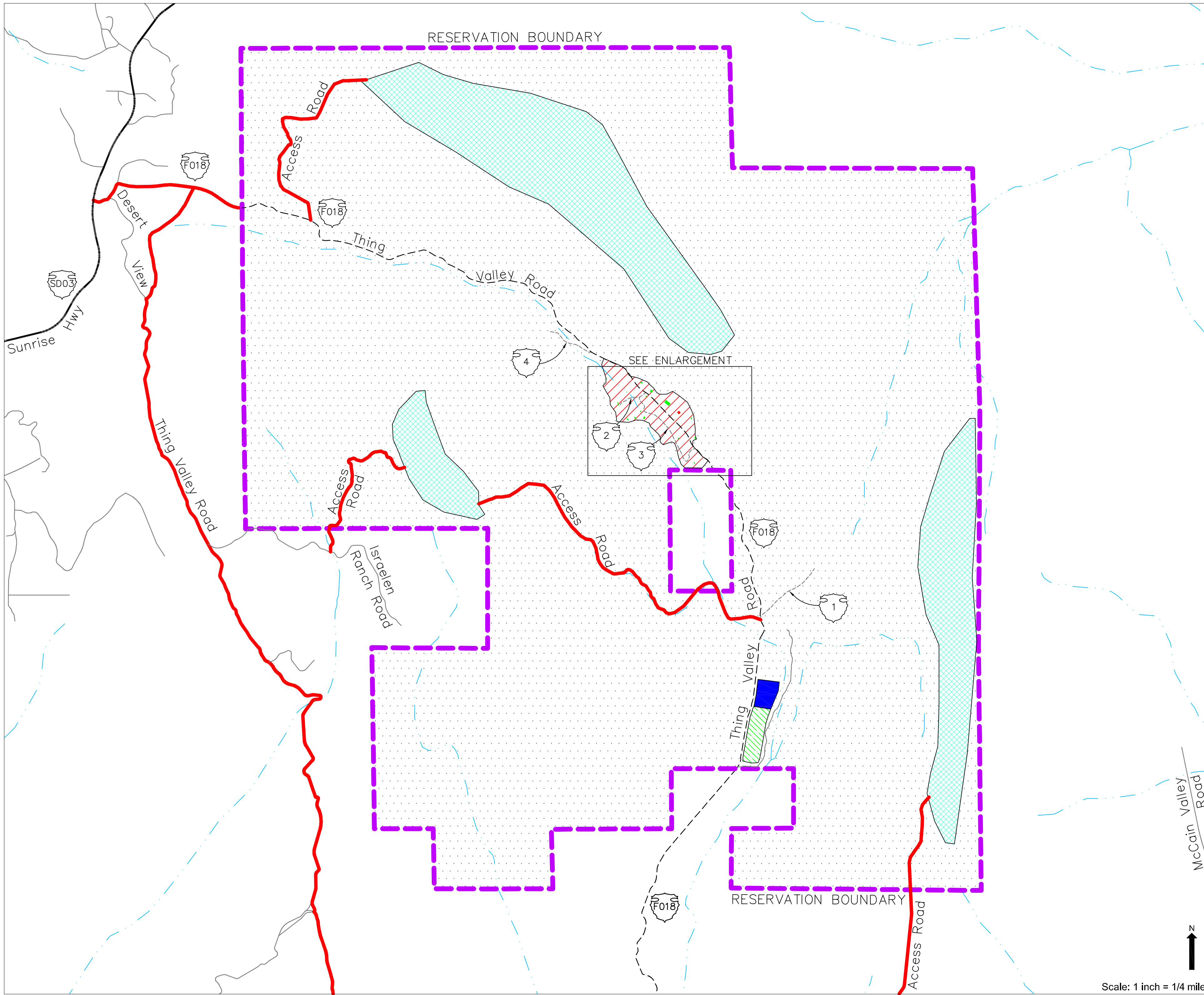


MAP "A" - Existing Road Conditions
Little Ewiiapaayp (West) Reservation
Ewiiapaayp Band of Kumeyaay Indians
San Diego County, California
Pacific Region

- Legend:**
- L RTP Existing Road Earth
 - L RTP Existing Road Gravel
 - L RTP Existing Road Bituminous >2"
 - Adjacent Roads
 - La Posta Reservation Boundary
 - Reservation Boundary (Others)

- Tribal Office
- Southern Indian Health Council
- River
- BIA Route
- Interstate Route

Ewiiapaayp Band of
 Kumeyaay Indians
 4054 Willows Road
 Alpine, CA 91901
 619-445-6315 phone
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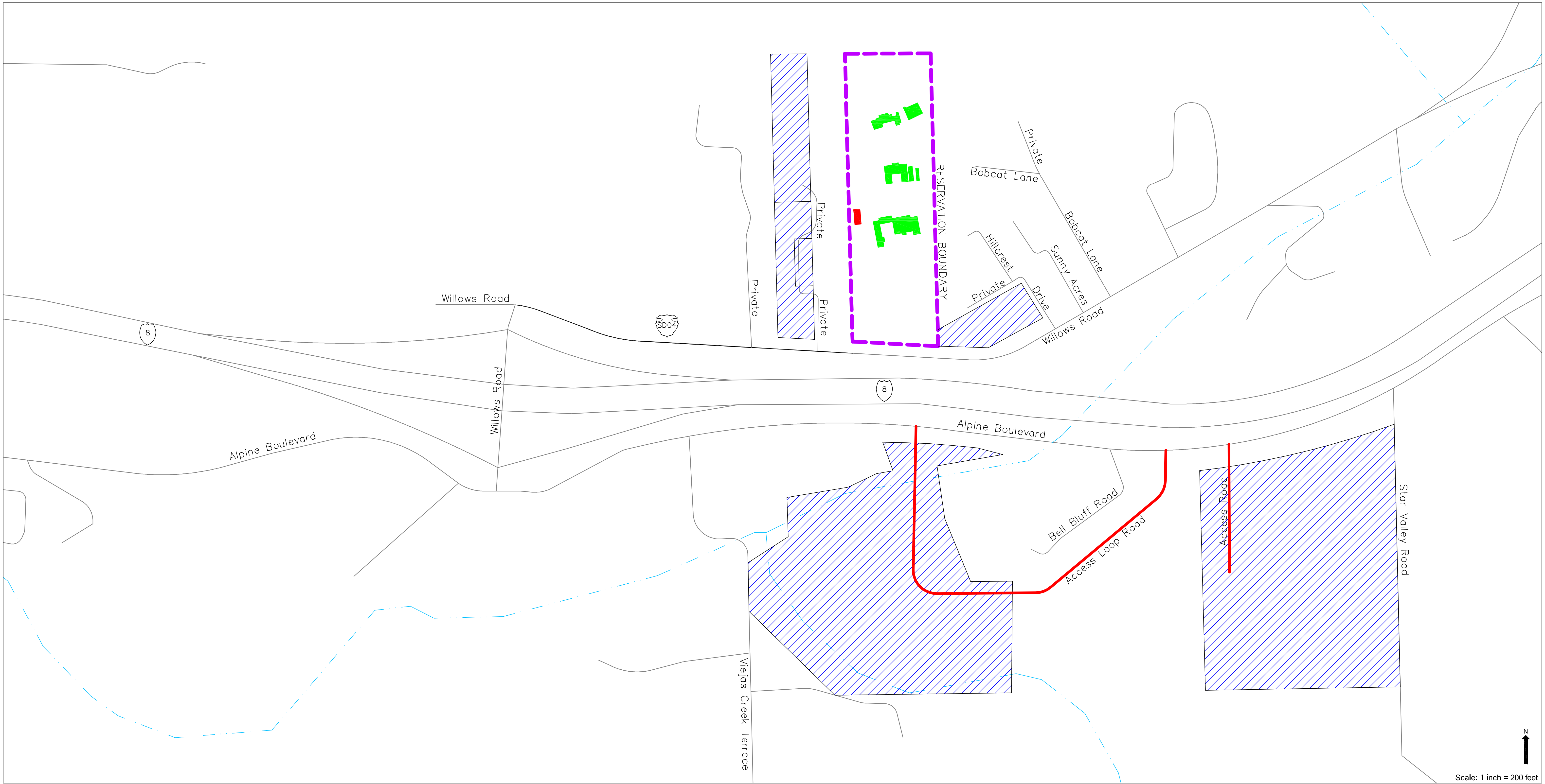
MAP "B" - Proposed Road Conditions Big Ewiiapaayp (East) Reservation Ewiiapaayp Band of Kumeyaay Indians San Diego County, California Pacific Region

- Legend:**
- LTRP Proposed Road Section
 - - - LTRP Existing Road Earth
 - - - LTRP Existing Road Gravel
 - LTRP Existing Road Bituminous >2"
 - Adjacent Roads

- - - La Posta Reservation Boundary
- - - Reservation Boundary (Others)
- - - River
- BIA Route
- Interstate Route
- Undeveloped

- Residential
- Existing Building
- Wind Power Conversion
- Long Term Storage Facility
- Waste Transfer Station
- Fire Station

Ewiiapaayp Band of Kumeyaay Indians
4054 Willows Road
Alpine, CA 91901
619-445-6315 phone
619-445-9126 fax



**MAP "B" - Proposed Road Conditions
 Little Ewiiapaayp (West) Reservation
 Ewiiapaayp Band of Kumeyaay Indians
 San Diego County, California
 Pacific Region**

- Legend:**
- Proposed Road Section
 - - - - - L RTP Existing Road Earth
 - - - - - L RTP Existing Road Gravel
 - L RTP Existing Road Bituminous >2"
 - Adjacent Roads
 - - - - - La Posta Reservation Boundary
 - - - - - Reservation Boundary (Others)

- Tribal Office
- Southern Indian Health Council
- Proposed Fee-To-Trust Land
- River
- BIA Route
- Interstate Route

**Ewiiapaayp Band of
 Kumeyaay Indians**
 4054 Willows Road
 Alpine, CA 91901
 619-445-6315 phone
 619-445-9126 fax



IIPAY NATION OF SANTA YSABEL

Executive Office

Chairman Virgil Perez Vice-Chairman Paul Gonzalez

Phone (760) 765-0845

Fax (760) 765-0320

P.O. Box 130 Santa Ysabel, CA 92070

September 29, 2014

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, Ca 92101

RE: Santa Ysabel Reservation Tribal Transportation Plan

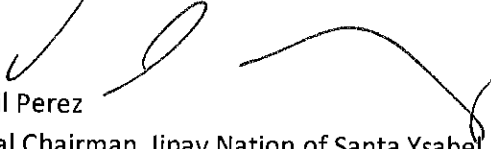
Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Iipay Nation of Santa Ysabel, submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Santa Ysabel Tribe, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810) as the Iipay Nation of Santa Ysabel is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Santa Ysabel Reservation.

Please find enclosed the Santa Ysabel Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Virgil Perez at 760.765.0845 ext. 105.

Respectfully,


Virgil Perez
Tribal Chairman, Iipay Nation of Santa Ysabel

Transportation Plan

Santa Ysabel Reservation

Southern California Agency

2014

**Santa Ysabel Reservation
Transportation Plan**

**Bureau of Indian Affairs
Sacramento Area Office**

**Prepared by
ASCG Incorporated
1997**

**Revised by
Virgil Perez, Tribal Transportation Program
Executive Director
2014**

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1 SUMMARY

Through an agreement with the Federal Highway Administration (FHWA), the Bureau of Indian Affairs (BIA) is required to prepare transportation plans for all Indian reservations in order to receive Highway Trust Funds (HTF) for road construction on the Indian reservation Road System. The main objectives of this program are:

1. To establish a process for determining transportation needs on reservations, and
2. To prepare plans or to update existing plans that define those needs and recommend improvements to meet them.

Within this overall program, the BIA Sacramento Area Office during 1986-87 prepared transportation plans for reservations/Rancherias throughout California that contained a public road system. During 1993-94, the BIA intends to update all of the plans for California reservations and Rancherias.

STUDY AREA

The study in 1997 comprised 103 reservations and Rancherias throughout the state under the jurisdiction of the BIA northern, Central and Southern agencies. This report documents the plan solely for the Santa Ysabel Reservation (Southern Agency).

The Santa Ysabel Reservation comprises 15,526.78 acres in three parcels between the intersections of SR (State Route) 76 and SR 79, Mesa Grande Road (San Diego County Route 6 and SR 79; and Mesa Grande road and SR 76 in San Diego County, California.

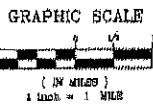
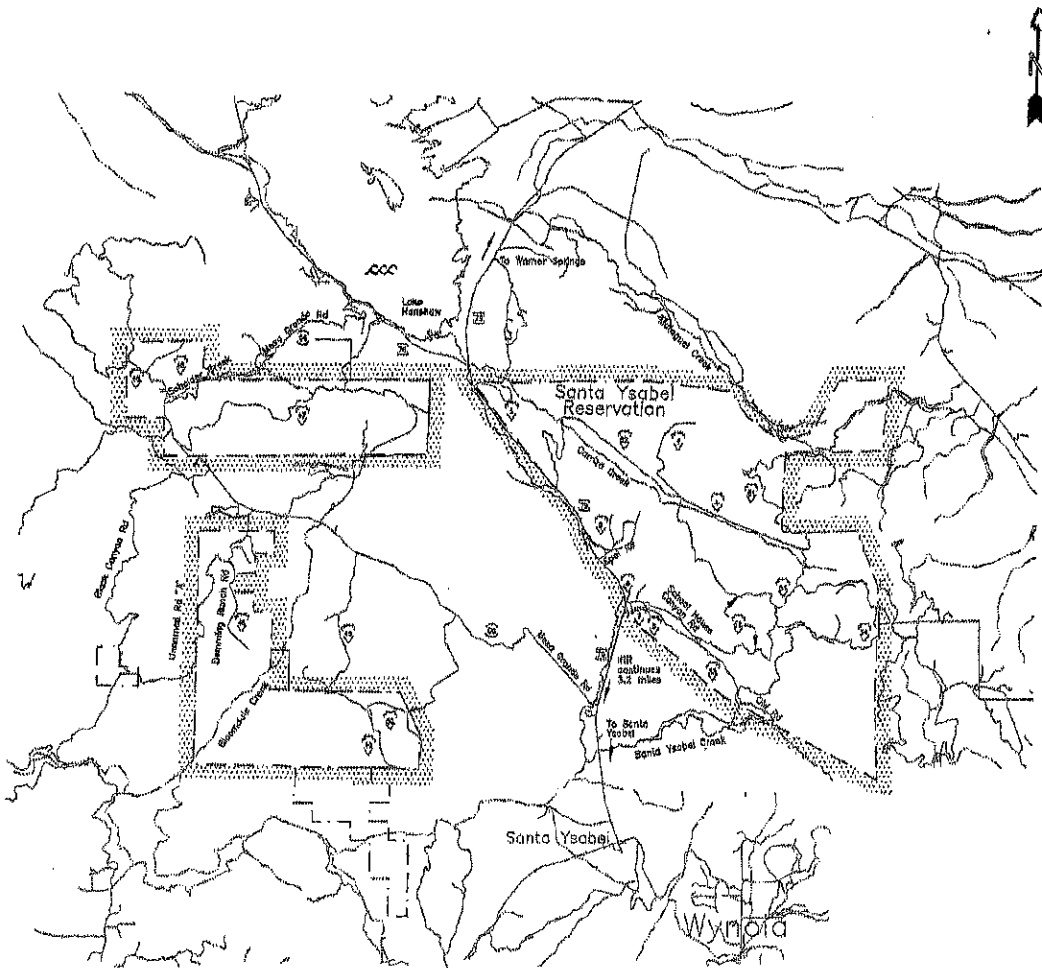
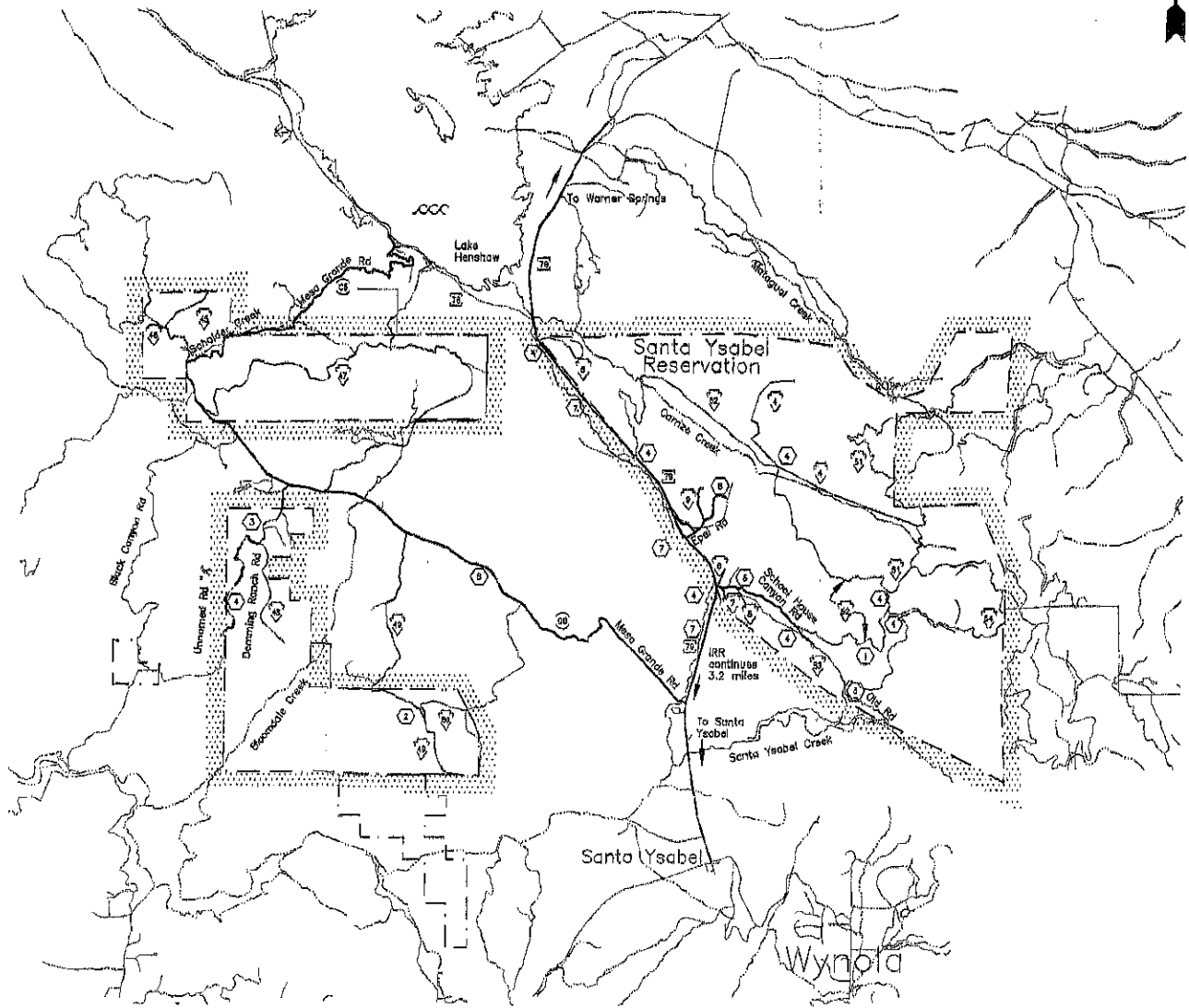
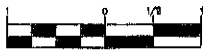


FIGURE 1

<p>• SANTA YSABEL RESERVATION</p>	<p>LEGEND</p> <ul style="list-style-type: none"> BIA ROUTE STATE ROAD COUNTY ROAD INTERSTATE HIGHWAY FEDERAL HIGHWAY TRIBAL ROAD MUNICIPAL OR TOWNSHIP ROAD RESERVATION BORDER (APPROXIMATE) 	<p>SANTA YSABEL RESERVATION SOUTHERN CALIFORNIA AGENCY SACRAMENTO AREA OFFICE LOCATION MAP</p> <p>ASCG INCORPORATED ENGINEERS • ARCHITECTS • SURVEYORS • QA/QC SERVICES 9820 BUILDING, SUITE 310 • 8820 SW GASCARDE BOULEVARD • BEAVERTON, OREGON 97008 (503) 641-7800 FAX (503) 641-3163</p>
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GRAPHIC SCALE



(IN MILES)
1 inch = 1 MILE

FIGURE 2

LEGEND

-----	TRIBAL LANDS	0000	BIA ROUTE
-----	WATERWAYS	000	STATE ROAD
————	PAVED	000	COUNTY ROAD
.....	GRAVEL	000	INTERSTATE HIGHWAY
-----	GRADE & DRAIN	000	FEDERAL HIGHWAY
-----	UNIMPROVED	000	TRIBAL ROAD
.....	TRAIL	000	MUNICIPAL OR TOWNSHIP ROAD
=====	PROPOSED	000	RESERVATION BORDER (APPROXIMATE)
-----	OTHER ROADS	000	
○000	BIA BRIDGE #		
⬡000	PROJECT #		

**SANTA YSABEL RESERVATION
SOUTHERN CALIFORNIA AGENCY
SACRAMENTO AREA OFFICE
TRANSPORTATION PLAN**

ASCG
INCORPORATED

ENGINEERS • ARCHITECTS • SURVEYORS • QA/QC SERVICES
8625 BUILDING, SUITE 310 • 8625 SW CASCADE BOULEVARD • BEAVERTON, OREGON 97008
(503) 841-7800 FAX (503) 841-3183

SCOPE OF SERVICES

The scope of services for this study involves:

- Identifying the public roads that compose the Tribal Transportation Program (TTP) System.
- Conducting field studies and collecting data to assess transportation needs on the reservation.
- Performing transportation engineering and planning evaluation necessary to identify existing and future deficiencies on the TTP system.
- Developing a plan for improvement to the TTP System necessary to meet the existing and future needs within the study area.
- Identifying specific improvements projects, establishing their priority, and determining a reasonable implementation time frame.

PLAN SUMMARY

Findings

Based on field inspection and discussion with Tribal and BIA staff, the following findings have been documented:

- The TTP System on the Santa Ysabel Reservation comprises BIA, county, state and Tribal roads and totals 64.61 miles of road.

Primary access to the Santa Ysabel Reservation is via SR 79 which connects to the communities of Julian to the South and Warner Springs to the North.

SR 79, a Rural Minor Arterial, is the only state road on the TTP System. It includes 9.15 miles between its intersections with SR 78 at Santa Ysabel to the South of the reservation and San Felipe Road to the North. Of the total mileage, 7.25 miles is off reservation and 1.9 miles is on reservation.

The important county roads are Mesa Grande Road (C.6) and San Felipe Road (S2). The BIA routes on Parcels 1 and 2 are accessed via Mesa Grande Road. The total county road mileage is 9.91 miles. Mesa Grande Road was inventoried between a point five miles southeast of Parcel 2 to its intersection with SR 76 near Lake Henshaw. Of the total miles, 8.11 miles is off reservation and 1.8 miles is on reservation. Mesa Grande Road is classified as a Rural Light Collector. Mesa Grande Road is paved and is in good condition. San Felipe Road intersects with SR 79 and SR 78, and 8.5 miles have been added to the road inventory. San Felipe Road (S2) provides access to the northeast corner of Parcel 3 and access to a cemetery located off reservation. San Felipe Road is in good condition.

The BIA public road system comprises 16 roads totaling 37.05 miles. Sections of five roads are Paved for 4.075 miles and are in fair to good condition. One road is gravel for 0.40 of a mile and is in good condition. The remaining 32.975 miles are graded earth roads that are in fair to good condition.

The functional classification of most of the BIA roads is classified as Class 4 Rural Local. Epei Hill Road (BIA Route 9) is classified as Class 3 Urban Local.

The Tribal road system comprises one road totaling 1.10 miles. Good Ranch Road (formerly Unnamed RD "A") is an earth road, and is in poor condition. The road is west of BIA Route 48 on Parcel 1 and is classified as Rural Local.

Transportation needs center around maintenance and improvement of existing roads. This includes widening many gravel and earth roads to meet AASHTO standards, replenishing aggregate on the gravel road (BIA Route 46 Section 10), upgrading earth roads to gravel roads, and upgrading some earth and gravel roads to paved roads. Paved roads need to be maintained by being cleaned and seal coated.

Recommended Projects

Based on the findings, seven projects have been identified for the Santa Ysabel Reservation. These projects, summarized in Table 1-1, call for a total of \$10,931,250 in construction, of which \$4,616,550 is the responsibility of the BIA, \$712,000 is the responsibility of San Diego County, and \$5,602,700 is the responsibility of Caltrans.

**TABLE 1-1
Recommended Projects
Santa Ysabel Reservation**

Projects	Length (Miles)	Responsibility	Estimated Cost
1. BIA Route 52, Section 30; Reconstruction And Drainage Improvements	2.10	BIA	\$618,696
2. BIA Route 49: Upgrade	3.50	BIA	\$1,909,874
3. Deming Ranch Road (BIA Route 48); Upgrade	0.80	BIA	\$474,365
4. Signing	—	BIA	\$3,800
5. BIA Route 6: Upgrade	0.20	BIA	\$107,531
6. Schoolhouse Canyon Road (BIA Route 53) Section 20: Reconstruction	1.50	BIA	\$2,461,570
7. SR: 79 Reconstruction	9.15	CalTrans	\$7,843,780
8. Mesa Grande Road C-6	9.91	BIA/County	\$882,700

Recommendations

Based on project findings and Tribal needs, the following recommendations were set forth:

- BIA Route 52 is a road system that should be upgraded to a paved road to facilitate future HUD Housing projects. The road was upgraded with a drainage system and the sub-grade to concrete treated base. The plan is to apply a wearing course of asphalt or a chip seal, as funding becomes available.
- Good Ranch Road and BIA Routes 4,5,7 (Section 10), 8, 45, 46, 47, 50, 51, (Section 10 and 20), and 54 should be maintenance only because of the low ADT volumes. These roads provide access to Tribal lands and serve fewer than 10 residences per route. Route 54 is a single use road providing access to the PacBell microwave towers. The roads should be maintained because they are needed to access homes and ranches and for emergency vehicles and fire-fighting equipment. They also provide alternative access to portions of the reservation if the main access roads are blocked by storm debris, landslides, or fire. If new housing or other development is sited along these roads, they may need to be upgraded.
- The BIA should adopt and implement this updated Reservation Transportation Plan as the official long-range comprehensive planning guide for transportation improvements on the Santa Ysabel Reservation.
- It is recommended that the Tribe adopt this updated Reservation Transportation Plan and eventually integrate the plan as part of a Tribal comprehensive land use plan. Furthermore, transportation plans can be updated simultaneously with other elements of the plan, thereby reflecting changes in socioeconomic needs and objectives of the Tribe.
- The transportation plan should be reviewed annually by the Santa Ysabel Tribe and the BIA Agency Road Engineer to assess changing needs and priorities. This should be a formalized process and will require coordination between the BIA Area Office, BIA Agency and the Tribe.
- It is recommended that the BIA work with the Santa Ysabel Tribe to undertake main revisions to this plan every five years. This updating process should be coordinated at the Agency level. Further, minor alterations to the plan can occur more frequently particularly if new projects are identified during annual Tribal/BIA Agency meetings.

2 BACKGROUND DATA

SIZE/LOCATION

The Santa Ysabel Reservation comprises 15,527 acres in three parcels located near State Route (SR) 79 between Santa Ysabel and Lake Henshaw in San Diego County, California. Parcel 1 consists of approximately 3,100 acres. Parcel 2 contains approximately 2,700 acres and Parcel 3 contains 9,700.

The community of Warner springs is seven miles to the north of Santa Ysabel Reservation and the cities of Julian and Ramona are to the south.

PHYSICAL CHARACTERISTICS

The reservation is located in rugged terrain that is cut with streams and valleys. Elevations on the reservation range from a low of 2,900 feet at the southeast corner of Parcel 3 to a high point of 5,576 feet on the Volcan Mountain which is also on Parcel 3. Parcel 1 has a peak elevation of 3,449 feet and Parcel 2 has a peak of 4,481 feet. Santa Ysabel Peak on Parcel 3 has an elevation of 4767 feet. In general, the terrain on all three parcels is steep, with many slopes over 60 percent. In addition, there are very few areas that could be used for any sizable development.

The climate of the area is generally high desert climate characterized by warmer temperatures during the day and quickly cooling down in the evenings. The average temperature in summer is 75-80 degrees F. and in the winter 45-50 degrees F. The average annual precipitation is 30-40 inches. Snowfall ranges from six inches in the lower elevations to 24 inches at the higher levels, and frequently occurs between November and March. Due to climate change the usual weather conditions are unpredictable.

The soils on the reservation consist mainly of shallow, coarse sandy loam (decomposed granite rock) which supports native vegetation. Parcel 1 is rolling hills covered with scrub vegetation that is characterized by grassy fields and oak trees. Oak and shrubs densely cover the ravines and non-farmable areas.

Many natural springs feed creeks in Parcel 3 in the Volcan Mountains and along BIA Routes 4, 51, 52, and 53. Several all-year streams begin on the reservation. Carrizo Creek and Matagual Creek flow from Parcel 3 to Lake Henshaw to the northwest of the reservation. Scholder Creek on Parcel 2 and Bloomdale Creek on Parcel 1 flow south into Sutherland reservoir.

Parcel 3 has a wide range of vegetation. BIA Route 4 crosses Carrizo Creek and passes through shady, wet areas in the stream valley. The mountainous terrain along BIA Routes 4, 51, 52, 53, and 54 is densely covered with fern, shrubs, pines, cedars and oaks. Areas closer to SR 79 are drier and support closely spaced oaks and grasses on rolling hills.

LAND USE DEVELOPMENT

Existing

Because of the hilly or mountainous terrain, the reservation is mostly underdeveloped, with only scattered pockets of residential development. Most of the reservation development is residential. Approximately 20 new HUD homes have been placed on scattered sites. About 70 housing units are on the reservation and all are used by tribal members. Most of these housing units are located along BIA Routes 6, 9, 46, and 48. Cattle and horses graze on open ranges in most areas of the reservation.

About half of the residential development occurs on Parcel 3. Five Tribal buildings and the Santa Ysabel Indian Education Center are also on Parcel 3 just east of SR 79 on Schoolhouse Canyon Road. Other uses along Schoolhouse Canyon Road include 16 houses and a garbage dump. The PacBell system operates a microwave facility on Parcel 3 on the southeastern edge of BIA Route 54. Water storage tanks are located on BIA Route 9, 52, and near a HUD site near School House Canyon Road. Many livestock loading and containment corrals are located in the valley along BIA Route 4.

Mission Santa Ysabel is located just south of the Parcel 3 on SR 79. The Tribe uses the church and cemetery at the mission.

Planned

The Santa Ysabel reservation currently has no land use plan, nor are there any development ordinances. However, the Tribe has considered a number of development projects. In

conjunction with HUD and other funding sources, the Tribe is considering placing up to 200 new homes on scattered and cluster sites on the reservation during the next 10 years. Additional modular office buildings are being added around the Tribal headquarters. The Tribe created the Santa Ysabel Tribal Development Corporation (SYTDC); this has become the business arm of the Tribe. The SYTDC has created business opportunities for the Tribe by starting construction, solar, lending and gaming enterprises. Soon the Tribe plans to open a health resort on Parcel 3 as well as adopting land use plans for new enterprises on reservation that could create employment opportunities.

DEMOGRAPHICS

Current BIA population data (Nov. 1994) indicates a total on or near reservation Indian population of 954. Of this total, 305 Tribal members live within the reservation. Approximately 648 tribal members live adjacent to the reservation. Of the total population, approximately 11 percent are under the age of 16 and only 9 percent are 65 years old or older.

No population projections are available for the Santa Ysabel Reservation.

3 EXISTING TRANSPORTATION SYSTEM

SYSTEM DESCRIPTION

The Santa Ysabel Reservation is served by a network of state, county, BIA and Tribal roads. On Parcels 1 and 2, BIA Routes 45, 46, 47, 48 (Deming Ranch Road), 49 and 50 serve housing and ranching. BIA Route 47 forms a loop off Mesa Grande Road. The other roads are dead end and are accessed off Mesa Grande Road.

On Parcel 3, all reservation roads are either accessed directly from SR 79 or are accessed from SR 79 via BIA Routes 52 and 53 (Schoolhouse Canyon Road). BIA Routes 4, 6, 7, 51, 53, and 54, interconnect inside the reservation to provide access throughout the parcel. BIA Route 5 is a dead-end road which serves residential development. BIA Route 9 is called Epei Hill Road and is a system of three roads in a HUD housing development.

Inventory

The TTP system on the Santa Ysabel Reservation comprises BIA, Tribal, county and state roads and totals 56.61 miles of road. The state portions include 9.15 miles of SR 79, the county portion includes 9.91 miles of Mesa Grande Road. The BIA system is composed of 16 roads totaling 36.45 miles. One Tribal road is included for a total of 1.1 miles.

As shown in Table 3-1, the Tribal Transportation Program (TTP) System serving the Santa Ysabel Reservation was determined by the Tribe to consist of SR 79, Mesa Grande Road (C6), and the BIA Routes 48 (Deming Ranch Road), 49, and 50 on Parcel 1; BIA Routes 45, 46, and 47 on Parcel 2; and BIA Routes 4, 5, 6, 7, 8, 9 (Epei Hill Road), 51, 52, 53 (Schoolhouse Canyon Road), and 54 on Parcel 3.

Classification

SR 79 which serves Parcel 3, is classified as a Rural Minor Arterial. Mesa Grande Road, which serves Parcels 1 and 2, is classified by San Diego County as a Rural Light Collector. Most of the BIA routes are classified as Class 4 Rural Local. Epei Hill Road (BIA Route 9) is classified as Class 3 Urban Local. Good Ranch Road is a Local Access Road.

Surface Type

The majority of roads on the reservation have earth surfaces. SR 79 and Mesa Grande Road are paved. Deming Ranch Road Section 20, BIA Route 7 Section 20, Epei Hill Road, and Schoolhouse Canyon Road Section 10 are also paved. Section 10 of BIA Route 46 is gravel. BIA Route 52 is Concrete Treated Base, and the remaining roads are earth surfaced.

Traffic Control

When the original study was completed in 1997 there were safety issues due to lack of signage on all three parcels of the Santa Ysabel Reservation, since then, stop signs and speed limit signs have been placed throughout the reservation. Mesa Grande Road, SR 79, and the paved portion of Schoolhouse Canyon Road have centerline striping. There are no other roads with striping or pavement markings within the reservation. The Tribe reports that speeding is a problem on Schoolhouse Canyon Road, Section 10, in front of the Tribal Headquarters Building.

Drainage and Bridges

The Tribe reports that drainage continues to be serious problem on the reservation. Several roadways are impacted during the winter. School House Canyon Road has issues with rocks and debris sliding off the hillsides; this requires constant maintenance during, and after winter storms.

BIA Route 51, which connects to San Diego Highway 2 on the east side of Parcel 3, had previously washed away on the curves in Section 30 and left the remaining travel way unstable. Culverts and rip rap have been placed along draining channels in that area to stabilize the roadway. Both roads need drainage facilities to carry water across the right-of-way and to remove storm water from travel surfaces. BIA Route 52, which is narrow and twisting, has rill erosion from ground water. BIA Route 4 crosses a flood plain and is very muddy though the Carrizo Creek Valley. Schoolhouse Canyon Road crosses the year-round 50-foot-wide Santa Ysabel creek bed at grade.

Many of the earth roads have experienced rutting from localized drainage. Sheeting on the paved Epei Hill Road system has deposited a significant amount of silt and debris on the lower four feet of the roadway. Careful attention to requirements for adequate drainage, seeding

areas adjacent to roadways with native grasses and other vegetation, and protection of the travel ways from standing water and debris will prove to be effective in reducing costs of maintenance and enhancing travel safety for the reservation residents.

Street Lighting

There is limited street lighting within the reservation.

Transit

A dial-a-ride bus system is operated by the San Diego County Transit System (CTS). The North county Rural Bus Route serves the reservation on SR 79 with service to Julian, El Cajon and San Diego. This service operates six days a week with twice-a-day service along SR 79 during commuter hours. A bus stop is located on SR 79 at the intersection of Schoolhouse Canyon Road, within walking distance to the Tribal Headquarters. The buses operate within four miles of the prescribed route on a dial-a-ride basis.

The school-aged children who live on the Santa Ysabel Reservation are in the Warner Unified School District and attend Warner Union Elementary School and Warner Springs High School. Others choose to attend Julian Elementary and Julian High School in Julian. The students that attend Julian need to be transported 1.4 miles to the nearest bus stop. School bus routes are limited to SR 79, Mesa Grande Road, Epeil Hill Road and the paved portion of Schoolhouse Canyon Road.

TRAFFIC DATA

Circulation Characteristics

Residents of all three parcels comprising Santa Ysabel reservation must travel on SR 76 or SR 79 to get basic services as there is no commercial development on the reservation. The nearest gasoline stations and grocery stores are in the towns of Santa Ysabel, Julian, and Ramona.

SR79 and Mesa Grande road intersect with SR 76. SR 76, a Rural Minor Arterial, serves several reservations in San Diego County including Pala, Rincon, La Jolla, Pauma, Los Coyotes, Mesa Grande and Santa Ysabel as well as recreational traffic destined for Lake Henshaw and the historic town of Julian. SR 76 runs between Oceanside and the Santa Ysabel Reservation and crosses the Interstate 15 freeway which connects to San Diego and Los Angeles.

SR 79 serves local communities and recreational traffic from San Jacinto Valley to the north to Cuyamaca Reservoir and Interstate 8 Freeway to the south. Residents of the Santa Ysabel

Reservation use the road to travel to Warner Springs and Los Coyotes Reservation on the north and to Julian and the Campo, Manzanita, La Posta Reservations on the south.

Mesa Grande Road serves the Mesa Grande Reservation and the Parcels 1 and 2 of the Santa Ysabel Reservation. It is accessed from both SR 76 and SR 79. Black Canyon Road (C-5) intersects into Mesa Grande Road and connects to the Mesa Grande Road and connects to the Mesa Grande Reservation and to the city of Ramona.

With the exception of BIA Route 47, all roads on Parcel 1 and 2 are dead-end roads and all are accessed via Mesa Grande Road.

All the roads except two on Parcel 3 interconnect forming an internal reservation road system. BIA Routes 4, 51, 52, and 53 form the central road network. BIA Routes 5 and 9 are only accessed via SR 79. BIA Route 51 connects the east side of Parcel 3 with San Felipe Road on the east side of the Parcel.

Traffic Volume

Approximate traffic volumes on the reservation were compiled based on housing unit counts and other land uses. The approximate ADTs range from fewer than 10 vehicles a day on BIA Route 54 to 500 vehicles a day near the Tribal headquarters buildings on Schoolhouse Canyon Road.

According to the county, Mesa Grande Road carries about 450 (1993) vehicles a day.

Caltrans reports that traffic volumes on SR 79 ranges from 3050 (2013) near Santa Ysabel on the south to 2500 (2013) near Warner Springs on the north.

Although SR 78 is not on our Tribal road inventory, it is still a great concern for the Tribe. In recent years there have been several accidents on SR 78 that have resulted in deaths. Most of these accidents have occurred between Ramona to the West, and Santa Ysabel to the East. The road is inadequate to safely handle higher traffic volumes. There are very few passing lanes, or turnouts to allow slow moving vehicles to pull over, thus creating an unsafe highway where vehicles pass illegally, and the result is an increase in vehicle accidents.

Accidents Data

No accident data is available. The Tribe does not report any concerns about accidents.

Travel Demand

With the addition of 200 new homes over the next five years, travel volumes are expected to increase only at a rate equal to the population growth associated with new housing. A large number of new homes in any area will increase traffic volumes and raise safety concerns regarding the narrow earth roads. Overall, the traffic increases are expected to be minor and would not cause capacity problems on any of the existing roads if they are widened and upgraded to AASHTO standards as proposed in the project section of this report. Additional projects may be warranted if the housing is placed on other narrow roads not included in the current list of projects because they presently have too few homes or other uses to warrant a project.

MAINTENANCE

The BIA Southern California Agency has the basic responsibility for the maintenance of roads on the BIA Indian Road System and to assure that the roads on Indian Trust Lands are kept in good condition. The BIA's Road Maintenance Program Policy is to preserve, repair, and restore the BIA roadway system.

The BIA is responsible for maintaining roads and bridges which are on the BIA Road System and the Tribal Road System. In some instances, the BIA may be responsible for the interim maintenance of other road systems, but only through a signed Memorandum of Agreement.

The objectives of the Road Maintenance Program are:

- Services – to provide maintenance and repair services for roads, bridges, and certain airstrips so long as these conditions exist:
 - 1) Funds are available;
 - 2) Tribal governing bodies set the priority for maintenance activities within their jurisdiction; and
 - 3) The roads are public roads.
- Standards – To plan, schedule, and provide maintenance services according to the standards of the American Association of State Highway and Transportation Officials (AASHTO).
- Inter-Agency Cooperation – To provide for interagency cooperative agreements with Tribal governments, counties, state, and other federal agencies for various phases of the Road maintenance Program whenever possible.
- Environmental Protection – To perform maintenance services in a way that protects the environment of the reservation and adjacent lands.
- Safety – To perform maintenance that provides a safe environment for the traveling public and the personnel engaged in road maintenance operations.

The BIA will continue to make repairs and provide services associated with preserving the condition of roads, streets and bridges on the Indian Roads System. The roads maintenance program is a plan to keep the roads in their original condition after they are constructed and to prevent any possible roadway damages or safety hazards.

The Santa Ysabel Tribe is contracting with the BIA for the road maintenance of the BIA Public Road System on the Santa Ysabel Reservation.

4 TRANSPORTATION PLAN

TRANSPORTATION NEEDS

Safety

Safety needs for the Santa Ysabel Reservation include widening mountainous roads including BIA Routes 48, 49, and 54. These routes are not wide enough to allow two vehicles to pass one another. Installing more drainage control facilities and grading sloped shoulders will help control damage to areas of the roadway. Regulatory signing is needed at various intersections, especially at those with SR 76.

Capacity

There are no capacity deficiencies on the TTP System, nor are any anticipated.

New Development

Two hundred new homes are planned for scattered sites along roads in the reservation. No new roads are planned.

Future Travel Demand

There are no volume projections for state and county roads. However, based on the rural and recreational economy of the area, little growth is expected. Since current traffic volumes on the reservation are currently very low, further increases from new housing placed on scattered sites are not expected to have noticeable impact on the road network.

SCHEDULED PROJECTS

There are no scheduled BIA projects on the reservation.

PROPOSED PROJECTS

The following eight improvement projects are proposed for the Santa Ysabel Reservation. Preliminary planning cost estimates are also provided for each proposed project. These costs are intended for planning purposes only and do not represent construction estimates, since no engineering plans exist for these projects. As projects are better defined in the future or when preliminary engineering has taken place, these costs should be replaced with more accurate estimates. Also, for reconstruction projects, a percentage of new construction costs are sometimes used to reflect the fact that some type of road already exists. When this occurs, the percentage will be indicated after the construction category. Unit costs for various road sections are documented in Appendix A.

1. BIA Route 52 Section 30 Reconstruction and Drainage Improvements

BIA Route 52 forms part of the main loop serving the interior of Parcel 3 and is classified as Rural Local. The road serves some existing houses and additional housing in planned by the Tribe. Section 30 is narrow, earth 14 to 20 foot wide road, and does not meet AASHTO standards for width. The 2.10 mile-long roadway is cut into the edge of the hills in steep terrain and has sharp drops along the outer roadway edge. It has sustained significant erosion damage from natural springs on the hillside and from surface water runoff.

The project is to reconstruct the road to a width of 24 feet where possible, due to cost restraints; it may not be feasible to widen the road the entire length. BIA Route 52 is currently constructed with concrete treated base (CTB) and should be paved to accommodate new HUD Housing projects. (Rural Design Guideline 18: Rural Local).

The estimated cost of the 2.10 miles project is \$618,696 and would be the responsibility of the BIA.

• Grade and Drain	\$ 23,200
• Paving	373,400
• Incidentals	<u>79,320</u>
Subtotal \$	475,920
Contingency (30%)	<u>142,776</u>
TOTAL PROJECT COST	\$618,696

2. BIA Rout 49 Upgrade

BIA Route 49 is a narrow, winding earth road in very poor condition that is south of Mesa Grande Road. The 12-foot-wide road serves residences in hill terrain. Section 10 is on reservation for 1.50 miles and Section 20 is off reservation for 2.0 miles. The road does not meet AASHTO standards.

The project is to widen and upgrade the road to 24 feet of roadway consisting of a 20-foot paved travel way and 2-foot paved shoulders (Rural Design Guideline 20: Rural Local).

The estimate cost of this 3.50 miles project is \$1,909,874 and would be the responsibility of the BIA.

• Preconstruction	\$ 176,095
• Grade and Drain	74,000
• Paving	821,415
• Incidentals	244,856
• Aggregate Base	<u>152,768</u>
Subtotal \$	1,469,134
Contingency (30%)	<u>440,740</u>
TOTAL PROJECT COST	\$1,909,874

3. Deming Ranch Road (BIA Rout 48) Upgrade

BIA Route 48 is a narrow road through hilly terrain which serves residences and ranching south of Mesa Grande Road on Parcel 1. Section 10 is a 0.50 mile long, earth road on the reservation. Section 20 is a 0.30 mile long paved road off reservation. Both sections are 12-foot wide, are in poor condition, and do not meet AASHTO standards for width.

The project is to upgrade the road to 26 feet of paved roadway consisting of a 20-foot paved travel way and 3-foot paved shoulders (Rural design Guideline 17: Rural Local).

The estimate cost of this 0.80 mile project is \$474,365 and would be the responsibility of the BIA.

• Preconstruction	\$ 44,589
• Grade and Drain	18,265
• Paving	203,398
• Incidentals	60,816
• Aggregate Base	<u>37,828</u>
Subtotal \$	364,896
Contingency (30%)	<u>109,469</u>
TOTAL PROJECT COST	\$474,365

4. Signing

Because most of the BIA Routes intersect with roads which have greater traffic volumes and the BIA has liability on these roads, it is desirable to have STOP or YIELD signs in place at intersections. STOP signs should be placed at all intersections with state and county roads and YIELD signs may be placed at intersections with low volume roads.

Presently, only BIA Routes 9, 46, 47, 48, 49, and 53 have names assigned by the Tribe and road identification signs. The BIA needs to install road identification signs for the remaining roads. This signing is particularly important for emergency vehicle response, i.e. fire, police and paramedic.

It is estimated that 5 sign posts will be needed for Parcel 1; 3 signposts will be needed for Parcel 2; and 11 signposts will be needed for Parcel 3. Wherever possible, the road identification and traffic control signs should share a post

The estimated cost of 19 signs is \$3,800 and would be the responsibility of the BIA.

- 19 signs @ \$200 each

5. BIA Route 6 Upgrade

BIA Route 6 is a dead-end residential road north of Schoolhouse Canyon Road near the Tribal Center. The road also serves a water storage tank. The 0.20 mile long earth road is 12 to 16 feet wide and is in very poor condition. The road does not meet AASHTO standards for width.

The project is to upgrade the road to a paved 24 foot roadway consisting of a 20-foot travel way and 2-foot shoulders (Rural Design Guideline 19: Rural Local).

The estimate cost of this 0.20 mile project is \$107,531 and would be the responsibility of the BIA.

• Preconstruction	\$ 8,386
• Grade and Drain	4,221
• Aggregate Base	8,730
• Paving	46,952
• Incidentals	<u>13,658</u>
	Subtotal \$ 81,947
	Contingency (30%) 25,584
	TOTAL PROJECT COST \$ 107,531

6. Schoolhouse Canyon Road (BIA Route 53)

BIA Route 53 is the primary road on Parcel 3 and serves the Tribal center and the majority of houses. Section 20 of BIA Route 53 is paved for 1.5 miles, and is in good condition. The surface should be sealed every other year to maintain integrity of road way. The remaining 1.8 miles of BIA Route 53 is a winding earth road in fair condition. Section 20 is 14 to 16 feet wide and does not meet AASHTO standards for width. The road crosses Santa Ysabel creek at grade a mile southeast of its intersection with BIA Route 52. The community

landfill is located adjacent to the road and two houses are located at the end of the road. The road traverses hill terrain and has sheer drop-offs on the outside edge.

The project is to upgrade the road to a 26-foot paved roadway with a 20-foot travel way. The road will require 800 feet of sloping or a retaining wall on the paved section of BIA Route 53. The section is approximately 1000 feet east of the Tribal center. This area requires constant removal of debris and large boulders during and after winter storms.

The project is to upgrade the road to a paved 24 foot roadway consisting of a 20-foot travel way and 2-foot shoulders (Rural Design Guideline 19: Rural Local).

The estimate cost of this 3.3 mile project is \$2,461,570 and would be the responsibility of the BIA.

• Preconstruction	\$	193,781
• Grade and Drain		69,646
• Aggregate Base		144,038
• Paving		422,464
• Retaining wall		748,000
• Incidental		<u>315,586</u>
	Subtotal \$	1,893,515
	Contingency (30%)	568,055
	TOTAL PROJECT COST	\$ 2,461,570

7. SR 79 Reconstruction

SR 79 is classified as a Rural Minor Arterial and is a paved 24-foot wide road. SR 79 has limited no shoulders in Sections 10 through 40 and has 1-3 foot shoulders in Section 50 through 90. Two of the sections (60 and 80) are short bridges. The portion of SR 79 that is on the TTP system is 9.15 miles and is in fair condition. The road crosses the Santa Ysabel Reservation for 1.90 miles. The remaining 7.25 miles is off reservation. SR 79 does not meet AASHTO standards for width. The estimated cost of this upgrade is approximately \$7,843,780.

8. Mesa Grande Road C-6

Mesa Grande Road is a County Road, of the 9.91 miles, 8.81 is the responsibility of the County and 1.8 miles is the Responsibility of the BIA. The cost for construction of this upgrade in 1997 was \$712,000. It is estimated that the current cost for construction of this system would be \$996,000.

PRIORITIZATION

The priorities for implementing the proposed projects are as follows:

1. Signing
2. BIA Route 6 Upgrade
3. BIA Route 52 Reconstruction
4. Schoolhouse Canyon Road Reconstruction
5. Deming Ranch Road Upgrade (BIA Route 48)
6. BIA Route 49 Upgrade
7. SR 79 Reconstruction
8. Mesa Grande Road C-6

IMPLEMENTATION

Based on the tribal priorities, condition of the roads, and the likelihood of funding by the responsible agency, the proposed improvement projects are recommended for implementation in the following manner:

Short-term projects intended to be implemented within the next five years are:

- Signing
- BIA Route 52 Section 30 Reconstruction
- Schoolhouse Canyon Road Reconstruction
- BIA Route 6 Upgrade

Mid-term projects intended for implementation over the next 6-10 year period are:

- Deming Ranch Road Upgrade
- BIA Route 49 Upgrade

Long-term projects intended for implementation over the next 11-20 year period are:

- SR 79 Reconstruction
- C-6 (Mesa Grande Road)

Maintenance

The estimated annual cost for maintenance of the projected BIA Public Road System (37.55 miles) is \$226,195.

• 10.875 miles of paved road @ \$14,400/mile	\$	156,600
• 0.40 mile of gravel road @ \$3,200/mile	\$	1,280
• 26.275 miles of earth road @ \$2,600/mile	\$	<u>68,315</u>
		226,195

Summary of Project Costs

Proposed projects call for a total of \$14,641,811 in construction, of which \$5,802,031 is the responsibility of the BIA. The County will be responsible for \$996,000, and the State would be responsible for \$7,843,780.

RECOMMENDATIONS

Based on project findings and tribal needs, the following recommendations are made:

- When adding roads to the BIA Public Road System, the roads should be given individual route numbers.
- BIA Route 9 and Schoolhouse Canyon Road Section 10 need to be routinely cleaned and seal coated once every other year.
- The most critical projects to implement are: widening the roads through steep terrain that do not have enough width for two vehicles to pass one another including BIA Routes 48, 49, 52 Section 30, and 53 Section 20; safety and road identification signing reservation-wide; and upgrading BIA 6.
- Where appropriate to implement a project or for better maintenance, the BIA should work closely with the County or CalTrans to coordinate and/or jointly participate in projects.
- The BIA should adopt and implement this updated reservation transportation plan as the official long range comprehensive planning guide for transportation improvements on the Santa Ysabel Reservation.
- It is recommended that the Tribe adopt this updated transportation plan and eventually integrate the plan as part of a tribal comprehensive plan. By making the Transportation Plan part of the long range plan, transportation will always be integrated with, and supportive of, the Tribes long range land use and development objectives. Furthermore, transportation plans can be updated simultaneously with other elements of the plan, thereby reflecting changes in socioeconomic needs and objectives of the Tribe.
- The plan should be reviewed annually by the Tribe and Agency Road Engineer to assess changing needs and priorities. This should be a formalized process and will require coordination between the BIA Area Office, BIA Agency, and the Tribe. Specifically, this

process would evaluate maintenance priorities of the BIA system, new construction or upgrading priorities and their implementation schedule, interagency coordination to address specific problems on county or state roads, and to input into their annual BIA budgeting process.

- It is recommended that the BIA work with the Tribe to undertake major revisions to this plan every five years. This updating process should be coordinated at the agency level. Furthermore, minor alterations to the plan can occur more frequently, particularly if new projects are identified during annual Tribal/BIA (agency) review.

**LaVonne Peck
Tribal Chair**

**Fred Nelson Jr.
Vice Chairperson**

**Adam Gelsler
Secretary**

**Cody Schlater
Treasurer**

**Jack Musick Sr.
Council Member**



LA JOLLA BAND OF LUISEÑO INDIANS

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December 2, 2014

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: La Jolla Band of Luiseño Indians Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the La Jolla Band of Luiseño Indians, submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The La Jolla Band of Luiseño Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the La Jolla Band is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the La Jolla Indian Reservation.

Please use the previous La Jolla Indian Reservation Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact LaVonne Peck at 760-742-3771.

Respectfully,

LaVonne Peck
Tribal Chair



La Jolla Band of Luiseño Indians Transportation Plan

Background Information

The La Jolla Band of Luiseño Indians Reservation consists of 9,998 acres located part way up Palomar Mountain along Highway 76. The La Jolla Band is a federally recognized Indian tribe consisting of approximately 700 enrolled tribal members of which about 470 live on the Reservation in 168 homes. Tribal Government consists of a five member Tribal Council, with a Chairperson, Vice Chairperson, Secretary, Treasurer, and a Council Member.

Based on current Tribal enrollment statistics, La Jolla averages approximately 13 new members a year, with an anticipated 2050 enrollment of approximately 1200 Tribal Members. The Tribe anticipates having a total of approximately 310 homes by 2050.

Existing Transportation Conditions

The La Jolla Band of Luiseño Indians currently holds an inventory consisting of 45.6 miles of Tribal, BIA, County, and State Routes. There are currently no forms of public transportation servicing the reservation. The primary mode of transportation on and off the reservation consists of automobiles and by foot. The closest area that provides all major services is Escondido, which is approximately 25 miles from the reservation.

The current utilization of the existing systems consist of those that live within La Jolla, La Jolla staff, motorcycle and bicycle enthusiast, and tourists/vacationers traveling through La Jolla to reach the desert to use off road vehicles such as dirt bikes and other ATV's, and local school district busses.

The current condition of the system is fair, with a need for increased culvert size, erosion mitigation, school buss stop marking and lighting for youth waiting for the Buss on the side of State Route 76, increased turning capacity for vehicles in excess of 40 ft in length, and lastly better signage for first responders and emergency personnel.

Goals and Objectives

1. Increase size of turns to accommodate vehicles over 40 foot in length.
 - Discuss solutions for funding and timing the redesign and construction of the proposed changes to the 4 turns identified.
 - Work with CalTrans to redesign the 4 turns identified in the attached Map.

2. Assessment and replacement of damaged, undersized, and undermine culverts
 - Work with Cal Trans to identify which culverts needs to be replaced or cleaned.
 - Setup a formal process of notification with CalTrans when there is a need to clean culverts
 - Owner of road way would contract with La Jolla to clean or replace culverts that fall within La Jolla's Inventory.
3. Increase signage and lighting for school bus stops off of State Route 76
 - Work with CalTrans to solve how to fund the needed signage and lighting.
 - Purchase and install the signs and lighting.
4. Increase residential road signage for first responders and emergency personnel.
 - La Jolla would identify and update each of the residential road ways for both Tribal and BIA roads that encroach onto State Route 76
 - La Jolla would create a map outlining each road name.
 - La Jolla would distribute the map to the needed first responder agencies that have La Jolla within their service area.
5. Increase pedestrian walking and bike lanes throughout the reservation
 - La Jolla would work on creating a planning document to locate the most effective routes to access community and government facilities.
 - Partner with funding agencies that promote healthy communities.

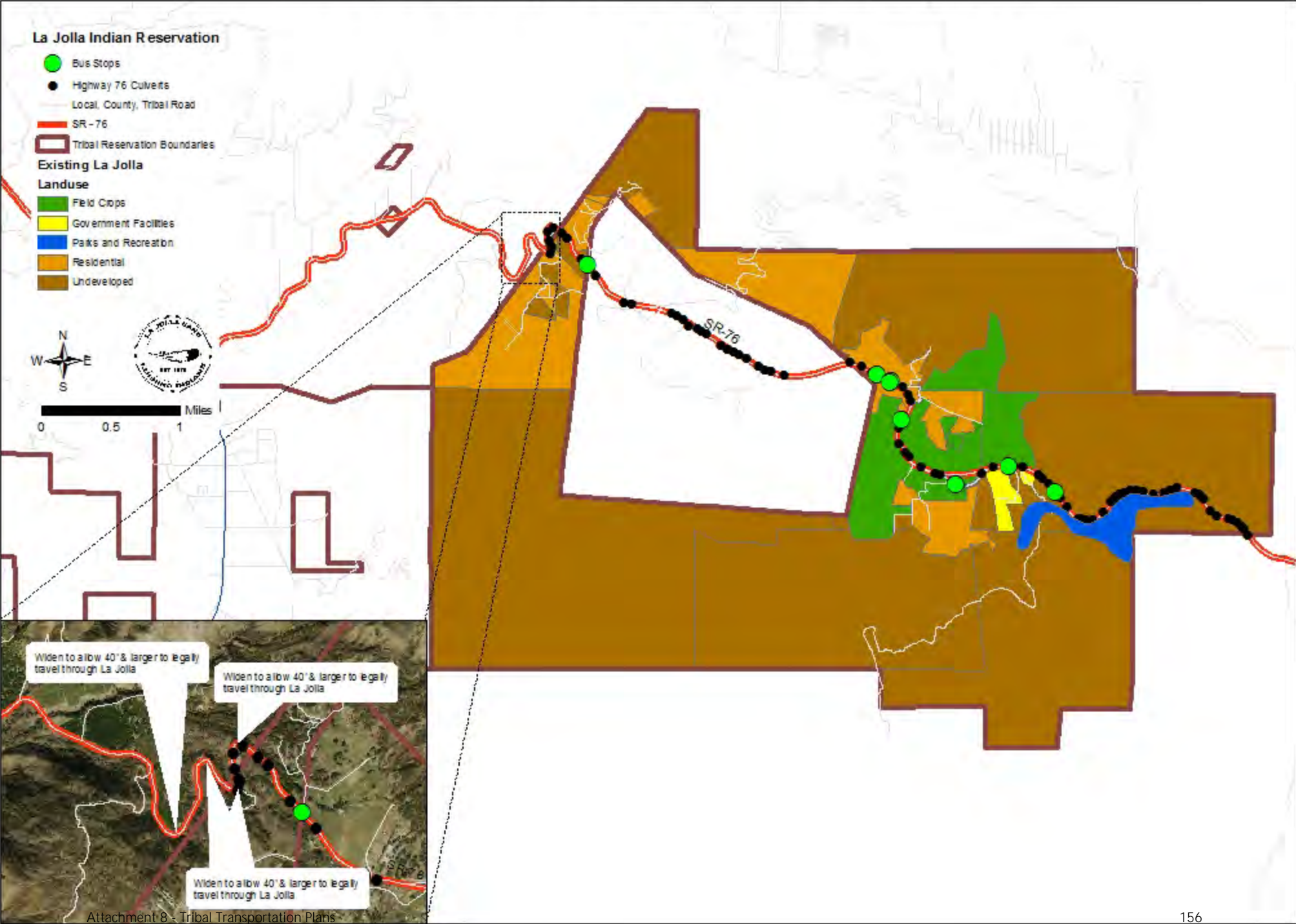
Priority Projects

1. Increase size of turns to accommodate vehicles over 40 foot in length.
 - Currently, vehicles that are larger than 40 foot in length are not legally allowed to travel to La Jolla due to an inability for the vehicles to stay within the lines as it has currently been designed and constructed.
2. Asses and replace undermine and damages culverts.
 - After the devastation of the 2007 wildfires, La Jolla quickly became aware of the 86 culverts that exist along State Route 76 (within Tribal Land boundaries) and found that many of the culverts often clog with debris due to a lack of vegetation holding the hillside together or not being the proper size to handle the flow coming off the mountain. La Jolla would not only like to see the culverts cleaned, but actually replaced with larger culverts to mitigate any future clogging of the culverts. Due to flooding and clogging, State Route 76 has closed several times since 2007 and as a result hindering La Jolla's Government and citizens to accessing their homes, families, and going to and from work. In addition, washed-out and overrun culverts have also left Tribal Members trapped on the reservation with no other route to escape to safety.
3. Increased signage and lighting for school bus stops off of State Route 76.
 - Due to La Jolla's mountainous terrain and rural location, all of La Jolla's bus stops are located off of State Route 76 with very little signage or lighting notifying drivers of the children's presence. In addition, the current speed for State Route 76 is 55 mph, which allows drivers very little time to react in the event that a child crosses the street to ride the school buss. Although the Tribe has spoken to CalTrans about lowering the road speed near La Jollas' bus stops, the traffic study does not justify a reduced speed limit.
4. Increase residential road signage for first responders and emergency personnel.
 - A large number of the roads within La Jollas' inventory are not marked with proper signage making it challenging for first responders and emergency personnel to do their job.
5. Increase pedestrian walking and bike lanes throughout the reservation
 - La Jolla has a large portion of its membership that suffers from heart disease, diabetes, and other illnesses that can be controlled with exercise and other types of physical activity. The community has shown a great deal of interest in increasing safe walking and biking trails.

Appendix:

- 1) La Jolla Transportation Map
- 2) La Jolla Hwy 76 Culverts Map
- 3) La Jolla Bus Stops Map

La Jolla Tribal Transportation 2050 Road Improvement Plan



**LA POSTA
BAND OF MISSION INDIANS**



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January 7, 2015

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, Ca 92101

RE: La Posta Reservation Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the La Posta Band of , submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The La Posta Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the La Posta Band of Diegueno Mission Indians) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the La Posta Reservation.

Please find enclosed the La Posta Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Javaughn Miller , Tribal Administrator at 619-478-2113 or by email at jmiller@lptribe.net.

Respectfully,

Gwendolyn Parada
Tribal Chairperson



INDIAN RESERVATION ROADS
INVENTORY UPDATE
AND
LONG RANGE TRANSPORTATION
PLAN UPDATE

Prepared For:

LA POSTA BAND OF MISSION INDIANS

MARCH 2013

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INTRODUCTION

The Bureau of Indian Affairs (BIA), in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and the Federal Highway Administration, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updates state that the BIA shall carry out a transportation planning process for Indian Reservation Roads (IRR) to support its road construction and improvement program. The *Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21st Century—A Legacy for Users* (SAFETEA-LU) continued the authorization of Highway Trust Funds to be made available each fiscal year under the IRR Program for transportation planning purposes. This *Long Range Transportation Plan Update for the La Posta Indian Reservation* was initiated by the La Posta Band of Mission Indians (LPBMI) through the Transportation Planning Program and Public Law (P.L.) 93-638.

Indian Reservation Roads (IRR) are public roads, including roads on the Federal Aid System, that are located within or provide access to an Indian reservation, Indian trust land, or restricted Indian land that is not subject to fee title alienation without the approval of the Federal Government. This includes Indian and Alaska Native villages, or Oklahoma communities in which Indians and Alaskan natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under Federal laws specifically applicable to Indians. Roads systems within the IRR include:

BIA Roads System - existing and proposed IRRs for which the BIA has or plans to obtain legal right-of-way. The BIA has the primary responsibility to improve and maintain the roads on this system. Any changes to this system must be supported by tribal resolution.

BIA Reservation Development Roads System - existing public highways and proposed routes for which the BIA has, or plans to obtain, a legal right-of-way and which serve the development needs of Indian reservations and Alaska Native villages.

Other BIA Branch Roads - existing routes under the jurisdiction of other Branches of the BIA such as Forestry and/or Facilities Management.

Highway Trust Fund Road System - existing BIA routes or sections of routes that were constructed or improved using Highway Trust Funds.

Tribal Road System - those public roads whose rights-of-way (ROW) are under the jurisdiction of a tribe.

County or Township Road System - public roads whose ROW are under the jurisdiction of a county, township, or road district.

State Highway System - public highways whose ROW are under the jurisdiction of a state.

Other Federal Agency Public Roads - public roads whose ROW are under the jurisdiction of various Federal agencies, such as the Bureau of Land Management, Forest Service, Corps of Engineers, National Park Service, Bureau of Reclamation, Department of Defense, or others.

Other Public Roads - roads that are owned and maintained by others (includes Petroleum and Mining, Utility Company, or any other agencies, groups or enterprises) that are open for public travel.

PURPOSE AND SCOPE

This *Long-Range Transportation Plan Update (LRTP Update)* was prepared by PAIKI to meet the La Posta Band of Mission Indians' goal of identifying and inventorying roads eligible for the IRR system in order to secure funding for needed transportation improvements. This *LRTP Update* is intended to update and supplement any prior Long-Range Transportation Plan documents prepared on behalf of the LPBMI. This *LRTP Update* presents a plan to improve existing transportation facilities and develop new transportation opportunities within the La Posta Reservation.

The La Posta Reservation falls within the jurisdiction of the BIA's Southern California Agency (Riverside, CA) of the BIA Pacific Regional Office (PRO) in Sacramento, California. The methodologies and contents of this study must be reviewed and accepted by the PRO - Division of Transportation to fulfill the requirements set forth in SAFETEA-LU and 25 CFR 170.

The La Posta Band of Mission Indians is planning for the future use and development of its tribal land and surrounding area. Any change in the existing land use would generate new **traffic, causing an impact on the reservation's IRR System. The reservation's rural and somewhat remote location intensifies the importance of a safe and adequate roadway network to the well being of all tribal members.**

The purpose of this study is to develop a plan for providing transportation facilities that will enable tribal leaders to take advantage of desirable economic opportunities, protect reservation resources, strengthen cultural traditions, promote self-sufficiency and sustainable development, **and enhance the use of the reservation's land by its residents.**

This study considers the potential transportation impacts of existing and planned tribal development projects to establish a prioritized list of transportation needs. This type of study usually includes the following tasks:

- Prepare an IRR inventory comparison table which will be used for proposing revisions to the IRR inventory.
- Identify obvious hazards that exist on/along the IRR system.
- Identify and evaluate present and future transportation needs.
- Conduct travel demand studies.
- Develop transportation system alternatives. The plan shall include road projects **contained in the Tribe's current road** construction priority listing.
- Develop road improvement project descriptions.
- Estimate road improvement project costs.
- Develop road construction priorities/Tribal Transportation Improvement Program.
- Evaluate future road construction program.
- Evaluate road maintenance needs.
- Evaluate social and economic factors associated with proposed roadway improvements.
- Provide a long-range transportation plan that prioritizes short- and long-term transportation improvement projects.

ORGANIZATION OF THE STUDY

Data for use in the preparation of this transportation plan were obtained from tribal officials, on-site reconnaissance, and other sources—principally the following:

- Bureau of Indian Affairs website <http://www.bia.gov>
- Federal Highway Administration website <http://fhwa.dot.gov>
- CalTrans traffic data, 2011: <http://traffic-counts.dot.ca.gov/>
- San Diego County traffic data, 2010:
http://www.sandag.org/resources/demographics_and_other_data/transportation/adtv/unincorporated_adt.pdf
- San Diego County Transit web site: <http://www.sdcommute.com/>
- United States Census Bureau: <http://www.census.gov>
- World Climate web site: <http://www.worldclimate.com/cgi-bin/grid.pl?gr=N32W116>
- La Posta Tribal website: <http://www.lptribe.net/>
- La Posta Casino website: <http://www.lapostacasino.com/>
- 2012 SANDAG Regional Transportation Improvement Program
- 2050 SANDAG Regional Transportation Plan
- 2012 CalTrans Executive Fact Booklet
- Southern Indian Health Council website: <http://www.sihc.org>
- Mountain Empire Unified School District: <http://meusd-ca.schoolloop.com>

The preparation of this *LRTP Update* consisted of Phases I, II, and III.

Phase I - Data Collection

This phase involved the collection of data to be used in the analysis of the existing system and the development of a proposed transportation plan. On August 23, 2012, consultants undertook a windshield survey of reservation facilities and roads on and providing access to the reservation. Consultants met with Tribal representatives to present information about the project and request assistance with data gathering. In addition, consultants met key tribal personnel to arrange future contacts to gather information.

Other research was conducted to determine whether there are state, regional, and/or county transportation projects planned or underway in the vicinity of or on the La Posta Reservation.

Also in this phase, part one of the three-part transportation plan was prepared. Part one provides a summary of the existing tribal transportation network, land use and development on the La Posta Reservation, and tribal demographics.

Phase II – IRR Inventory Update

In Phase II the tribe's existing IRR Inventory is compared with the newly collected road inventory data collected in August 2012 (see Section 2.1, *Roadway Inventory*) to establish recommendations for updating the La Posta Tribe's road inventory. Phase II of the transportation plan summarizes the new roadway inventory, explains changes between the old and new inventory, and presents an Inventory Comparison Listing table that compares existing and updated inventory data.

Phase III – Analysis of Transportation Needs

In this phase, roadway capacities, levels of service, travel speeds, safety standards, and adequacy design standards are analyzed. These analyses determine deficiencies of the existing transportation system and identify future transportation needs.

This phase also includes a survey of community attitudes regarding future transportation needs and planning through an ongoing dialogue with tribal officials, tribal staff, and BIA personnel.

Phase III lists and evaluates social and economic factors associated with the proposed improvements to existing routes (or sections of routes) and new road construction. It also describes individually identified and prioritized road improvement projects, justifications, costs to construct, and general time frames for implementation.

Some of the factors considered in this evaluation include:

- The number of enterprises and/or small businesses located on a route.
- The number of existing homes served by a route.
- The classification of each route.

This final phase also includes the preparation of a recommended listing of proposed transportation improvement projects, and project descriptions, for Tribal Council review and prioritization. This prioritized list of projects (Priority List) and the Tribal Resolution approving this list are then submitted to the BIA. Tribal Priority Lists are analyzed and used by the BIA, in lieu of a Tribal Transportation Improvement Program (TTIP), to generate an IRR TIP for the tribes that identify anticipated preconstruction and construction project costs and the disbursement of funds for **pre-construction and construction activities based on the Tribe's** annual percent share of IRR program Funds. Section 3.2.2 – Proposed Projects, lists the transportation improvement projects approved for funding by the Tribal Council.

The Tribe also has the option of generating a four-year Tribal TIP, which is a multi-year, financially constrained, list of proposed transportation projects that identifies anticipated preconstruction and construction project costs and the disbursement of funds for **pre-construction and construction activities based on the Tribe's annual percent** share if IRR program Funds. Additional information on the development of a Tribal TIP is contained in Section 3.2.5 - Transportation Improvement Program (TIP).

LA POSTA INDIAN RESERVATION

The La Posta Band of Mission Indians is a federally-recognized sovereign Indian tribe. The La Posta Indian Reservation was established by Executive Order in 1891. The La Posta Tribe adopted a Constitution and Bylaws in May, 1973 which was approved by the Commissioner of Indian Affairs in accordance with the **Indian Reorganization Act (IRA) of 1934**. The Tribe's Constitution provides that the General Council has the power to exercise the powers of self-government and self-determination, and to exercise jurisdiction extending to lands comprising the La Posta Indian Reservation.

The Reservation is located adjacent to Interstate 8 (I-8) and about 55 miles east of the City of San Diego within the Laguna Mountains in the southeastern part of San Diego County. The La Posta Reservation consists of 3,757 acres which are primarily remote and undeveloped with some exceptions. Approximately 85 acres of the reservation are geographically separated from

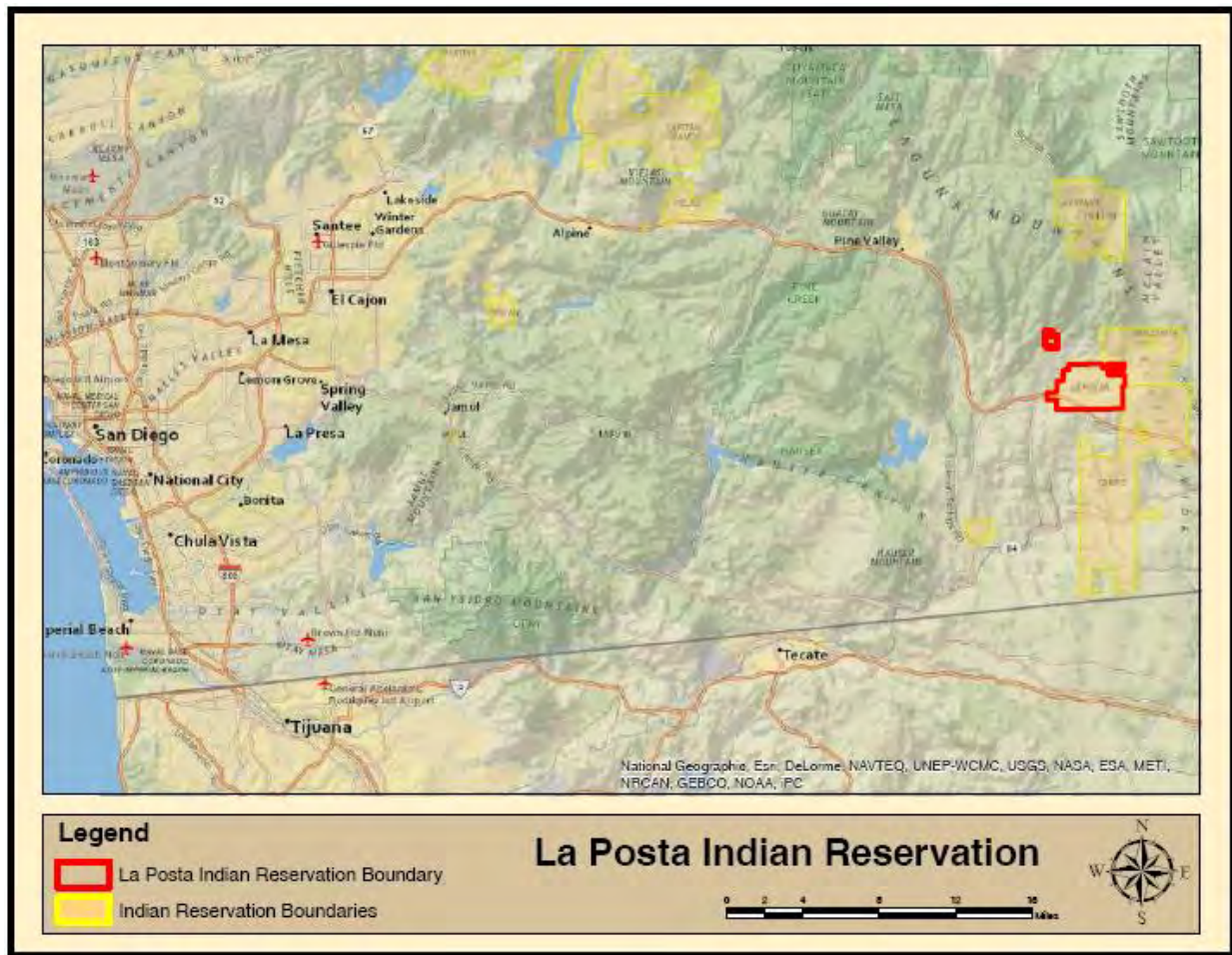
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the rest of the reservation; this tract is located northwest of the main portion of the reservation on the west side of La Posta Road (BIA Route 15).

The La Posta Indian Reservation is accessible primarily via Crestwood Road (BIA Route 11) – a two-lane road which links the La Posta Casino and most of the tribal residential areas with I-8. Another linkage to tribal lands is provided by BIA Route 48, a reservation emergency road that connects to La Posta Road on the west side of the reservation. A small section of the reservation located south of I-8 is accessible from Old Highway 80 (BIA Route 870). Large sections of the tribal lands currently have limited accessibility.

The remoteness of the Reservation is apparent when considering the distances that its residents must travel to the region’s major employment and retail/service centers in San Diego. Serving residents’ more immediate needs is the community of Boulevard, California.

**Figure 1
Location Map—La Posta Indian Reservation**



PART 1 - EXISTING CONDITIONS

1.1 Physical Characteristics

The reservation's topography is characterized by rocky, steep slopes and desert land. The elevation of the reservation ranges from approximately 3,500 feet above mean sea level near the southwestern corner of the reservation where the watershed empties to La Posta Creek, to about 4,500 feet above mean sea level near the southeast corner.

Hydrologically, there are several minor drainageways flowing generally from east to west that discharge into La Posta Creek which is located near the western boundary of the reservation. All of the reservation is located within the La Posta Creek watershed.

The climate of the region (data from Alpine, CA; 30-year average 1961-1990) is moderate having an average annual temperature of about 63.5 degrees Fahrenheit. In August, the hottest month, daytime highs average 91 degrees and night time lows average 61 degrees. January, the coldest month, has daily highs averaging 65 degrees and night time lows averaging 41.9 degrees. Precipitation varies throughout the year with most occurring November through April and very little occurring during the other months. The average annual total precipitation is 16.6 inches. In the nearby town of Boulevard, the average annual precipitation is slightly less: 14.1 inches.

1.2 Demographics and Development

Transportation systems have long been a vital and necessary part of society. Therefore, the evaluation of existing transportation network or projection of future transportation needs requires an understanding of existing land use, future land use, economic activity, and development trends.

1.2.1 Population and Housing Characteristics

No data from the 2010 U.S. Census was available for the Reservation. The 2000 Census indicates **the La Posta Band of Mission Indian's current enrollment is 40 members.** Of this 40, there are 36 that live on the Reservation.

Residential development for tribal members on the reservation consists of 12 home sites located along Crestwood Road in the area north of the La Posta Casino.

1.2.2 Land Ownership

All 3,757 acres that make up the La Posta Indian Reservation are held in trust by the United States Government for the benefit of the La Posta Band of Mission Indians.

1.2.3 Existing Land Use

A windshield survey of existing land uses on the reservation was conducted by PAIKI's staff in August 2012. *Map A, Existing Conditions*, illustrates the generalized existing land uses and road system. The majority of the land on and surrounding the reservation is undeveloped.

Residential

Residential development is minimal and generally located north of the La Posta Casino. There are 12 dwelling units on the Reservation. The homes have septic tanks and two community wells with two at grade water tanks to serve all the homes. Electricity is provided by San Diego Gas & Electric. Telephone services are provided by AT&T. The homes are private or tribally owned.

Table 1.1: Selected Characteristics—Resident Population and Housing on Reservation

Residential Area	Location	Resident Population	# Housing Units
Upper Residential		19	7
Lower Residential		31	5

Agriculture

There are currently no agricultural activities on the Reservation. Historically agriculture has been a major component of the Kumeyaay culture.

Commercial

The La Posta Casino is the primary commercial activity on the Reservation. There is a Tribal maintenance facility and the Tribal Administrative Office located near the casino. The Tribe also owns and operates a short term internet lending business.

Table 1.2: Employment by Tribal Enterprise

Enterprise Name	# of Employees	Part Time/Seasonal	Full Time
La Posta Casino	85	20	65
La Posta Tribal Lending Enterprise	0		0

Public Service and Institutional Facilities

Public service facilities located on the Reservation include Tribal Administration and Southern Indian Health, Outpatient Substance Abuse Clinic.

Medical services for tribal members are provided through the Southern Indian Health Council, Inc. (SIHC) SIHC serves a seven-member tribal consortium which includes Barona, Campo, Ewiiapaayp, Jamul, La Posta, Manzanita, and Viejas. SIHC has a diversified funding base and provides a full spectrum of programs and services supported by Federal, State, and local dollars. SIHC has clinics in Alpine and Campo and an outpatient substance abuse treatment facility in Boulevard.

Recreation

While there are no recreational amenities within the Reservation boundaries, regional attractions such as the Cleveland National Forest, Cuyamaca Rancho State Park and the Anza-Borrego State Park are all adjacent or proximal to the Reservation.

The Cleveland Nation Forest comprises some 567,000 acres and is an important recreation resource for the people of southern California. The most popular activities within the forest include camping, biking, hiking, fishing, recreational shooting, horseback riding, picnicking and

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scenic driving. The Cuyamaca Rancho State Park is within the Cleveland Nation Forest and offers campgrounds and the Cuyamaca Lake.

The Anza-Borrego State Park is the largest state park in California. Five hundred miles of dirt roads, 12 wilderness areas and many miles of hiking trails provide visitors with an opportunity to experience the wonders of the California Desert. The park features washes, wildflowers, palm groves, cacti and sweeping vistas. Visitors may also have the chance to see roadrunners, golden eagles, kit foxes, mule deer and bighorn sheep as well as iguanas, chuckwallas and the red diamond rattlesnake.

Historical/Cultural

Much of the history and culture of the Kumeyaay is related to the land itself. Various mountains, streams and other geologic elements play vital roles in the cultural belief system. Therefore much of the Reservation, while devoid of specific historical/cultural amenities such as designated landmarks, museums, etc, is viewed as culturally significant.

Industrial

There is no industrial activity on the Reservation. A sand and gravel operation previously operated on the Reservation, but is no longer in existence.

1.2.4 Economic Conditions and Employment

The tribal members' main source of wage income includes employment with the following:

- Tribal administration and government agencies, including the environmental, housing, social services, education, natural resources management, etc.
- Tribal enterprises (see Table 1.2, above)

The 2000 census recorded the unemployment rate on the reservation as 6.8%, compared with **3.4% for California. California's unemployment rate in July 2010 was 9.6%, in San Diego County** in September was 7.6%. The current (June 2011) tribal unemployment rate was not available. Distances to major employment centers, the few tribal enterprises, and the absence of privately owned businesses on the Reservation contribute to limited employment opportunities for tribal members.

1.2.5 Land Use Control

The Tribe applies and enforces its tribal law in exercising its inherent sovereign authority for jurisdiction over its tribal lands in various statutes, including land use, zoning, building codes, environmental and air quality, water codes, taxation, civil (exclusive to the Tribe) and criminal **(concurrent with State law enforcement), and associated regulations. The Tribe's General Council delegates tribal land use powers for the use of all Reservation lands to the Executive Council.**

1.2.6 Law Enforcement

Law enforcement is provided by the San Diego County Sheriff's substation in Pine Valley.

1.3 Transportation System

This section describes the road system used by the residents of the La Posta Indian Reservation. While emphasis is on the road system, public transit and other service routes are also addressed. Sections 1.3.1 through 1.3.10 present discussions of the existing and proposed IRR System roads that serve the La Posta Indian Reservation. *Map A, Existing Conditions* shows the existing land uses and the transportation system serving the reservation, including existing tribal and proposed IRR System roads.

1.3.1 Existing Roadway System

The La Posta Reservation is served primarily by two paved access roads. There are also numerous unpaved roads, many of which narrow and somewhat treacherous due to the terrain of the surrounding land. The current condition of the access roads does not allow the Reservation to be fully utilized.

Public roads serving the Reservation are constructed and maintained primarily by the BIA, San Diego County, the La Posta Tribe, and the State of California. Selected characteristics of the existing IRR System are presented in Table 1.3. Note that “Existing IRR System” refers to the IRR System prior to the Inventory Update.

**Table 1.3
Selected Characteristics of Existing IRR System**

BIA Route #	Road Name	Class	Surface Type	Length (miles)
008	Interstate 8	1	Paved	1.5
011	Crestwood Road	4	Paved	6.9
080	Reservation Emergency Road	5	Unimproved Dirt	0.7

1.3.2 Functional Classification of Roadways

Roads are classified or grouped into integrated systems by the functions they perform with regard to moving traffic and providing property access. Each road is ranked by its relative importance and the function it is intended to serve. Within the IRR system there are two types of road classification systems: State Highway Classifications and BIA Road Classifications. Both the state and the BIA use functional classification as the basis for classifying their roads. However, the criteria used to determine specific classifications differ between the two systems.

1.3.2.1 Generalized Functional Classification Definitions

Functional classification identifies the role each street or highway should play in channeling traffic through a rural or urban environment in a logical and efficient manner. The three general functional classification categories are *Arterials*, *Collectors*, and *Local Roads*. An arterial's function is to move through-traffic at high speeds over long distances with limited land access. Collector roads move traffic from local streets to arterial roads. Local roads or streets move traffic at relatively low speeds and provide access to adjacent property.

Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are

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classified separately. Urban systems are composed of urban principal arterials, urban collectors, and urban local roads. Rural systems are composed of rural principal arterials, rural minor arterials, rural collectors, and rural local roads. General definitions of the three general functional classifications, along with desirable characteristics, are given below.

Arterials carry relatively large volumes of traffic through the state and to major destinations such as work sites or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include federal and interstate highways, and state highways that serve all urban areas with a population greater than 50,000, and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes.

Collectors generally serve intra-county and regional travel that has shorter travel distances than that supported by arterials. Collectors also provide a balance between mobility and land access by generally permitting access to all abutting properties. There are two categories of collectors: major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density. They collect traffic from local roads and provide access to all developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector.

Local Roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local roads usually serve residential areas and may also serve scattered businesses and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

1.3.2.2 State Highway Classifications

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to the enactment of the *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA), it became apparent that the 20-year-old federally mandated functional classifications needed modification to be reclassified before the establishment of a National Highway System (NHS). Although routinely updated by states, functional classifications were no longer consistent among the states and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA, which required the states to reclassify their roads and streets under oversight of the Federal Highway Administration, by September 30, 1996. The California Department of Transportation (CalTrans) has reclassified roads and streets within the State of California.

1.3.2.3 BIA Road Classifications

The BIA road system has eleven classes of routes: seven vehicular and four non-vehicular. Functional classification is used by the BIA to group roads into a specific vehicular class based on the existing or anticipated function of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the eleven BIA road system classes are given below, together with the list of roads the existing IRR inventory includes in each class. Proposed changes to the existing IRR inventory are described in Part Two, *Inventory Update*.

Class 1 roads are major arterial roads that provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day (vpd) or more. Interstate Highway 8 (BIA Route F008) is the only Class 1 route on the current La Posta Reservation's IRR System.

Class 2 roads are rural minor arterial roads that provide an integrated network serving traffic between larger population centers, and generally do not have stub connections. They serve traffic between large population centers and may also link smaller towns and communities to major destination areas that attract travel over long distances. They are generally designed for relatively high overall speeds with minimum interference to through traffic, and carry less than 10,000 vpd. Class 2 routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. Old Highway 80 (BIA Route O80) is the only Class 2 route on the current La Posta Reservation's IRR System.

Class 3 routes are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the *Local Roads* category in the state highway classification. There are currently no Class 3 routes identified on the existing La Posta Reservation's IRR System.

Class 4 routes are rural major collectors that collect traffic from rural local roads. Crestwood Road (BIA Route O11) is the only Class 4 routes on the current La Posta Reservation's IRR System.

Class 5 routes are local rural roads that may include section line and stub-out roads that collect traffic for arterial roads and make connections within the grid of the Indian Reservation Roads System. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are non-vehicular routes defined as non-road type paths, trails, walkways and other designated types of routes for public use by foot traffic, bicycles, trail bikes, or other uses. **There are currently no Class 5 routes identified on the existing La Posta Reservation's IRR System.**

Class 6 routes are city minor arterial streets that are located within communities and provide access to major arterials. This is a relatively new classification in the IRR System and there are **no Class 6 routes on the La Posta Reservation's IRR System.**

Class 7 routes are city collector streets that are located within communities and provide access to city local streets. This is a relatively new classification in the IRR System and there are **no Class 7 routes on the La Posta Reservation's IRR System.**

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Class 8 routes are non-road type projects such as paths, trails, walkways, and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are no Class 8 routes on the La Posta Reservation's IRR System.

Class 9 routes encompass other transportation facilities such as parking facilities adjacent to IRR routes and scenic byways such as rest areas, other scenic pullouts, ferry boat terminals, and transit terminals. There are no Class 9 routes on the La Posta Reservation's IRR System.

Class 10 routes are defined as airstrips that are within the boundaries of the IRR System and are open to the public. These airstrips are included for inventory and maintenance purposes, only. There are no Class 10 routes on the La Posta Reservation's IRR System.

Class 11 indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. There are no Class 11 routes on the La Posta Reservation's IRR System.

1.3.3 Drainage Features and Bridges

Drainage features are primarily located along both roads on the existing IRR System: Crestwood Road (BIA Route 011) and Interstate 8 (BIA Route 008). There are currently no bridges on the La Posta Reservation's IRR System.

1.3.4 Postal Delivery Routes

The U.S. Postal Service delivers mail to the Tribe at a community mail box located at 8 Crestwood Rd, Boulevard CA. 91905

1.3.5 School Bus Routes

There is generally no school bus transportation within the La Posta Reservation. Students are picked up at a bus stop located at Live Oak Springs in Boulevard, CA 91905.

1.3.6 Transit Routes

There is no general public transit system available for the La Posta Reservation. San Diego Transit Route 864 provides regular service (Monday thru Saturday) to Alpine and Viejas Reservation, which is at least 10 miles west of the La Posta Reservation. Route 888 is very limited service to Jacumba on Monday and Friday afternoons, eastbound only, with stops at Buckman Springs, Campo, and Boulevard, among others. Neither of these routes are sufficient to be considered regular service.

The La Posta Casino provides transportation directly to their facility from various locations in the surrounding communities including San Diego. Information on pickup locations, days, and times can be found on the casino's web site: <http://www.lapostacasino.com/>

1.3.7 Regional Transportation

The La Posta Reservation is linked to Interstate Highway 8 via Crestwood Road and La Posta Road. A section of Old Highway 80 (BIA Route 080) is located along the south side of Interstate 8 on the south side of the Reservation. The closest metropolitan area is San Diego, California, which is the San Diego County Seat and is approximately 55 miles west of the Reservation on Interstate 8.

PAIKI obtained and reviewed the *2012 SANDAG Regional Transportation Improvement Program*, the *2050 SANDAG Regional Transportation Plan*, and other regional transportation documents for this LRTP Update. There are border crossings proposed for Jacumba and Olta Mesa. PAIKI could not locate traffic projections for these facilities, but they are more than 10 miles from the Reservation so the impact on the Reservation roads should be minimal. There were no other proposed transportation projects located within close proximity to the Reservation; therefore, PAIKI concluded that the information presented was not directly applicable to the Tribe's existing or proposed transportation program.

The nearest existing airport is at Jacumba approximately 6 miles southwest of Boulevard; however, the closest commercial airport is located in San Diego.

1.3.8 Traffic Control

Traffic control within the Reservation is provided by signing; there are no signalized intersections.

1.3.9 Accident Data

There is no information on accident history available through CalTrans or San Diego County for the La Posta Reservation. Since the tribal members rely on San Diego County for emergency services, including law enforcement, the Tribe also does not have accident data for the reservation roads. Therefore, no accident analysis could be performed for this LRTP update.

1.3.10 Bicycle and Pedestrian Facilities

The reservation does not have any bicycle or pedestrian facilities. The Tribe has not expressed a need to provide any pedestrian or bicycle facilities due to the lack of amenities on Reservation land. The Reservation uses All-Terrain Vehicle trails located along the unimproved BIA Roads on the reservation to get from facility to facility.

1.3.11 Roadway Hazards

The existing roadways within and accessing the east reservation are narrow and unimproved, with potential for roadside hazards to exist throughout their lengths.

PART TWO - IRR INVENTORY UPDATE

Proposed revisions to the existing La Posta Indian Reservation IRR Inventory are subject to the approval of the La Posta Tribe and the BIA.

2.1 Roadway Inventory

In August 2012, PAIKI staff performed a field survey of the roads proposed to be added to the La Posta IRR System. The task included a Global Positioning System (GPS) survey. The data describes the physical characteristics and condition of each road, and records, among other data:

- Identification (including length, class, location, etc.)
- Roadway section
- Inventory status (including date of update)

An inventory data form was developed to expedite fieldwork. Field inventory data was then **transferred to the BIA inventory forms. To make changes to the IRR Inventory, PAIKI's** inventory data is first reviewed by the Tribe and the BIA Regional Roads Office. Following the review and comment process, the Tribal Council, through formal resolution, accepts the data **and refers it to the BIA Regional Roads Office for approval as the "2013 Inventory Update."** The data (one sheet per section of each route) provides information regarding the physical characteristics and condition of each road, and includes a color photo of each section inventoried. The inventory data forms are located in the *Indian Reservation Roads Inventory Data* that has been provided to the Tribe and BIA. Table 2.1 summarizes the proposed IRR System based on the Inventory Update with proposed revisions to the inventory. Section 2.1.6 provides a summary of existing and proposed IRR System road mileage, including additions, deletions, and corrections to mileage data based on the Inventory Update.

La Posta Band of Mission Indians Long Range Transportation Plan Update

Table 2.1 2013 Inventory Update—La Posta Indian Reservation IRR System

2012 Inventory Update		Existing BIA Inventory		2012 Inventory Existing Inventory		2012 Inventory Existing Inventory		2012 Inventory Existing Inventory		2012 Inventory Existing Inventory		Section Name	Existing Status
Route	Section	Route	Section	Class	Length	Surface Type	Const. Need						
		008	810	1	1.5	5	3					Interstate 8	Official
		Route 008 Length Subtotal:			1.5	5	3	$\Delta = 0.0$					
011	810	011	30	4	1.0	5	4	2	1			Crestwood Road	Official
011	820	011	20	4	0.3	5	1	1	1			Crestwood Road	Official
011	830	011	30	4	1.4	5	1	1	1			Crestwood Road	Official
		011	40	4	1.0	5	1	1	1			Crestwood Road	Official
		Route 011 Length Subtotal:			6.9	5	7	$\Delta = -4.2$					
015	810			4	0.3	5		2				La Posta Road	
015	820			4	1.0	3		2				La Posta Road	
015	830			4	2.4	3		2				Thing Valley Road	
		Route 015 Length Subtotal:			3.7	5		6					
020	10			5	0.3	5		2					
		Route 020 Length Subtotal:			0.3	5		2					
021	10			5	0.3	1		2					
		Route 021 Length Subtotal:			0.3	1		2					
022	10			5	0.1	1		2					
022	20			5	0.2	4		2					
		Route 022 Length Subtotal:			0.3	5		4					
023	10			5	0.2	3		2					
		Route 023 Length Subtotal:			0.2	3		2					
024	10			5	0.2	4		2					
024	20			5	0.3	1		2					
		Route 024 Length Subtotal:			0.5	5		4					
025	10			5	0.4	1		2					
		Route 025 Length Subtotal:			0.4	1		2					
026	10			5	0.2	4		2					
		Route 026 Length Subtotal:			0.2	4		2					
027	10			5	0.5	1		2					
027	20			5	0.2	1		2					
027	30			5	0.1	1		2					
		Route 027 Length Subtotal:			0.8	3		6					

2012 Inventory Update		Existing BIA Inventory		2012 Inventory Existing Inventory		2012 Inventory Existing Inventory		2012 Inventory Existing Inventory		Section Name	Existing Status
Route	Section	Route	Section	Class	Length	Surface Type	Const. Need				
028	10			5	0.2	1		2			
		Route 028 Length Subtotal:			0.2	1		2			
029	10			5	0.5	5		2			
		Route 029 Length Subtotal:			0.5	5		2			
030	10			5	0.3	1		2			
		Route 030 Length Subtotal:			0.3	1		2			
031	10			5	0.4	1		2			
		Route 031 Length Subtotal:			0.4	1		2			
032	10			5	0.8	1		2			
		Route 032 Length Subtotal:			0.8	1		2			
033	10			5	0.2	1		2			
		Route 033 Length Subtotal:			0.2	1		2			
034	10			5	0.4	1		2			
		Route 034 Length Subtotal:			0.4	1		2			
035	10			5	2.0	1		2			
		Route 035 Length Subtotal:			2.0	1		2			
036	10			5	0.2	1		2			
		Route 036 Length Subtotal:			0.2	1		2			
037	10			5	0.5	1		2			
		Route 037 Length Subtotal:			0.5	1		2			
038	10			5	0.5	1		2			
		Route 038 Length Subtotal:			0.5	1		2			
039	10			5	0.6	1		2			
		Route 039 Length Subtotal:			0.6	1		2			
040	10			5	0.3	1		2			
		Route 040 Length Subtotal:			0.3	1		2			
041	10			5	0.5	1		2			
		Route 041 Length Subtotal:			0.5	1		2			
042	10			5	0.1	1		2			
		Route 042 Length Subtotal:			0.1	1		2			

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043	10		5	0.4		1	2					
Route 043 Length Subtotal:			0.4	0.0		Δ =	0.4					
044	10		5	0.3		1	2					
Route 044 Length Subtotal:			0.3	0.0		Δ =	0.3					
045	10		5	0.4		1	2					
Route 045 Length Subtotal:			0.4	0.0		Δ =	0.4					
047	10		5	0.1		1	2					
047	20		5	0.5		1	2					
Route 047 Length Subtotal:			0.6	0.0		Δ =	0.6					
048	10		5	0.7		1	2		Reservation Emergency Rd.			
048	20		5	1.4		1	1		Reservation Emergency Rd.			
048	30		5	2.0		1	1		Reservation Emergency Rd.			
048	40		5	0.4		1	2		Reservation Emergency Rd.			
048	50		5	0.3		1	1		Reservation Emergency Rd.			
Route 048 Length Subtotal:			4.8	0.0		Δ =	4.8					
080	810	080	810	2	1.0	0.7	5	4	2	2	Old Highway 80	Official
Route 080 Length Subtotal:			1.0	0.7		Δ =	0.3					
Summary: 25.9 9.1 Δ = 16.8												

Among the key objectives of the Inventory Update is to identify mileage corrections for routes on the IRR System; and to identify reservation roads and bridges that should be added to, or deleted from, the IRR System or renumbered to more logically reflect their relationship with intersecting roads. The following sections of this report describe the proposed changes to the existing IRR System that are based on the data gathered during the Inventory Update.

2.1.1 Mileage Corrections to the La Posta Reservation IRR Inventory—BIA Routes

The length of the Crestwood Road was revised as follows:

- Section 10 was decreased from 2.6 to 1.0 miles and re-designated as Section 810.
- Section 20 was decreased from 1.6 to 0.3 miles and re-designated as Section 820.
- Section 30 was decreased from 1.7 to 1.4 miles and re-designated as Section 830.
- Section 40 was deleted from the inventory.

The length of Old Highway 80 was increased from 0.7 to 1.0 miles.

The mileage revisions were due to the re-designation of section numbers. The net reduction in length from the existing inventory is 3.9 miles.

2.1.2 Roads to be added to the La Posta Indian Reservation IRR Inventory

The existing La Posta Indian Reservation IRR System total mileage is 9.1 miles, which includes 6.9 miles on the BIA system and 2.2 miles on the state or county system. Based on the Inventory Update, the proposed total mileage for the IRR System is 25.9 miles. A copy of the Inventory **Comparison List accompanying the Tribe's road inventory update submittal to the BIA, through the Road Inventory Field Data System (RIFDS) application, and copies of the strip maps for the proposed routes, are contained in Appendix A.** The classes of existing roads inventoried by PAIKI during the Inventory Update are identified below. Existing roads and proposed additions to the reservation's IRR System by road class are listed on Table 2.2.

Class 1—PAIKI inventoried no Class 1 routes on the La Posta Reservation during the Inventory Update.

Class 2— PAIKI inventoried one Class 2 routes on the La Posta Reservation during the Inventory Update. This is BIA Route 080 and it has a total length of 1.0 mile.

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Class 3—PAIKI inventoried no Class 3 routes on the La Posta Reservation during the Inventory Update.

Class 4—PAIKI inventoried two Class 4 routes on the La Posta Reservation during the Inventory Update: BIA Route 11 (Crestwood Road) and BIA Route 15 (La Posta Road/Thing Valley Road). The total length of the three sections of Route 11 is 2.7 miles and the total length of the three sections of Route 15 is 3.7 miles. Both are recommended for addition to the IRR System.

Class 5— All of the remaining new routes that PAIKI inventoried on the La Posta Reservation during the Inventory Update are Class 5 routes. The total length of new Class 5 routes is 17.0 miles and they are recommended for addition to the IRR System.

Class 6 and Class 7—PAIKI inventoried no Class 6 or 7 roads on the La Posta Reservation during the Inventory Update.

Class 8—PAIKI inventoried no Class 8 roads on the La Posta Reservation during the Inventory Update.

Class 9—PAIKI inventoried no Class 9 roads on the La Posta Reservation during the Inventory Update.

Class 10 and Class 11—PAIKI inventoried no Class 10 or 11 roads on the La Posta Reservation during the Inventory Update.

**Table 2.2
Proposed IRR System Road Mileage**

Road Classification	Existing Inventory	2013 Inventory Update
Class 1	1.5	0.0
Class 2	0.7	1.0
Class 3	0.0	0.0
Class 4	6.9	6.4
Class 5	0.0	17.0

2.1.3 Roads to be deleted from the La Posta Indian Reservation IRR Inventory

Section 40 of Route 11 is proposed for deletion from the La Posta Indian Reservation IRR inventory.

2.1.4 Bridges to be added to the La Posta Indian Reservation IRR Inventory

There are no bridges proposed for addition to the La Posta Indian Reservation IRR Inventory.

2.1.5 Bridges to be deleted from the La Posta Indian Reservation IRR Inventory

There are no bridges proposed to be deleted from the La Posta Indian Reservation IRR Inventory.

2.1.6 Summary of Existing and Proposed IRR System Road Mileage

Table 2.1, in the preceding text, summarizes the proposed revisions to the La Posta Indian Reservation IRR Road System mileage, based on the Inventory Update conducted.

2.2 Existing Traffic Volumes

For most of the roads in the current IRR inventory, there is no traffic volume data available, so default traffic volumes were assumed. Traffic volume data is available for Interstate 8 (F008) from CalTrans, and for Old Highway 80 (SD02) from San Diego County. For this *LRTP Update* the traffic volumes on these routes were updated using 2010 CalTrans and San Diego County data.

PART THREE - THE TRANSPORTATION PLAN

3.1 Future Development Plans

Future development plans identified by the Tribe are incorporated into this report in the following sections. These plans, when completed, will have impacts on the existing roadway network and may necessitate roadway system improvements. These are described in Section 3.2.2 and depicted on *Map B, Proposed Conditions* which is included as an attachment to this LRTP.

3.1.1 Tribal Development Projects

The Tribe has identified the following possible future development projects:

- Housing
- Manufacturing
- RV Park
- Gas Station and Store

There are currently no timetables for the completion of these developments, and plans for these developments have not progressed to the point where traffic impacts can be assessed in detail. Therefore, the projected traffic volumes that would likely be generated by the various land uses and, subsequently, to identify road and other transportation-related improvements that may be needed to handle that traffic, can only be estimated at this time.

3.1.2 Short- and Long-Range Development Plans

The Tribe has proposed the following short- and long-range development plans:

Short-range Plans

- Housing
- Manufacturing

Long-range Plans

- RV Park
- Gas Station and Store

3.1.3 Growth Assumptions for the Years 2015 and 2030

Growth projections for the Tribe were made based on discussions with members and an examination of the proposed projects. By the year 2015, assuming improvements to infrastructure (roads, housing, septic, electricity, telephone, water, etc) are made, the Tribe expects to at least double in size. For purposes of this study, a maximum population of 50 tribal members in the year 2015 is assumed.

By the year 2030, assuming a modest single- generation growth model (2.3 children/ household), the Tribe can expect a population of approximately 75 people.

Although reservation population increases are projected, the total future population of the reservation will not be enough to noticeably affect traffic patterns. Therefore, population was not a major factor in the projections of future traffic within the reservation.

3.2 Recommended Transportation Improvements

This *LRTP Update* for the La Posta Indian Reservation outlines existing conditions, identifies transportation needs, and presents an integrated set of proposed roadway improvements for the Tribe. The plan also includes policies and related actions necessary to implement the plan, and identifies the government agencies and private entities that have programmed funds to carry out the improvements.

3.2.1 Proposed Roads to Be Added to the La Posta Reservation IRR Inventory

Several new routes and sections have been proposed for the inventory. All of the proposed additions are Class 5 routes and the total length of these routes is 17.0 miles.

3.2.2 Proposed Transportation Projects

Several proposed transportation improvement projects were identified during the course of this study. The locations of these projects are depicted on Map B, *Proposed Conditions*. The projects on this list may be revised, deleted, or expanded during the review period that commences with the submittal of this draft report. Once the project list is completed, the projects on that list must be ranked according to tribal priority. The prioritized list must then be approved by Tribal Resolution prior to being included in the LRTP Update Final Report. The transportation projects proposed to date are described below. The projects are listed in priority order and a Tribal Resolution supporting the same is included as Exhibit B.

1. **Route 11 (Crestwood Road), Sections 810 & 820** (1.3 miles) – On the northbound side a truck climbing/passing lane is proposed to facilitate heavy truck traffic entering the casino. Additionally, widening the sharp curves so the trucks can safely traverse the curves without having to cross the centerline is proposed. On the southbound side the curve widening is proposed in selected areas.
2. **Route 27, Section 10 (partial) 20, & 30 (Housing Roads)** - Minimum design rural residential roadways to accommodate current and future housing needs are proposed.
3. **Route 48 (Reservation Emergency Road), Sections 30 (portion), 40 & 50** - Minimum design rural roadway that connects the developed portion of the reservation to the undeveloped portion.
4. **Route 27 (Housing Roads), Section 10 (remainder)** - Minimum design rural residential roadways to accommodate current and future housing needs are proposed.
5. **Route 48 (Reservation Emergency Road), Section 30 (remainder) to Route 39** - Minimum design rural roadway that connects the developed portion of the reservation to the undeveloped portion.
6. **Route 26 (Housing Roads), Section 10 (0.2 mile)** - Minimum design rural residential roadways to accommodate current and future housing needs are proposed.

7. **Route 48 (Reservation Emergency Road), Section 20 (1.7 miles) to Reservation Boundary** - Minimum design rural roadway that connects the developed portion of the reservation to the undeveloped portion.
8. **Route 48 (Reservation Emergency Road), Section 10 (0.7 miles) off Reservation to La Posta Road**- Minimum design rural roadway that connects the developed portion of the reservation to the undeveloped portion.
9. **Maintenance Equipment** - The Tribe needs to purchase roadway maintenance equipment in order to maintain the existing roadway system.
10. **Route 39 Section 10 (0.6 mile)** - Minimum design rural roadway that connects the developed portion of the reservation to the undeveloped portion.

3.2.3 Government Agency Responsibilities

Since different government entities are responsible for different roads, the funding for the improvements previously described may fall within the jurisdiction of different agencies. Proposed improvements under the jurisdiction of the county or state are included in a state transportation planning process by which they are placed by priority in a five-year Transportation Improvement Program (TIP). Potential funding agencies are identified in Table 3.2 under the “Responsible Agency” column.

3.2.4 IRR Construction Funding

The BIA receives Highway Trust Funds (HTF) from the Federal Highway Administration (FHWA) – Federal Lands Highway Office (FLHO), and distributes funds to the various Regional Offices based on an allocation formula. Reauthorization of HTF for Indian Reservation Roads (IRR) construction began on December 18, 1991, when the President signed the *Intermodal Surface Transportation Efficiency Act* (ISTEA) of 1991. ISTEA authorized \$1,114,000,000 to the BIA for road construction from Fiscal Year 1992 through Fiscal Year 1997.

Long before that, however, the *Surface Transportation Act of 1982* authorized the BIA’s use of HTF for Indian Reservation Roads, but specified that funds were to be allocated to the BIA based on the relative needs of the reservations. In response to this requirement, the BIA developed a “Relative Need” formula to determine regional office road construction allocations. **This “Relative Need” formula was approved in 1993 and phased in during fiscal years 1993 through 1996.**

On June 9, 1998, Congress approved the *Transportation Equity Act for the 21st Century (TEA-21)*, which authorized \$225,000,000 for the IRR Program in FY 1998 and \$275,000,000 for the IRR Program for FY 1999 through FY 2003. TEA-21 eliminated the one percent set-aside of State bridge funds for the IRR Highway Bridge Rehabilitation and Replacement Program (HBRRP). **Instead, it required that \$13,000,000 of each year’s IRR Program funding be allocated for bridge rehabilitation and replacement.**

TEA-21 also required that a new formula be developed, though the negotiated rule making process, for the distribution of IRR funds to Indian tribes beginning in FY 2000. A Negotiated Rule Making Committee was established in February 1999 to review and modify regulations for the IRR Program and develop a new funding formula. In November 2002, two formulas were

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published in the Federal Register for general Comment. Following the comment period, the formula committee refined the funding formula and recommended to the Assistant Secretary of Indian Affairs a formula for final rule. The final rule was published in the Federal Register as 25 C.F.R. Part 170 for comment, after which it was sent to the Office of Management and Budget (OMB) for acceptance. The final rule, with its applicable funding formula, regulations, and timelines, became effective on November 13, 2004.

The currently applicable legislation authorizing funding is the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), codified in Title 23 U.S.C. and 25 C.F.R. Part 170. Congress passed the legislation in 2005 and it was due to expire in 2009. However, Congress has granted a series of extensions of SAFETEA-LU transportation funding while the House and Senate seek to resolve difference over future financing. The most recent extension, signed by President Barack Obama March 4, 2011, extends funding until September 30, 2011.

BIA Regional Offices are provided annual funding amounts from the BIA-Division of Transportation (BIADOT) in accordance with the Tribal Transportation Allocation Methodology (TTAM), based on Tribal shares determined by the Relative Need Distribution Factor (RNDF) and the Population Adjustment Factor (PAF). These amounts are used by Tribes and/or the Regional Offices to develop a 4 to 5 Year Transportation Improvement Program (TIP) for the use of these funds, that uses the current year Tribal share amount as the planning amount for the following years.

The planning amount currently identified for the Pacific Regional Office (PRO) for road construction during five-year period of 2010-2014, less funding provide directly to tribes by the Office of Self-Governance and FHWA-FLH, is \$108,957,799, which is subject to change with **each subsequent year's Congressional Appropriation** and run of the RNDF and PAF.

The La Posta Tribe's **estimated share of the BIA-PRO's 2010-2014 IRR construction planning amount** is \$276,000, which is approximately **0.25% of the Region's planning amount**. This amount is for all project-related costs, which include: design and right-of-way surveys, right-of-way acquisition, environmental and archeological clearances, engineering services, construction, and contract monitoring.

3.2.5 Transportation Improvement Program (TIP)

The BIA Regional Office is required to produce and submit an annual four-year IRR-TIP for each Tribe within its jurisdiction to BIADOT and FHWA for review and approval. The current year TIP amount for each Tribe must equal their current year allocation, and the TIP amounts for the +1, +2 + 3 years must be within plus or minus ten percent (± 10) of their current year allocation. The IRR-TIP is generated by the Control Schedule/Transportation Improvement Plan System (CSTIPS) program which is used to enter relevant project information and yearly cost estimates for project activities.

A Tribal TIP is a multi-year, financially constrained, list of proposed transportation projects to be implemented during a 3 to 5 year period on roads with or providing access to Indian trust land. It is developed from a Tribal transportation improvement priority list and must be **consistent with the Tribe's Long Range Transportation Plan**. **Projects on the Tribal TIP must be on a route in the IRR inventory**. It may also contain projects funded by the Tribe and other **Federal, State, and/or township DOT's initiated by or developed in cooperation with the Tribe**. Only those projects approved by the sponsoring governmental entity may be included in a Tribal

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TIP. Tribal TIP's containing IRR funded projects need to be submitted to the BIA Regional Office for inclusion in the IRR TIP and must contain relevant project information needed by the BIA to enter the project in the IRR TIP.

IRR funded projects identified in the Tribal TIP are reviewed by the Region BIA Office to insure that they contain sufficient project information to create or update a project in the IRR TIP, and **that the project totals are within plus or minus ten percent (± 10) of the Tribe's annual share of IRR funds.** Acceptable Tribal TIP projects are included in the IRR TIP unchanged. Tribal TIPs requiring addition project information or that have project totals exceeding their annual share are returned to the Tribe for correction and resubmittal.

**La Posta Band of Mission Indians
Long Range Transportation Plan Update**



MESA GRANDE BAND OF MISSION INDIANS

P.O. BOX 270

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January 23, 2015

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: Mesa Grande Band of Mission Indians Reservation Tribal Transportation Plan

Dear Mr. Dale:

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Mesa Grande Band of Mission Indians, submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Mesa Grande Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the Mesa Grande Band of Diegueno Mission Indians) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Mesa Grande Band of Mission Indians.

Please find enclosed the Mesa Grande Band of Mission Indians Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Chairman Mark Romero at 760-782-9144.

Respectfully,

Mark Romero, Tribal Chairman
Mesa Grande Band of Mission Indians

Transportation Plan

**Mesa Grande Reservation
Southern California Agency**

1997

Prepared By

ASCG Incorporated

MESA GRANDE RESERVATION TRANSPORTATION PLAN

Bureau of Indian Affairs
Sacramento Area Office

October 1997

Prepared by

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SCIENTISTS • SURVEYORS

**MESA GRANDE RESERVATION
TRANSPORTATION PLAN**

Bureau of Indian Affairs
Sacramento Area Office

October 1997

Prepared by

ASCG Incorporated
8625 S.W. Cascade Blvd Suite 310
Portland, Oregon 97008
(503) 641-7800

MESA GRANDE RESERVATION TRANSPORTATION PLAN

INTRODUCTION

Through an agreement with the Federal Highway Administration (FHWA), the Bureau of Indian Affairs (BIA) is required to prepare transportation plans for all Indian reservations in order to receive Highway Trust Funds (HTF) for road construction on the Indian Reservation Road System. The main objectives of this program are:

1. To establish a process for determining transportation needs on reservations, and
2. To prepare plans or to update existing plans that define those needs and recommend improvements to meet them.

Within this overall program, the BIA Sacramento Area Office during 1986-87 prepared transportation plans for reservations/rancherias throughout California that contained a public road system. During 1995-96, the BIA intends to update all of the plans for California reservations and rancherias.

Study Area

The overall study area comprises 103 reservations and rancherias throughout the state under the jurisdiction of the BIA Northern, Central, and Southern agencies. This report documents the plan solely for the Mesa Grande Reservation (Southern Agency).

The Mesa Grande Reservation comprises 1,000 acres on three parcels in an isolated area adjacent to the Cleveland National Forest between Lake Henshaw and the community of Ramona in San Diego County, California. Parcel A contains 120 acres, Parcel B contains 800 acres, and Parcel C contains 80 acres.

Scope of Services

The scope of services for this study involves:

- Identifying the public roads that compose the Indian Reservation Road (IRR) System.
- Conducting field studies and collecting data to assess transportation needs on the reservations and rancherias.

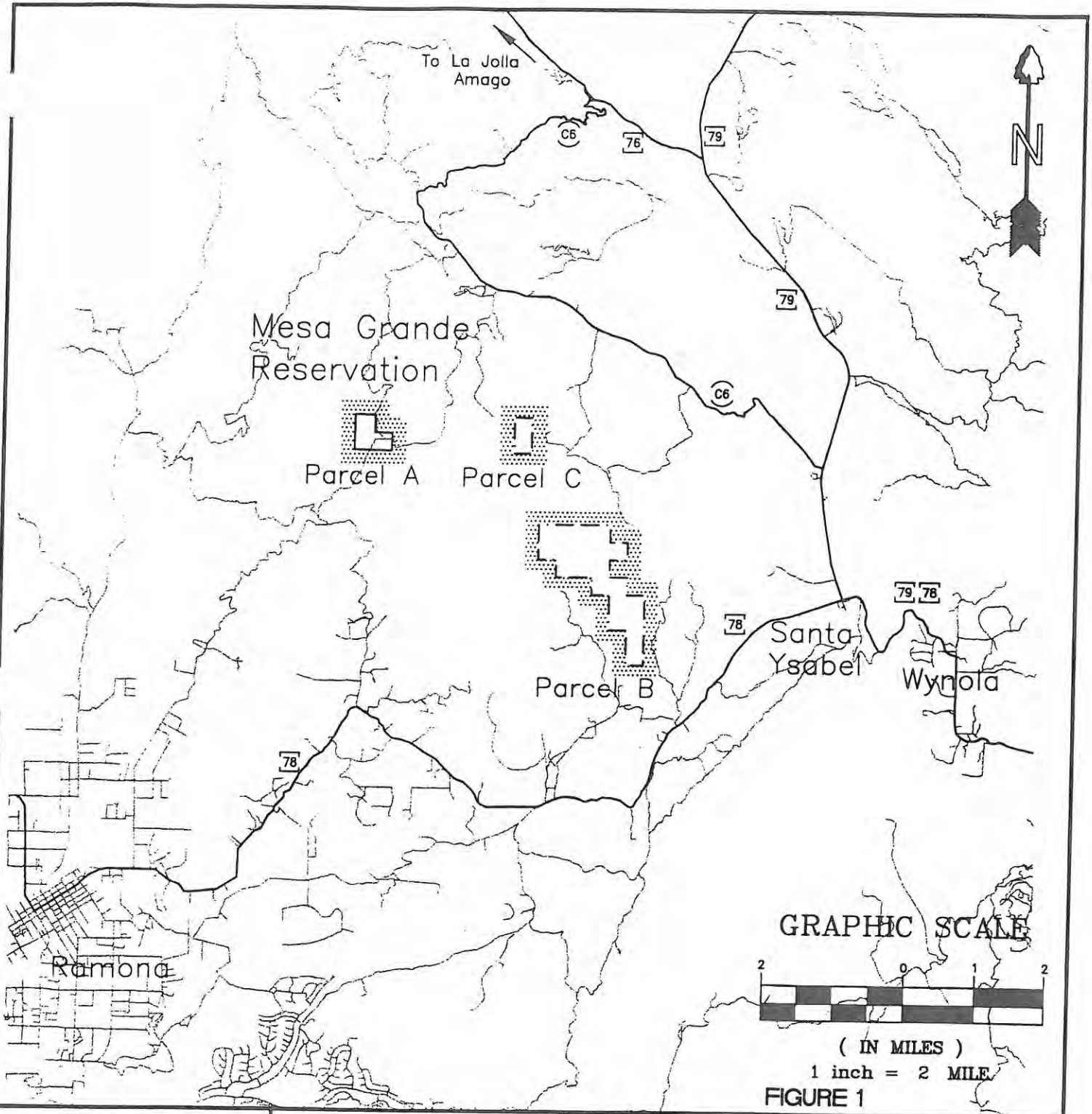


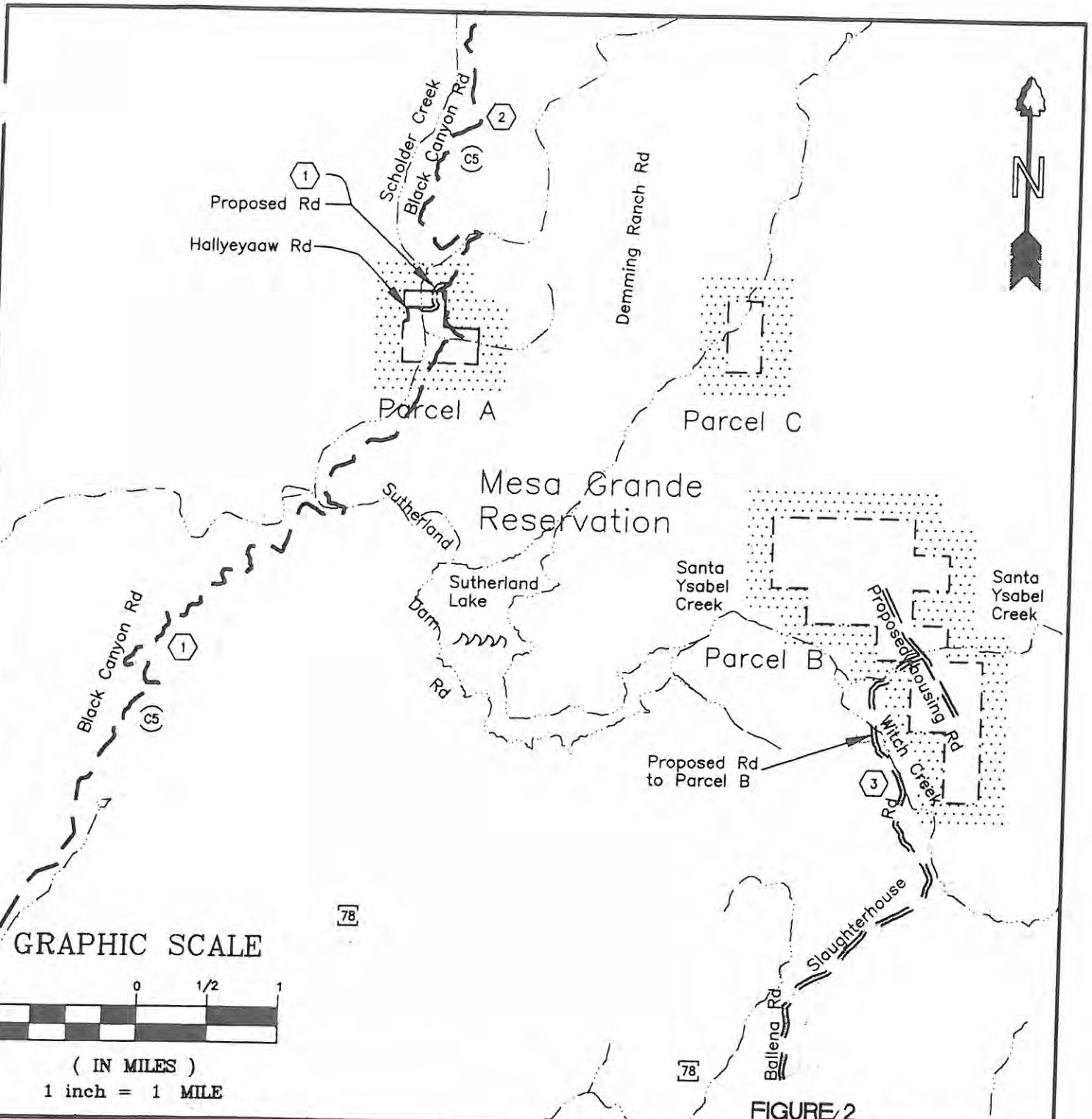
FIGURE 1



- LEGEND**
- BIA ROUTE
 - STATE ROAD
 - COUNTY ROAD
 - INTERSTATE HIGHWAY
 - FEDERAL HIGHWAY
 - TRIBAL ROAD
 - MUNICIPAL OR TOWNSHIP ROAD
 - RESERVATION BORDER (APPROXIMATE)

**MESA GRANDE RESERVATION
SOUTHERN CALIFORNIA AGENCY
SACRAMENTO AREA OFFICE
LOCATION MAP**

ASCG
INCORPORATED
ENGINEERS • ARCHITECTS • SURVEYORS • QA/QC SERVICES
8625 BUILDING, SUITE 310 • 8825 SW CASCADE BOULEVARD • BEAVERTON, OREGON 97008
(503) 641-7800 FAX (503) 641-3163



LEGEND

---	TRIBAL LANDS	0000	BIA ROUTE
---	WATERWAYS	000	STATE ROAD
---	PAVED	000	COUNTY ROAD
---	GRAVEL	000	INTERSTATE HIGHWAY
---	GRADE & DRAIN	000	FEDERAL HIGHWAY
---	UNIMPROVED	000	TRIBAL ROAD
---	TRAIL	000	MUNICIPAL OR TOWNSHIP ROAD
---	PROPOSED	000	RESERVATION BORDER (APPROXIMATE)
---	OTHER ROADS	000	
○000	BIA BRIDGE #		
○000	PROJECT #		

**MESA GRANDE RESERVATION
SOUTHERN CALIFORNIA AGENCY
SACRAMENTO AREA OFFICE
TRANSPORTATION PLAN**

ASCG
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8625 BUILDING, SUITE 310 • 8625 SW CASCADE BOULEVARD • BEAVERTON, OREGON 97008
(503) 641-7800 FAX (503) 641-3163

- . Performing transportation engineering and planning evaluations necessary to identify existing and future deficiencies on the IRR System.
- . Developing a plan for improvements to the IRR System necessary to meet the existing and future needs within the study area.
- . Identifying specific improvement projects, establishing their priority, and determining a reasonable implementation time frame.

Process

In order to undertake this program, the BIA retained the consulting services of ASCG Incorporated, a native American-owned engineering and planning firm. During the course of the study, the consultant met with tribal officials, BIA staff, and other local, county, and state agencies to obtain the most current information on socioeconomic conditions, tribal needs, development trends, and traffic data.

Initially, prior to field work, the consultant and BIA conducted orientation meetings at the agencies, to which representatives from each reservation and rancheria were invited, to explain the transportation planning program and to discuss particular reservation/rancheria road needs. Where feasible during field work, separate on-site contact was also made with tribal officials or local residents. In other cases, contact may have included telephone or written contacts to ensure that opportunity for local input was provided.

After the completion of field work, a second set of agency meetings was conducted by the consultant and BIA to review the draft transportation plans. Also, a draft of the plan was sent to the designated tribal contact for review and comment prior to the public meeting. The draft was revised based on the meeting and then sent to the Tribe for final review prior to printing the final plan.

GENERAL DESCRIPTION

The Mesa Grande Reservation comprises 1000 acres in an isolated area adjacent to the Cleveland National Forest, and Sutherland Reservoir in San Diego County, California. The Tribe has recently acquired two parcels of land including an 800 acre site east of Sutherland Reservoir and another 80 acre site east of BIA Route 50 and adjacent to the Santa Ysabel Reservation. The Tribe is in the process of initiating a Land Use Plan for this additional property. There are currently no roads accessing the 800 and 80-acres sites.

The 120-acre Parcel A is located at the bottom of Black Canyon, a narrow rugged area with side slopes that exceed 50 percent. At the reservation, the floor of the canyon widens slightly to provide some area that is accessible for development. Scholder Creek crosses Parcel A from north to south.

The peak elevation on the 800-acre Parcel B is 3,391 feet and the low elevation is 2,400 feet. Black Mountain Lookout is a mile and a half to the west and is at the 4,050 feet level. Coral Mountain is a half mile to the east and is 3,247 feet high.

Witch Creek Mountain is immediately south of Parcel B and is 3,279 feet high. Sutherland Reservoir Lake, near the 800-acre Parcel B, is at 2,057 feet. Santa Ysabel Creek flows through Parcel B from east to west.

The smaller 80-acre Parcel C is at the 3,280 foot elevation. The terrain on Parcels B and C is rolling hills that are covered with Oak trees and grasses with some steeper slopes. Bloomdale Creek flows through it from north to south.

Land Use and Development

The Mesa Grande Tribe has a Land Use Plan, an Economic Development Plan, a Comprehensive Plan, and Implementing Ordinances. Currently, no one lives on any of the three parcels. However, 31 HUD houses are planned for construction to begin in January of 1995 along Scholder Creek on the 120-acre Black Canyon parcel. New roads and a bridge will be needed in Black Canyon to serve the planned housing. Road construction began in August of this year. The Tribe will request that the new roads be placed on the BIA Public Road System.

The Tribe is planning uses for the 800-acre Parcel B. There is no public road access and a new access road will be needed. The property owner to the south of Parcel B, Larry McCaw, has indicated that he will grant an easement for utilities and the new road that will be needed to access potential development sites. The Tribe has indicated that their members will move onto the reservation as new housing becomes available.

The economic development plan includes plans for some commercial and industrial development. The Tribal leaders are exploring a joint venture to construct manufactured housing.

At this time, the Tribe has not identified plans for usage of Parcel C. Because Parcel C presently has no access, this Transportation Plan will need to be amended if and when the Tribe determines there is a need for access to this parcel.

Demographics

Current BIA population data (July 1994) indicates a total on or near reservation Indian population of 270. Currently no one lives on any of these parcels. Seventy tribal members live on the parcels of the adjacent Santa Ysabel Reservation which have disputed ownership. Of the total population, approximately 4 percent are under the age of 16; fewer than 1 percent are 65 years or older. Total tribal enrollment is 350.

EXISTING TRANSPORTATION SYSTEM

System Description

Reservation Parcel A is accessed via Black Canyon Road, a narrow, earth county road which runs through the reservation between the communities of Mesa Grande and Ramona. A private road off Black Canyon Road provides access to cattle grazing land to the west. Black Canyon Road connects the City of Ramona at SR 67 on the south with Mesa Grande Road on the north. Mesa Grande in turn connects to SR 76 and SR 79.

Sutherland Dam Road creates a loop between Black Canyon Road and SR 78 providing a shorter drive from the reservation to Ramona and Santa Ysabel.

Ballena Road and Slaughterhouse Road are unimproved earth trails which run from SR 78 near the Witch Creek Fire Control Station to the west side of Mesa Grande Parcel B. The proposed access road to Parcel B will generally follow the alignment of Slaughterhouse Road.

There is no road to access Parcel C. BIA Route 49 is the closest road and runs north and south just east of the parcel.

There is no BIA Public Road System on the reservation. The nearest BIA routes are Routes 48, 49, and 50 on the Santa Ysabel Reservation Parcel #1. It is recommended that the two new proposed access roads to Parcels A and B be constructed with the BIA's assistance and that the BIA have jurisdiction over them. Because the road to Parcel A is needed in 1995, and the road to Parcel B will be needed in the next five years, they both are included on the roads inventory as proposed roads. The Tribe constructed Hallyeyaaw Road on Parcel A for 14 houses. The road is paved with curbs and gutters.

As shown in Table 1, the IRR System for the reservation was determined by the Tribe to be Black Canyon Road (CR 5) and the proposed BIA routes to the new HUD housing on Parcel A and the proposed road to housing sites on Parcel B.

TABLE 1
Mesa Grande Reservation
Indian Reservation Road System

Route No./Name	Class	ADT	Surface Type	Length	Width	General Condition	Maint. Resp.	Design Adequacy
<u>BIA</u>								
<i>Proposed Route to Parcel A</i>	4: <i>R.Local</i>	>300 est	<i>Paved</i>	0.25	20/3p	<i>Proposed</i>	<i>BLA</i>	<i>Proposed</i>
<i>Proposed Route to Parcel B</i>	4: <i>R.Local</i>	>300 est	<i>Paved</i>	3.50	22/3p	<i>Proposed</i>	<i>BLA</i>	<i>Yes</i>
<i>Proposed Housing Rd on Parcel B</i>	3: <i>U.Local</i>	>300 est	<i>Paved</i>	1.10	22/3p	<i>Proposed</i>	<i>BLA</i>	<i>Yes</i>
<u>Tribe</u>								
Hallyeyaaw Rd	3: <i>U.Local</i>	140 est	<i>Paved</i>	0.30	20/3p	<i>excellent</i>	<i>Tribe</i>	<i>Yes</i>
<u>County</u>								
C5/Black Canyon Rd Sec. 10 (off res.)	R.Light Collector	85 (1993)	Earth	3.4	12-16/0	Poor	County	No
20 Bridge (off res.)				0.05				
30 (off res.)	R.Light Collector		Earth	1.6	12-16/0	Poor	County	No
40 (on res.)	R.Light Collector		Earth	0.4	12-16/0	Poor	County	No
50 (off res.)	R.Light Collector		Earth	0.2	12-16/0	Poor	County	No
60 (on res.)	R.Light Collector		Earth	0.1	12-16/0	Poor	County	No
70 (off res.)	R.Light Collector		Earth	4.3	12-16/0	Poor	County	No

Traffic Data

San Diego County reports that Mesa Grande Road carries an average of 447 vehicles per day (July 1993) while Black Canyon Road carries an average of 85 vehicles per day (July 1993). The low usage of Black Canyon Road is attributed to the lack of development in the area and its poor condition. It is a winding 12 to 16-foot wide earth road that does not meet AASHTO design standards. Destinations to the south of the reservation from Black Canyon Road are the City of Ramona and the Sutherland Dam and Reservoir recreation area.

TRANSPORTATION PLAN

Transportation Needs

Basic needs include the reconstruction of Black Canyon Road from Mesa Grande Road to the South boundary of the reservation (Parcel A). Additional roads and bridges will be required to serve the new housing and industrial developments on the 120 and 800 acre sites.

Scheduled Projects

1. New Housing Road and Bridge Construction Over Scholder Creek

This project is to build a new access road and bridge to Parcel A. Proposed housing on the west side of Scholder Creek will require a new access road from Black Canyon Road to the housing site. Thirty one houses are approved for funding by HUD and construction is expected to begin in January 1995. It is recommended that the road be constructed to a width of 26 feet with 20 feet of travelway and 3-foot paved shoulders for an anticipated ADT of 310 (Rural Design Guideline 15: Rural Local). The proposed bridge would be approximately 120 feet long to span the creek and wetlands. The project will be funded through a HUD Community Development Block Grant and the BIA. The total cost of the project is unknown. The road should be placed on the BIA Public Road System when completed.

Proposed Projects

2. Black Canyon Road Reconstruction

Black Canyon Road is an earth road traversing mountainous terrain and is in poor condition. The road varies in width from 12 to 16 feet and does not meet AASHTO design standards. The 31 housing units proposed for the reservation in early 1995 will require that the road be reconstructed. It is recommended that the road be reconstructed to a width of 26 feet (Rural Design Guideline 15: Rural Local). This will allow for 20 feet of paved travel surface with

3-foot paved shoulders. The estimated cost of this 5.0 mile project is \$4,010,500, and since the road is a county road, the costs should be shared by San Diego County (25%) and the BIA (75%).

. Preconstruction	\$ 310,000
. Grade and Drain	1,715,000
. Gravel	280,000
. Paving	345,000
. Incidentals	<u>435,000</u>
. Subtotal	\$ 3,085,000
. Contingency (30%)	<u>925,500</u>
TOTAL PROJECT COST	\$ 4,010,500

3. New Access Road to Parcel B and Bridge Construction Over Santa Ysabel Creek

This project is to build a new road from SR 79 generally following Ballena Road through the Ballena Valley to Slaughterhouse Road. The new road will generally follow the Slaughterhouse Road alignment to Parcel B, using the Larry McCaw property to cross into the reservation. Mr. McCaw has indicated he will grant an easement for an access road. The new road will then cross Santa Ysabel Creek on the reservation parcel. The road will be approximately 3.50 miles long. Right-of-way will need to be determined cooperatively between the County, private landowners, and the BIA. It is recommended that the road be constructed to a width of 28 feet with 22 feet of paved travelways and 3-foot paved shoulders (Rural Design Guideline 14: Rural Local). The bridge would be approximately 50 feet long. The estimated cost of this 3.5 mile project is \$2,436,000 and is the responsibility of the BIA.

. Preconstruction	\$ 171,500
. Grade and Drain	780,500
. Gravel	206,500
. Paving	69,500
. Incidentals	<u>269,000</u>
. Subtotal	\$ 1,697,500
. Contingency (30%)	<u>511,000</u>
Road Total	\$ 2,208,500
. Bridge	\$ 175,000
. Contingency (30%)	<u>52,500</u>
. Bridge Total	\$ 227,500
TOTAL PROJECT COST	\$ 2,436,000

Prioritization

The Black Canyon Road improvements are the first priority because of the 1995 housing projects planned for Parcel A. Second priority is the bridge and access road to the west side of the 120 acre Parcel A for the planned housing. Third priority is the access road to the 880 acre Parcel B. Economic development is a key planning priority for the Mesa Grande Tribe. Plans call for development of industrial sites on Parcel B. Therefore, access to Parcel B is essential to implement those plans as soon as is possible.

Implementation

Short-term projects intended to be implemented within the next 5 years are:

- . Reconstruction of Black Canyon Road
- . Construction of the new access road and bridge for Parcel A
- . Construction of the new access road to Parcel B.

If additional property is purchased, the Tribe will need to work with the BIA and HUD (if HUD Housing is involved) to determine the need for additional roads. The transportation plan should be modified accordingly. If HUD constructs any roads, they should be placed on the BIA Public Road System upon completion.

PUBLIC INVOLVEMENT PROCESS

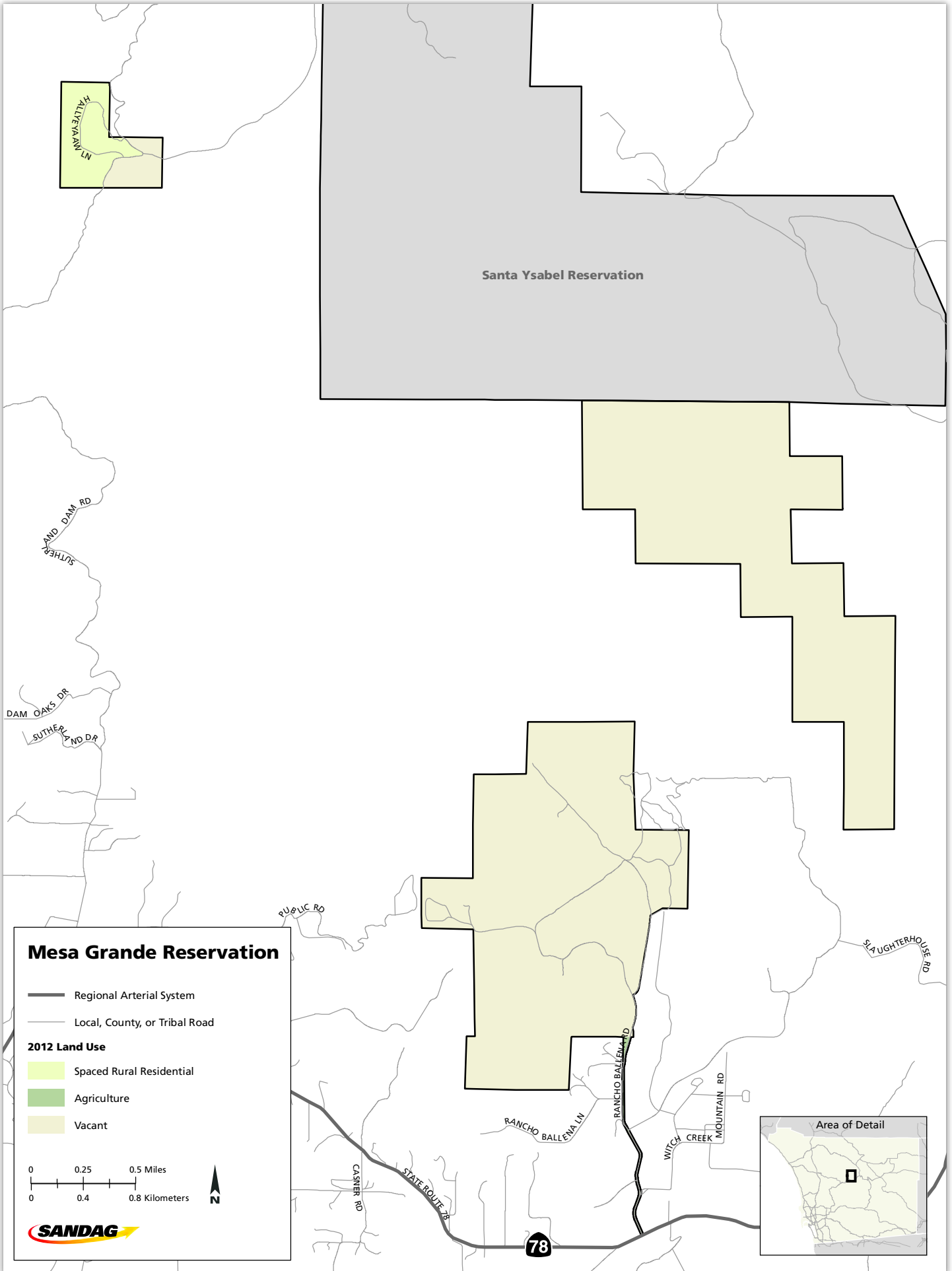
On May 19, 1994, the BIA Southern Agency held an orientation meeting for tribal representatives for the transportation planning update program being undertaken by the Bureau of Indian Affairs. Frederick Murillo, a member of the Mesa Grande Tribal Roads Committee attended the meeting. On October 28, 1994 Denise Turner and Andy Potts representing ASCG Incorporated, met with tribal representatives Virgil Murphy and Scott McCrea to discuss the Mesa Grande Transportation Plan. A draft of the interim Plan was sent to the Tribe prior to the second meeting in Riverside, CA (July, 1996).

APPENDIX A COST ESTIMATING

**APPENDIX A
COST ESTIMATING DATA: SOUTHERN CALIFORNIA AGENCY AREA**

NOTE:

Appendix A Cost Estimate is the same for all Southern Agency Transportation Plans. Therefore, it is included in Appendix C of this Summary Document.





**PALA BAND OF
MISSION INDIANS**

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
Phone 760-891-3500 | Fax 760-742-1411

December 16, 2014

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, Ca 92101

RE: Pala Reservation Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Pala Band of Mission Indians submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Pala Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the Pala Band of Luiseno Mission Indians of the Pala Reservation, California) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Pala Reservation.

Please find enclosed the Pala Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Marcus Orozco at 760-891-3519.

Respectfully,

Robert Smith, Chairman



PALA BAND OF MISSION INDIANS

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
Phone 760-891-3500 | Fax 760-742-1411

Pala Band of Mission Indians Tribal Transportation Plan 2014 Pala Reservation

INTRODUCTION

The San Diego Association of Governments (SANDAG) is developing the San Diego Forward: The Regional Plan to provide strategies for a regional smart growth framework. Land use integration, transportation systems, infrastructure needs, and public investment strategies must all be considered. Tribal Transportation Plans (TTPs) are a vital component of the RTP because they enhance cooperation and understanding between sovereign tribal governments and local governments and agencies. Further, TTPs serve to coordinate the diverse transportation needs of both tribal and non-tribal communities, on and off tribal lands.

The purpose of transportation planning is to identify broad goals to meet the transportation needs of a community. Multi-modal strategies for achieving these goals can and should consider current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs, among others.¹

BACKGROUND INFORMATION

The Pala Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the Pala Band of Luiseño Mission Indians of the Pala Reservation, California) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Pala Reservation. The Pala Reservation was established in 1875 for the Luiseño people of Pala by executive order of President Grant, and was expanded in 1902 to accommodate the arrival of the Cupeño people of Warner Springs, who were removed to the Pala Reservation from their ancestral village of Cupa in 1903.

The Pala Reservation consists of over 12,000 acres. It is located approximately 60 miles north-northeast of the City of San Diego on State Route 76, six miles east of Interstate 15. The reservation is served by three County roads (Pala Temecula Road, Lilac Road, and Pala Mission Road), SR 76, and multiple tribal/BIA roads. Public transportation needs are served by North County Transit System, which serves three stops on the Reservation. The tribe has approximately 1,000 members, more than half of whom live on the reservation. There are over

¹ Transportation Decision Making: Information for Tribal Governments. "Developing a Long-Range Transportation Plan." FHWA Office of Planning.

500 houses in Pala. Infrastructure and services include a public sewer system and tertiary wastewater treatment plant; utilities; Pala Solid Waste Transfer Station; Vivian Banks Charter School (Bonsall Unified School District, grades K-5); Pala Learning Center library; Pala Youth Center; Cupa Cultural Center; Pala Fire Department; Pala Tribal Law Enforcement; social service programs for families, children, and seniors; Pala Fitness Center; Jim Banks Sports Park; Wells Fargo Bank; Pala Mission Catholic Church; and two tribal cemeteries. The Pala Tribal Administration Center includes departments of finance; housing; business; environment; social services; and maintenance, as well as the offices of the Pala Executive Committee.

The Pala Band of Mission Indians is the sole owner and operator of the Pala Casino Resort and Spa, the Pala Gas Station and Mini Mart, and the Pala Raceway, a motocross park. Pala's agricultural enterprises include orange, avocado, and grapefruit groves. Together, these businesses employ several thousand people.

EXISTING TRANSPORTATION CONDITIONS

The Pala Reservation is accessed via State Route 76 from Interstate 15, approximately six miles to the west. SR 76 is the main arterial road and runs for approximately four miles west to east through the reservation. I-15 is the major access point to Escondido, San Marcos, Vista, and San Diego. SR 76 provides access to Oceanside to the west. To the east, SR 76 connects to the Pauma, Rincon, La Jolla, and Mesa Grande reservations, and to Indian Health Services (located on the Rincon Reservation). The second major point of access to the Pala Reservation is via Pala Temecula Road, which travels north from SR 76/Pala Mission Road to Temecula and other points in Riverside County. Secondary access to Valley Center and Escondido to the south comes via Lilac Road, which is unpaved and largely unimproved until it leaves the Pala Reservation. Pala Mission Road connects to SR 76 on both the west and east and operates as a bypass that serves the reservation core (see map). Pala Mission Road has two NCTS bus stops; a third stop is located on SR 76 at Pala Casino. The three County roads combined total approximately 9 linear miles within Pala Reservation boundaries. While SR 76 is in good condition, all three County roads are in need of reengineering or repair. The Pala Reservation's roads serve approximately 6,000 vehicles per day.

GOALS AND OBJECTIVES

1. Improve County roads
 - a. Secure funding for improvements
 - b. Complete improvements within a three-year period

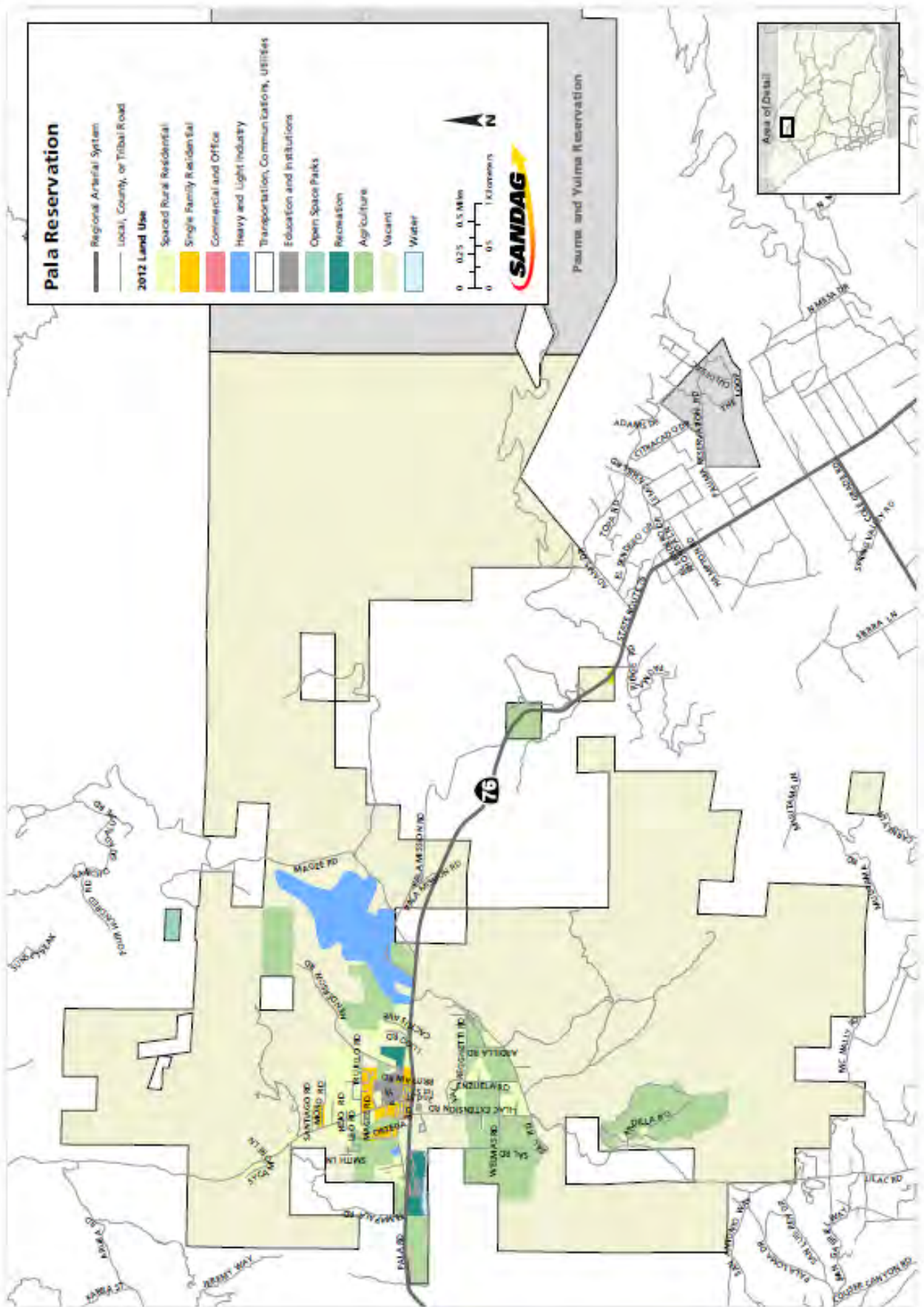
2. Bicycle Lanes
 - a. Conduct feasibility study
 - b. Estimate cost of implementation
 - c. Complete within a three to four-year period

3. Improve Pala Temecula Road
 - a. Engineering feasibility study on straightening the road

- b. Assess areas for potential turn-outs
 - c. Estimate cost
4. Improve Lilac Road
- a. Assess cost of paving
 - b. Assess possible engineering design changes
 - c. Complete within five years

PRIORITY PROJECTS

1. In coordination with Caltrans and the County, make improvements to SR 76, specifically:
 - a. Conduct engineering study for possible turning lanes
 - b. Estimate cost
2. In coordination with the County, make improvements to Pala Temecula Road, specifically:
 - a. Evaluate potential surface designs
 - b. Estimate cost
3. In coordination with the County, make improvements to Lilac Road, specifically:
 - a. Assess potential engineering and design changes
 - b. Determine feasibility of paving
 - c. Estimate cost





Pauma Band of Mission Indians

P.O. Box 369 • Pauma Valley, CA 92061 • (760) 742-1289 • Fax (760) 742-3422

Established 1893

December 10, 2014

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, Ca 92101

RE: Pauma Band of Mission Indians Reservation Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Pauma Band of Mission Indians, submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Pauma Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the Pauma Band of Mission Indians) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Pauma Band of Mission Indians.

Please find enclosed the Pauma Band of Mission Indians Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact the Pauma Tribal Office at 760-742-1289.

Respectfully,

A handwritten signature in black ink, appearing to read "Tobin White", is written over a horizontal line.

Tobin White
Tribal Administrator

Introduction:

The San Diego Association of Governments (SANDAG) is developing the 2050 RTP to integrate land use, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework, including Tribal Transportation plans (TTPs) will enhance the regions understanding of tribal sovereignty; establish a more equitable foundation for government-to- government interaction with non-tribal transportation planning agencies as well as extending the reach of tribal governments, their authority, and influence beyond reservation lands and communities. Joint transportation planning is one land management strategy promoting interagency cooperation to address common concerns at the local level.

Background information:

The Pauma Band of Luiseño Indians and our ancestors have lived in the Pauma Valley and surrounding area since time immemorial. Our ancestors are buried here, we raise our children here, and this is where our future generations will continue to live and prosper.

Officially established in 1893, today our nearly 6000-acre reservation encompasses only a small portion of our peoples' traditional territory, which expands into Northern San Diego, Riverside and Orange Counties.

Like our ancestors, we rely on the strength of our culture and our community to face the challenges of today and tomorrow. Triumphantly, we are still here, not merely surviving, but thriving in the same homeland of our ancestors.

The reservation is bordered by the Pala reservation, Palomar mountain range and the community of Pauma valley. The main access to the reservation is via the highway 76 a two lane road that connects to the interstate 15

The Pauma Band of Luiseno Indians is the owner of Casino Pauma as well as several citrus groves within the boundaries of the reservation as well as the owner of Pauma Farms off of Cole grade road.

The Pauma Tribal government offices house the administrative offices for the tribal council and government staff. The functions of the offices are tribal government

accounting, tribal member services, tribal water authority, and housing and land use. The reservation also holds the Pauma fire department, Pauma Law enforcement and education and cultural center as well as youth centers.

Existing Transportation Conditions:

The Pauma Reservation is accessed from state highway 76 via reservation road.

State highway 76 is used to access the interstate 15 for travel to Escondido, Bonsol, Fallbrook, and Oceanside to the south and to the North Temecula and other riverside areas. It also serves as a junction to the S16 which leads to the Pala and Pechanga reservations to the north and to the south leads to the Rincon, La Jolla and San Pasqual reservations.

The major connection that connects the Pauma band of Luiseno Indians to other areas within San Diego County is the connection at Cole grade road which leads to Valley Center and Escondido.

System Description:

The Pauma Band of Luiseno Indians reservation is accessed via the state highway 76 also known as Pala road by way of reservation road which is a county maintained road at the boundary of the reservation which connects travelers to Casino Pauma and community members of the Pauma Band of Luiseno Indians by way of Loop road and Cemetery road to the south.

Goals and Objectives:

Basic transportation needs include inventory of existing roads and driveways on tribal land for inclusion on the BIA Indian Reservation (IRR) inventory, improvements to the county maintained roads to meet current design standards for improved maintenance, safety and traffic management.

1. Maximize federal revenues available through the Indian Reservation Roads (IRR) systems.
 1. Evaluate existing ingress and egress roads for the Pauma Band of Luiseno Indians reservation for eligibility and additions to BIA public roads systems.
2. Improve road maintenance, safety and traffic management.
 2. Evaluate county roads, Highway 76 for compliance with current design and maintenance standards.

3. Coordinate with the County Department of public works and California Department of Transportation for road improvements.

3. Focus on major arterial road. Cole Grade road.

- Coordinate with the county department of public works for road improvements.
- Signalization at the intersection of Cole Grade road and Highway 76.

Priority projects

1. In conjunction work with the county, improve the driving conditions for safety on reservation road

- To improve the drainage from the Adams drive connection to the reservation road to the highway 76
- Resurfacing and paving on reservation rd

2. In coordination with the county, improve the driving conditions and safety on the intersection of Cole Grade and Highway 76.

- The addition of a signal light to the intersection



SAN PASQUAL BAND OF DIEGUEÑO MISSION INDIANS OF CALIFORNIA

SAN PASQUAL RESERVATION

December 12, 2014

TRIBAL COUNCIL

Allen E. Lawson
Chairman

Victoria Diaz
Vice-Chair

Tilda M. Green
Secretary-Treasurer

David L. Toler
Delegate

Stephen W. Cope
Delegate

Honorable Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, Ca 92101

Dear Chairman Dale:

RE: San Pasqual Band of Diegueño Mission Indians of California Reservation
Tribal Transportation Plan

In 2011, for the first time, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the San Pasqual Band of Diegueño Mission Indians of California, submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The San Pasqual Band of Diegueño Mission Indians of California, (appearing in the U.S. Federal Register at Vol. 78, No 87, page 26387 as the San Pasqual Band of Diegueño Mission Indians of California) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the San Pasqual Band of Diegueño Mission Indians of California Reservation.

Please find enclosed the San Pasqual Band of Diegueño Mission Indians of California Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Andrew Orosco Jr. at (760)749-3200 x408 or andrew@sanpasqualtribe.org.

Sincerely,

Allen E. Lawson
San Pasqual Tribal Chairman

Enclosure

San Pasqual Reservation Tribal Transportation Plan Summary

December 2014



Background Information

The San Pasqual Band of Diegueño Mission Indians of California is a federally-recognized American Indian Tribe of Diegueño/Kumeyaay origin consisting of 198 federally enrolled members.

The San Pasqual Band of Diegueño Mission Indians of California originally occupied territory in the San Pasqual Valley and adjacent areas of San Diego County, where the San Diego Wild Animal Park is now situated. The present reservation, approximately ten miles east of the City of Escondido, in the Valley Center region of San Diego County, was established by the federal government July 1, 1910, acting under the Congressional Act of 1891. Currently, there are approximately 1,925 acres of trust land and approximately 1,065 acres in fee.

The San Pasqual Reservation has approximately 310 residential homes, a 120,000 sq. ft. gaming facility, an Education Center, a Community Center, Fire Department, Fire fighter cadet training academy, Tribal Administrative Office building (HR Department Finance Department Information Technology &, Tribal Government), Housing Department, and Public Safety office building, and Public Works Department (Planning, Survey, Road Maintenance, Environmental, Domestic/Waste Water, Construction, and Ground Maintenance).

The San Pasqual Band of Diegueño Mission Indians of California began its first major economic development activity with the opening of Valley View Casino interim facility in April of 2001. In December 2010, the tribe completed an eight story high rise hotel. The casino & hotel currently provide employment for over 1,100 people. This tribal business enterprise provides a stepping stone to make San Pasqual financially independent and create a long-term, diversified, sustainable economy for generations to come.

The San Pasqual Tribal Government is continuously making every effort to improve the tribe's infrastructure; i.e. underground utilities and roads, in order to improve the quality of life if its people, as well as provide the best quality of amenities for those who come to visit.

Existing Transportation Conditions

The San Pasqual Reservation is served by a network of seven county roads, ten Bureau of Indian Affairs (BIA) roads, and 10 tribal roads. Valley Center Road (see attached map)—a regional arterial road—is the primary access road to the City of Escondido. The residents of the San Pasqual Reservation use, Lake Wohlford Road (a regional arterial), North Lake Wohlford Road, Paradise Mountain Road, and Woods Valley Road to reach Valley Center Road. Within the reservation, the county roads form the primary network of roads. North Lake Wohlford cuts through the center of the reservation from south to north, Woods Valley Road and Paradise Mountain Road connect to cross the reservation west to east.

The San Pasqual Band of Indians has contributed \$6,000,000 plus towards the improvement of Valley Center road and Lake Wohlford Road, as well as, contributed funding for additional public infrastructure. All roads that are identified in this report are in need of improvements and or maintenance. The tribe has identified Lake Wohlford Road as a primary access road that is in drastic need of repair; road safety is a major concern for the tribe. Safety threats exist during the rainy season and present potential risks of rock slides and dangerous mud/debris on the roadway. Safety is not limited to the rain; narrow and winding design presents safety risks to vehicles and bicyclist that utilize the road on a daily basis. The tribe feels that the general public as well as the tribe would benefit from major improvements on Lake Wohlford Road.

Goals and Objectives

Goals:

The San Pasqual Band of Diegueño Mission Indians seeks to create and maintain a multi-modal transportation system that supports the quality of life to its tribal citizens, residents, and guests by providing safe, reliable access to all amenities on the reservation, as well as to regional, off reservation, amenities such as hospitals, educational facilities, and jobs which cannot be accommodated on the reservation.

Objectives:

1. Add critical roadways to the BIA Indian Reservation Roads Inventory (IRR)
2. Improve intergovernmental collaboration for regional transportation planning
3. Increase access to Public Transit and opportunities for other modes of transportation
4. Improve critical infrastructure on the San Pasqual Reservation and the neighboring community

Priority Projects

IRR Inventory Additions

Lake Wohlford Road

Lake Wohlford Road is used as a major access road by residents of the surrounding community, San Pasqual, Rincon, Pauma, and La Jolla Indian reservations.

Tribal Roads

All tribal roads on the BIA maintenance list within the San Pasqual Indian Reservation must be included in the Inventory. Tribal roads are accessed through three county major access roads; Lake Wohlford Road, Valley Center Road, Paradise Mountain Road, and Woods Valley Road, the first two of which are on the regional arterial system of SANDAG.

Bear Valley Parkway and San Pasqual Road

San Pasqual uses Bear Valley Parkway to San Pasqual Road to access their old tribal cemetery in the San Pasqual Valley near the San Diego Wild Animal Park. Every 2nd of November, tribal members light candles for All Souls Day at the small tribal cemetery located at the San Pasqual Elementary School site. Additionally, the museum at the San Pasqual Battlefield interacts with the tribe to support their activities.

Infrastructure Improvements

Widen and Re-align Lake Wohlford Road

Currently the road is narrow and winding. During rainy season, mud and debris create road hazards. There are no passing lanes or turn outs, which create significant safety issues.

Widen and Re-align Woods Valley Road

Currently the road is narrow and winding. The drainage system needs improvement to be able to divert mud and debris that accumulate during the winter rains.

Widen Valley Center Road from Cole Grade Road to Lake Wohlford Road

Currently the road is narrow and poorly lit. Widening and proper lighting will improve public and tribal safety.

Public Transit and Alternate Modes of Transportation

Construct Bicycle Lanes and Pedestrian Sidewalks

Bicycle lanes, pedestrian sidewalks and crosswalks are greatly needed on Lake Wohlford Road and all tribal roads. Children who attend Valley Center Middle School

and the San Pasqual Education Center need a safer method of walking to and from these facilities.

Construct Public Transit Stops on San Pasqual Reservation

Both employees and guests of the resort and casino would take public transit if there were stops on the reservation. Transit stops at Valley View Casino on Nyemii Pass Road, the intersection of Lake Wohlford Road and Kumeyaay Way, and at the tribal government complex are needed.

Improve Lighting and Signage

Lighting is needed on Lake Wohlford Road and all tribal roads. The distance between emergency call boxes is excessive and there is inadequate lighting. Installation of road signs addressing speed, residential areas, how far to emergency call boxes, transit stops, school crossing, etc. would greatly improve tribal and public safety.

Regional Transportation Planning

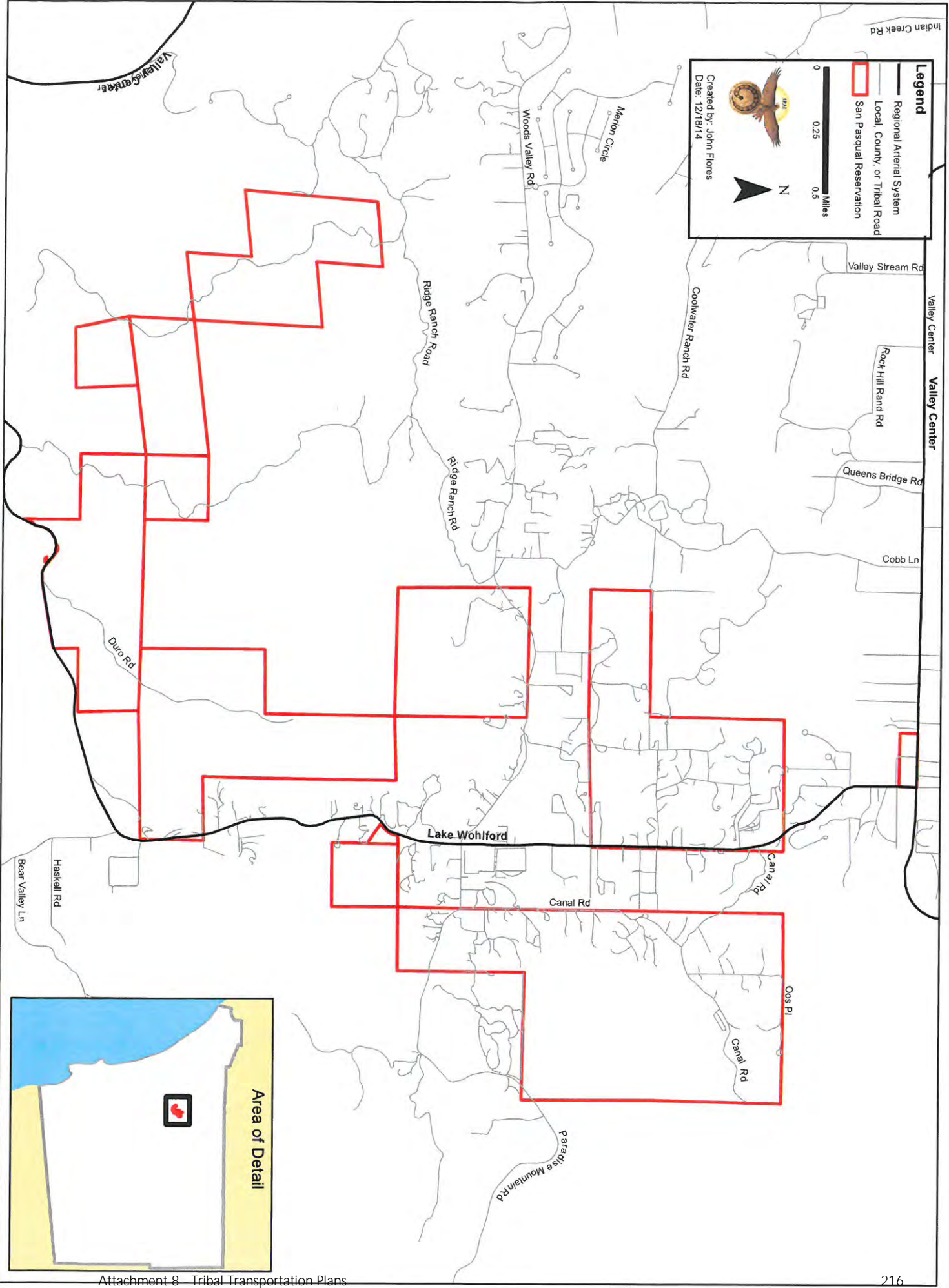
Planning Participation

Participate in the SANDAG Tribal Transportation Working Group and Southern California Tribal Chairmen's Association (SCTCA).

Road Additions

The San Pasqual Band of Diegueño Indians is considering adding other access roads within its interior borders including roads in District/Tract "C".

San Pasqual Reservation Road System



Legend

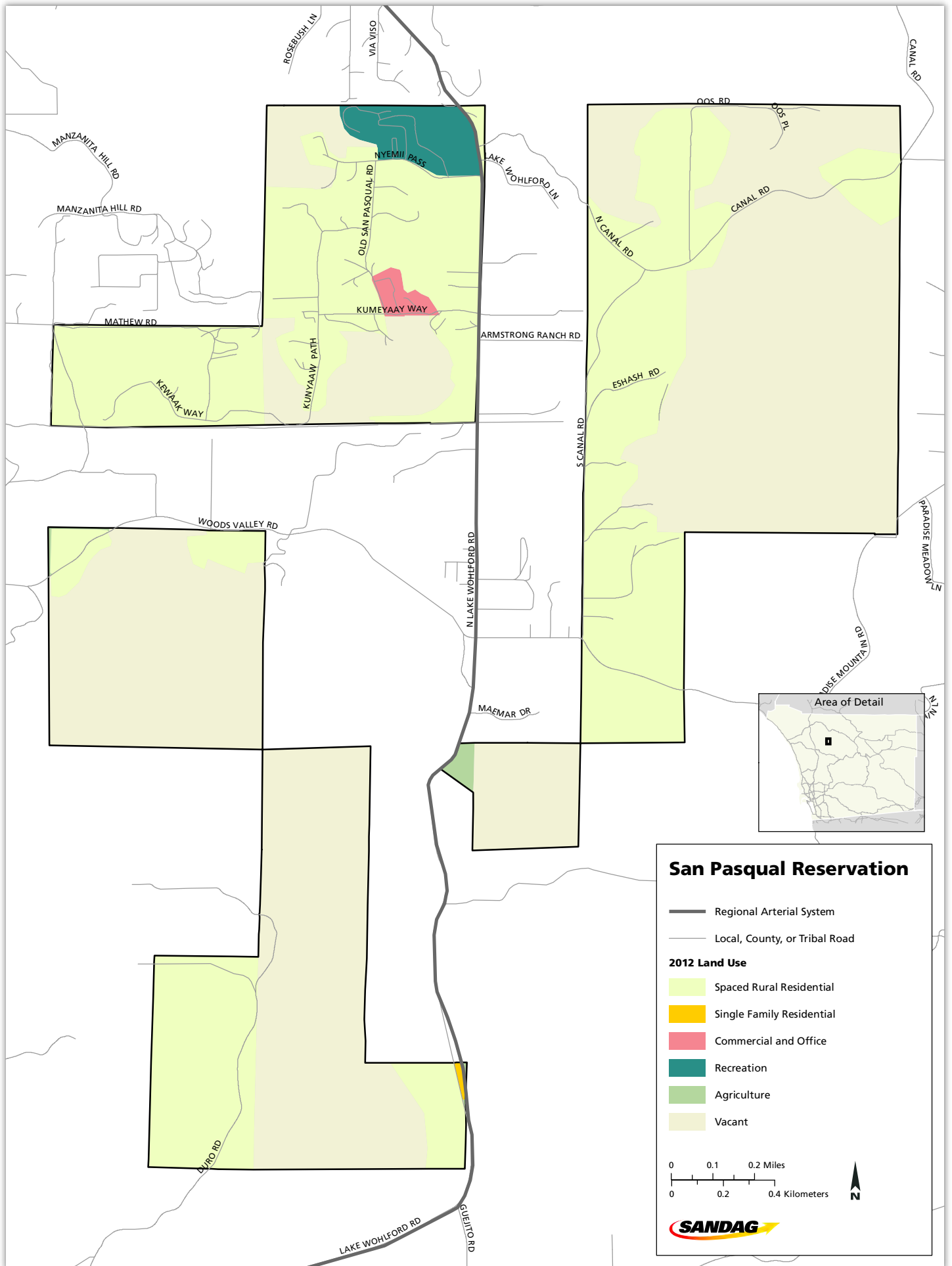
- Regional Arterial System
- Local County, or Tribal Road
- San Pasqual Reservation

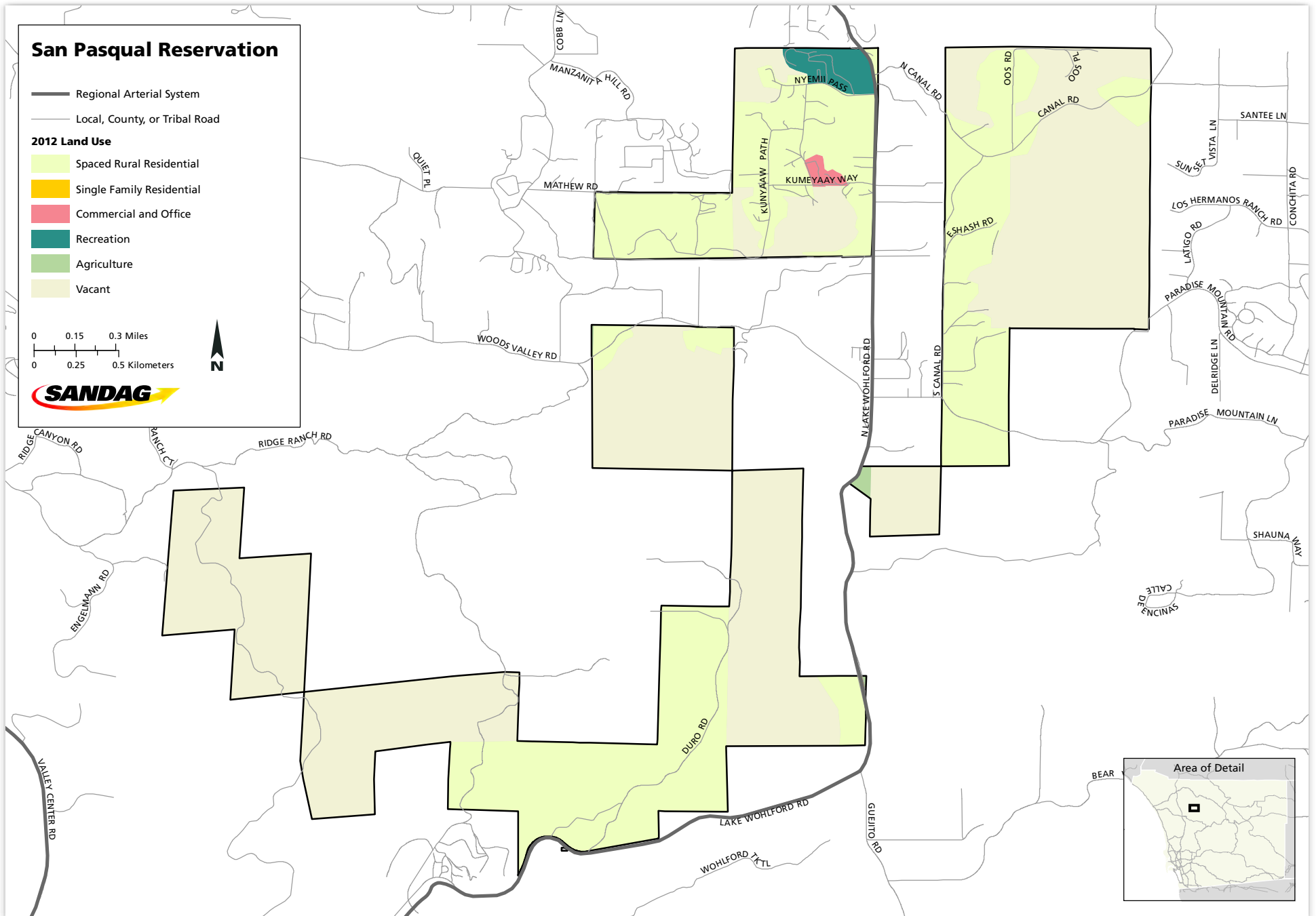
Created by: John Flores
Date: 12/18/14

0 0.25 0.5 Miles

N

Area of Detail







Daniel J. Tucker
Chairman

Ricci LaBrake
Vice Chairman

Candelita Billingsly
Secretary

LaShunna Davidson
Treasurer

Orlando Sandoval
Council Member

Jamie D. LaBrake
Council Member

Henry R. Murphy
Council Member

RESOLUTION NO. 2012 - 25
Request for Addition of Roads and Facilities to the
BIA IRR Inventory System and Amendment of the
1996 Long Range Transportation Plan
Resolution of the Business Committee
Sycuan Band of the Kumeyaay Nation

WHEREAS, the Sycuan Band of the Kumeyaay Nation ("Sycuan") is a federally recognized, sovereign American Indian Tribe; and

WHEREAS, the Sycuan Reservation was established by an Executive Order issued on December 27, 1875 and by an act of the United States Congress (26 Stat. 712-714 c.65) ("Reservation"); and

WHEREAS, on May 7, 1972, Sycuan adopted Articles of Association, which were approved by the Secretary of Interior on August 18, 1972; said Articles have been further amended by Sycuan and said amendments have been ratified and approved by the General Council of Sycuan and the Secretary of Interior; and

WHEREAS, pursuant to its administrative duties and powers specifically delegated to the Sycuan Business Committee in Sycuan's Articles of Association, as well as the customs and traditions pursuant to which the Business Committee operates, the Sycuan Business Committee wishes to request, on behalf of Sycuan, additions of Road and Facilities to the BIA IRR inventory System and Amendment of the 1996 Long Range Transportation Plan; and

WHEREAS, the Indian Reservation Roads (IRR) Program is jointly administered by the Bureau of Indian Affairs (BIA) and Federal Highway Administration's Federal Lands Highway Office; and

WHEREAS, the IRR Program addresses transportation needs of Tribes by providing funds for planning, designing, constructing, and maintaining transportation facilities; and

WHEREAS, funding distribution for the IRR Program is based on the IRR Inventory and the relative needs of Tribes and Reservations or Tribal communities for transportation assistance; and

WHEREAS, the IRR Inventory is a comprehensive database of all transportation facilities eligible for IRR Program funding; and

WHEREAS, roads that are eligible for inclusion into the IRR Inventory include those within and leading to Tribal lands and enterprises, and serve the Tribal community in one or more of the following ways: cultural, social, economic, or for Tribal Government purposes; and


WHEREAS, the Sycuan Reservation 1996 Long Range Transportation Plan prepared by ASCG Inc., to identify the needs and opportunities related to transportation facilities on the Reservation are in need of review and update.

NOW, THEREFORE, BE IT RESOLVED that:

1. The roads shown on Exhibit A located within or lead to the exterior boundaries of the Reservation, serve the cultural, social, economic, and/or the governmental needs of the Tribal community.
2. The Sycuan Business Committee hereby requests, on behalf of Sycuan, that the BIA add the roads shown on Exhibit A to the IRR Inventory as BIA roads for the benefit of Sycuan Band of the Kumeyaay Nation.
3. The transportation system affecting the Sycuan Indian Reservation will be enhanced by the goals and objectives of the Tribes 1996 Long Range Transportation Plan.
4. The Sycuan Business Committee hereby approves and authorizes, on behalf of Sycuan, the amendment of the 1996 Long Range Transportation Plan to include the roads and facilities shown on Exhibit A.

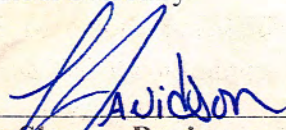
CERTIFICATION

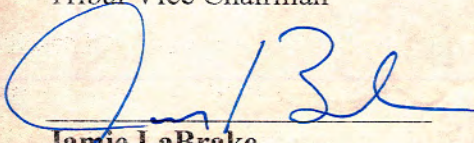
This resolution was approved at a meeting of the Business Committee of the Sycuan Band of the Kumeyaay Nation on the 25th day of July, 2012, at which a quorum was present, by vote of 5 in favor, 0 opposed, and 0 abstaining. Said resolution has not been amended or rescinded in anyway.

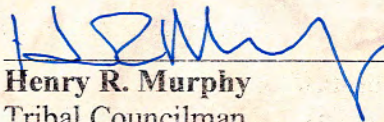

Daniel J. Tucker
Tribal Chairman



Candelita Billingsly
Tribal Secretary

N/A
Ricci LaBrake
Tribal Vice Chairman


LaShunna Davison
Tribal Treasurer


Jamie LaBrake
Tribal Councilman


Henry R. Murphy
Tribal Councilman


Orlando Sandoval
Tribal Councilman

Transportation Plan

**Sycuan Reservation
Southern California Agency**

1996

**Prepared by
ASCG Incorporated**

SYCUAN RESERVATION TRANSPORTATION PLAN

INTRODUCTION

Through an agreement with the Federal Highway Administration (FHWA), the Bureau of Indian Affairs (BIA) is required to prepare transportation plans for all Indian reservations in order to receive Highway Trust Funds (HTF) for road construction on the Indian Reservation Road System. The main objectives of this program are:

1. To establish a process for determining transportation needs on reservations, and
2. To prepare plans or to update existing plans that define those needs and recommend improvements to meet them.

Within this overall program, the BIA Sacramento Area Office during 1986-87 prepared transportation plans for reservations/rancherias throughout California that contained a public road system. During 1995-96, the BIA intends to update all of the plans for California reservations and rancherias.

Study Area

The overall study area comprises 103 reservations and rancherias throughout the state under the jurisdiction of the BIA Northern, Central, and Southern agencies. This report documents the plan solely for the Sycuan Reservation (Southern Agency).

The Sycuan Reservation comprises 640 acres along Sycuan Creek in San Diego County, California.

Scope of Services

The scope of services for this study involves:

- . Identifying the public roads that compose the Indian Reservation Road (IRR) System.
- . Conducting field studies and collecting data to assess transportation needs on the reservations and rancherias.

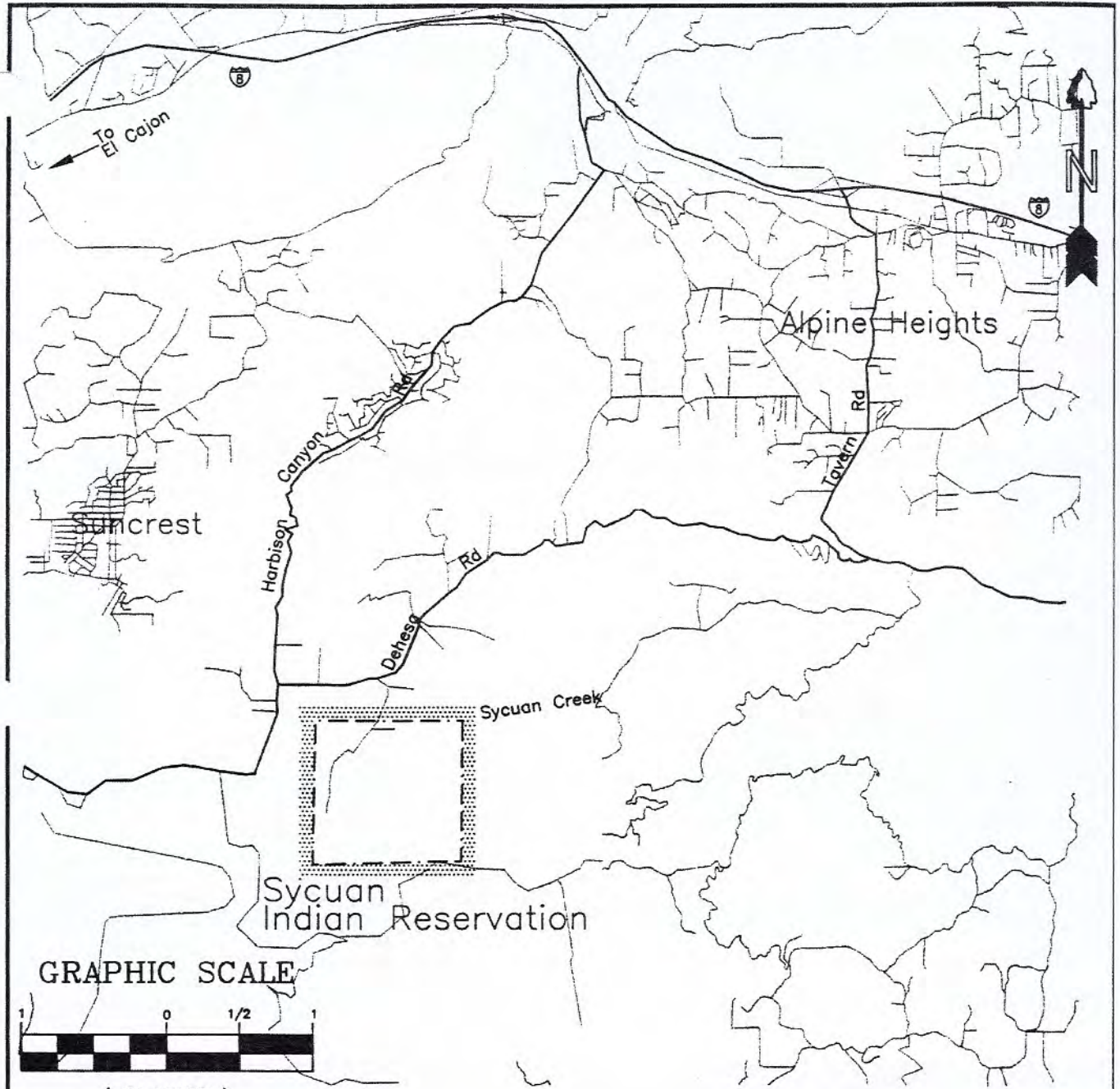


FIGURE 1



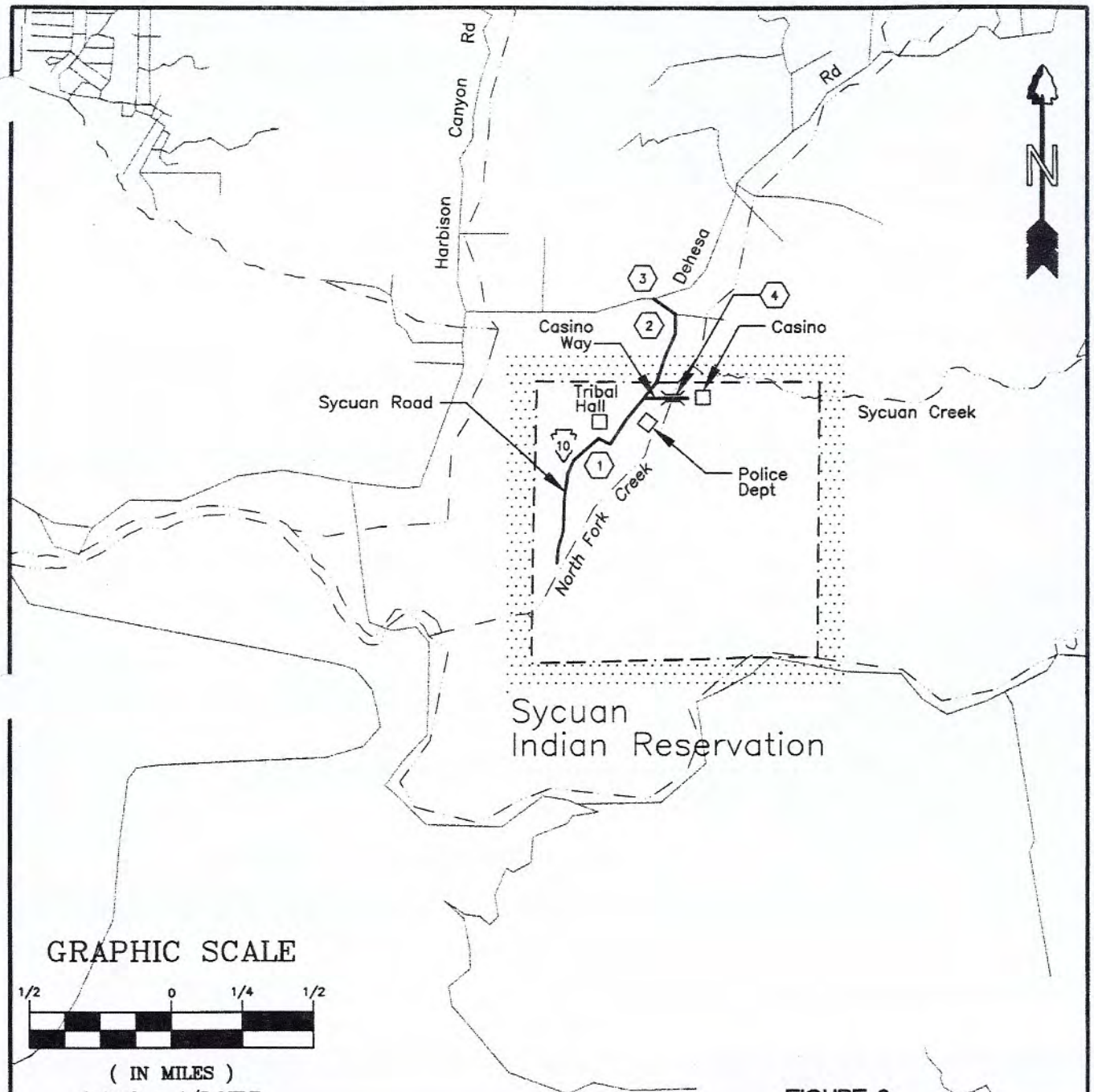
LEGEND

- BIA ROUTE
- STATE ROAD
- COUNTY ROAD
- INTERSTATE HIGHWAY
- FEDERAL HIGHWAY
- TRIBAL ROAD
- MUNICIPAL OR TOWNSHIP ROAD
- RESERVATION BORDER (APPROXIMATE)

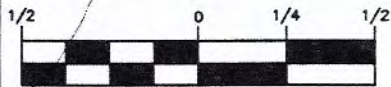
**SYCUAN RESERVATION
SOUTHERN CALIFORNIA AGENCY
SACRAMENTO AREA OFFICE
LOCATION MAP**

ASCG
INCORPORATED

ENGINEERS • ARCHITECTS • SURVEYORS • QA/QC SERVICES
8625 BUILDING SUITE 310 • 8625 SW CASCADE BOULEVARD • BEAVERTON, OREGON 97008
(503) 641-7800 FAX (503) 641-3163



GRAPHIC SCALE



(IN MILES)
1 inch = 1/2 MILE

FIGURE 2

LEGEND		SYCUAN RESERVATION SOUTHERN CALIFORNIA AGENCY SACRAMENTO AREA OFFICE TRANSPORTATION PLAN	
-----	TRIBAL LANDS		BIA ROUTE
-----	WATERWAYS		STATE ROAD
=====	PAVED		COUNTY ROAD
.....	GRAVEL		INTERSTATE HIGHWAY
=====	GRADE & DRAIN		FEDERAL HIGHWAY
-----	UNIMPROVED		TRIBAL ROAD
.....	TRAIL		MUNICIPAL OR TOWNSHIP ROAD
=====	PROPOSED		RESERVATION BORDER (APPROXIMATE)
-----	OTHER ROADS		
	BIA BRIDGE #		
	PROJECT #		

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(503) 641-7800 FAX (503) 641-3163

- Performing transportation engineering and planning evaluations necessary to identify existing and future deficiencies on the IRR System.
- Developing a plan for improvements to the IRR System necessary to meet the existing and future needs within the study area.
- Identifying specific improvement projects, establishing their priority, and determining a reasonable implementation time frame.

Process

In order to undertake this program, the BIA retained the consulting services of ASCG Incorporated, a native American-owned engineering and planning firm. During the course of the study, the consultant met with tribal officials, BIA staff, and other local, county, and state agencies to obtain the most current information on socioeconomic conditions, tribal needs, development trends, and traffic data.

Initially, prior to field work, the consultant and BIA conducted orientation meetings at the agencies, to which representatives from each reservation and rancheria were invited, to explain the transportation planning program and to discuss particular reservation/rancheria road needs. Where feasible during field work, separate on-site contact was also made with tribal officials or local residents. In other cases, contact may have included telephone or written contacts to ensure that opportunity for local input was provided.

After the completion of field work, a second set of agency meetings was conducted by the consultant and BIA to review the draft transportation plans. Also, a draft of the plan was sent to the designated tribal contact for review and comment prior to the public meeting. The draft was revised based on the meeting and then sent to the Tribe for final review prior to printing the final plan.

GENERAL DESCRIPTION

The Sycuan Reservation comprises 640 acres south of Interstate 8 off Dehesa Road in San Diego County, California. The reservation is located in rugged terrain along Sycuan Creek.

Land Use and Development

Development on the reservation is primarily residential. A tribal center, health care facility, fire department, and a casino are also located on the reservation. With the exception of the casino which is located east of BIA Route 10, all other development is along Route 10. The remainder of the reservation is undeveloped.

Demographics

Current BIA population data (January 1994) indicates a total on or near reservation population of 120, 75 of whom live within the reservation. Of the total population, approximately 46 percent is under the age of 16; only 3 percent is 65 years or older. Total tribal enrollment is 50.

EXISTING TRANSPORTATION SYSTEM

System Description

Access to and through the reservation is via Sycuan Road (BIA Route 10). The 18 to 24-foot wide paved road runs north-south through the western portion of the reservation connecting to Dehesa Road north of the reservation boundary. Casino Way runs east off the route to serve the casino.

The IRR System serving the Sycuan Reservation was determined by the Tribe to consist of Sycuan Road (BIA Route 10), and the road to the casino.

Traffic Data

San Diego County reports that Sycuan Road south of the intersection with Dehesa Road, has a traffic volume of 7122 vehicles per day (1992). Also, Dehesa Road east of the Sycuan Road intersection has an ADT of 4839, of which only 953 is westbound traffic. This indicates that most westbound traffic is turning into Sycuan Road to access the casino.

TABLE 1
Sycuan Reservation
Indian Reservation Road System

Route No./Name	Class	ADT	Surface Type	Length	Width	General Condition	Maint. Resp.	Design Adequacy
<u>BIA</u>								
Sycuan Rd Route 10								
Section 10	3:Rural Local	> 400 est.	paved	0.80	18/0	fair-poor	BIA	no
20	3:Rural Local	7122 (1992)	paved	0.30	20/0	fair	BIA	no
<u>Tribal</u>								
Casino Way	3:Rural Local	3700 est.	paved	0.20	22/0	poor	Tribal	no

TRANSPORTATION PLAN

Transportation Needs

The basic needs on the reservation are to improve both of the existing roads which serve tribal housing and other tribal facilities. Improvements are needed at the intersection of Dehesa Road and Sycuan Road for safety. The Tribe should request that Casino Way be added to the BIA Public Road System.

Proposed Projects

Two improvement projects are proposed for the reservation.

1. BIA Route 10 (South of Casino Way) Reconstruction

BIA Route 10, south of the Casino Way, is narrow and winding and does not meet AASHTO standards for width. The road functions as a local access road for approximately 35 homes, but it carries the traffic volumes of a Minor Collector. It is recommended that the road be reconstructed to a total roadway width of 30 feet with 22 feet of paved travelway and 4-foot paved shoulders (Rural Design Guideline 11: Rural Minor Collector). The estimated cost of this 0.7 mile improvement is \$363,400 and would be the responsibility of the BIA.

Preconstruction	\$ 37,100
Grade and Drain (50%)	78,100
Gravel (75%)	34,100
Paving	74,200
Incidentals	<u>56,000</u>
Subtotal	\$ 279,500
Contingency	<u>83,900</u>
TOTAL PROJECT COST	\$ 363,400

2. BIA 10 (North of Casino Way) and Casino Way Construction

BIA Route 10 from Dehesa Road south to Casino Way and Casino Way, vary in width from 18 to 22 feet and do not meet AASHTO design standards. Because of the high traffic volumes going to the casino, it is recommended that these roads be reconstructed to a width of 40 feet with 24 feet of paved travelway and 8-foot paved shoulders (Rural Design Guideline 5: Rural Minor Arterial). This width of roadway will be adequate for trucks and large recreational vehicles as well as allowing for safe pedestrian and bicycle use. It is also recommended that the road be placed on the BIA Public Road System. The estimated cost of this 0.6 mile improvement is \$410,700 and will be the responsibility of the BIA.

Preconstruction	\$ 41,400
Grade and Drain (50%)	72,900
Gravel (75%)	63,000
Paving	83,400
Incidental	<u>55,200</u>
Subtotal	315,900
Contingency (30%)	<u>94,800</u>
TOTAL PROJECT COST	\$ 410,700

3. Dehesa Road and Sycuan Road Intersection Improvements

This project is to improve the safety of the intersection of Sycuan Road and Dehesa Road. The Tribe estimates that this project will cost \$35,000. The cost will be split by the Tribe, the BIA, and the County. The Tribe is discussing this project with the County.

4. Casino Way Bridges

The Tribe is constructing two bridges on the access roads to the Casino. The present road is too narrow and emergency vehicles have a difficult time getting in and out of Casino Way. The Tribe estimates that the concrete bridges will cost \$160,000. The cost will be the responsibility of the Tribe.

Prioritization

Because of safety concerns, the new bridges on Casino Way and the intersection improvements at Dehesa Road are the first priority. Because of its deteriorating condition, BIA Route 10 south of the Casino Way would be the second priority. If possible, both reconstruction projects should be done together.

Implementation

Both projects should be considered for short-term implementation (within the next five years).

PUBLIC INVOLVEMENT PROCESS

An orientation meeting was held in Temecula, California (May 1994) to which tribal representatives were invited to provide the BIA and consultants with background information. During the on-site inspection (October 1994) the consultants met with the Tribal Chairman Danny Tucker to discuss transportation needs and to define the IRR system. A draft of the interim plan was also sent to the Tribe for their review prior to the second meeting in Riverside, CA (July, 1996).

**APPENDIX A
COST ESTIMATING**

APPENDIX A
COST ESTIMATING DATA: SOUTHERN CALIFORNIA AGENCY AREA

NOTE:

Appendix A Cost Estimate is the same for all Southern Agency Transportation Plans. Therefore, it is included in Appendix C of this Summary Document.

IRR Inventory for the
Sycuan Band of the Kumeyaay Nation
Prepared by Rick Engineering Company

10-Apr-12

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic	ADT Year	On 2006 RIFDS?	
Existing IRR Inventory*	County (5)	Dehesa Rd	3	-	-	Rural Major Collector	Paved	Good to Very Good	6.1	24 to 36	19300	-	-
	County (5)	Harbison Canyon Rd	1	-	-	Rural Major Collector	Paved	Good	4.6	24	3800	-	-
	County (5)	Jamacha Rd	2	54	-	City Collector	Paved	Good	3.7	60	35400	-	-
	County (5)	Sloane Canyon Rd	4	-	-	Rural Local	Earth to Paved	Fair to Good	4.2	16 to 24	-	-	-
	County (5)	Washington Av	1	-	-	Community Streets	Paved	Fair to Good	0.6	56	14900	-	-
	County (5)	Willow Glen Dr	2	-	-	Rural Major Collector	Paved	Good to Very Good	4.9	36 to 54	8500	-	-
	Urban (4)	Second St	1	-	-	City Collector	Paved	Good	0.5	60	42000	-	-

*Data provided by Reservation Transportation Authority (Exhibit A: Tribal Resolution No. 2-10-11)

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic	ADT Year	On 2006 RIFDS?	
Proposed IRR Inventory	Tribal	Casino Way	1	-	-	Collector	Paved	Fair	0.5	50'-78'	7340	2009	-
	Tribal	Sycuan Rd - Upper Reach	1	-	-	Collector	Paved	Good	0.4	52'-60'	10790	2009	-
	Tribal	Sycuan Rd - Lower Reach	1	-	-	Rural Local	Paved	Poor	0.5	18'-46'	950	2009	-
	State	SR-54	1	54	-	Primary Arterial	Paved	Good	0.9	112'-122'	48520	2010	-
	State	I-8	-	8	-	Expressway	Paved	Good	17.5	-	169640	2010	-
	State	SR-94	-	94	-	Expressway	Paved	Good	13.3	-	111280	2010	-
	State	SR-15	-	15	-	Expressway	Paved	Good	1.4	-	83190	2010	-
	State	I-5 (BW 15 and Bay Marina Dr)	-	5	-	Expressway	Paved	Good	1.8	-	169780	2010	-
	State	I-5 (BW 8 and 94)	-	5	-	Expressway	Paved	Good	5	-	160650	2010	-
	City of El Cajon	2nd St	1	-	-	Major Arterial	Paved	Good	0.2	85'	35250	2010	-
	City of El Cajon	Jamacha Road	1	54	-	Major Arterial	Paved	Good	0.7	78'	29550	2010	-
	City of San Diego	5th Ave	1	-	-	Major Arterial	Paved	Fair to Good	0.1	42'	11960	2009	-
	City of San Diego	Broadway	1	-	-	Major Arterial	Paved	Fair to Good	0.1	50'-60'	15960	2009	-
	City of San Diego	Hawthorn St	1	-	-	Major Arterial	Paved	Fair to Good	0.6	52'	27260	2010	-
	City of San Diego	Kettner Blvd	-	-	-	Major Arterial	Paved	Good	0.7	-	6420	2010	-
	City of San Diego	F St	1	-	-	Major Arterial	Paved	Fair to Good	0.7	50'	19460	2008	-
	City of San Diego	State St	1	-	-	Collector	Paved	Fair	0.3	50'	3250	2010	-
	City of San Diego	Laurel St	1	-	-	Major Arterial	Paved	Good	0.5	50'-70'	23250	2009	-
	City of San Diego	N Harbor Dr	1	-	-	Primary Arterial	Paved	Fair to Good	0.9	102'-164'	86020	2010	-
	City of San Diego	Airport Terminal Rd	1	-	-	Collector	Paved	Good	0.4	26'-70'	-	-	-

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic	ADT Year	On 2006 RIFDS?	
Proposed IRR Inventory (Cont.)	City of National City	Bay Marina Dr	1	-	-	Major Arterial	Paved	Fair	0.3	70'	-	-	-
	Tribal	Big Oaks Dr	2	-	-	Rural Local	Paved	Good	0.4	18'-44'	-	-	-
	Tribal	Spinali Dwy	1	-	-	Driveway	Paved	Fair	0.1	15'-40'	-	-	-
	Tribal	Smith Ranch Rd	1	-	-	Rural Local	Earth	Poor	0.2	12'-16'	-	-	-
	Tribal	Murphy Dwy	1	-	-	Driveway	Paved	Poor	0.2	14'-18'	-	-	-
	Tribal	Labrake Dwy	1	-	-	Driveway	Paved	Poor	0.2	14'-18'	-	-	-
	Tribal	Tucker Dwy	1	-	-	Driveway	Paved	Poor	0.1	14'-18'	-	-	-
	Tribal	Kumeyaay Ct	2	-	-	Local	Paved	Good to Very Good	0.5	24'	350	2009	-
	Tribal	Starr Ranch Rd	1	-	-	Rural Local	Earth	Poor	0.5	12'-18'	-	-	-
	Tribal	Reservoir Access Rd	1	-	-	Rural Local	Paved	Poor to Fair	0.2	12'-18'	310	2009	-
	Tribal	May Access Rd	2	-	-	Rural Local	Paved	Poor to Fair	0.3	8'-26'	2080	2009	-
	Tribal	Sandoval Access Rd	1	-	-	Rural Local	Paved	Fair	0.2	12'-20'	-	-	-
	Tribal	Truck Trail Rd	3	-	-	Rural Local	Earth	Poor	2.4	10'-20'	-	-	-
	Tribal	Casino Back Alley	1	-	-	Alley	Paved	Good	0.2	20'	780	2009	-
	Tribal	Ruis Dwy	1	-	-	Driveway	Paved	Poor	0.4	12'-16'	-	-	-
	Tribal	DQ Drive	1	-	-	Rural Local	Paved	Poor	0.6	12'-28'	150	2009	-

Ownership	Route Name	# of Sections	Owner Route Number	BIA Route Number	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic	ADT Year	On 2006 RIFDS?	
Future IRR Inventory	Tribal	Thiel Housing Access	1	-	-	-	Paved	Good	TBD	24	-	-	-
	Tribal	Dehesa Housing Access	1	-	-	-	Paved	Good	TBD	24	-	-	-
	Tribal	Lot 10 Access from Res	1	-	-	-	Paved	Good	TBD	24	-	-	-

VIEJAS

TRIBAL GOVERNMENT

P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Anthony R. Pico, Chairman
Robert "Cita" Welch, Vice-Chairman
Anita R. Uqualla, Tribal Secretary
Samuel Q. Brown, Tribal Treasurer
Raymond "Bear" Cuero, Councilman
Adrian Michael Brown, Councilman
Ernest "Chuka" Pingleton, Councilman

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December 8, 2014

Hon. Jack Dale, Chairman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: Viejas Reservation Tribal Transportation Plan

Dear Chairman Dale,

In 2011, for the first time ever, the tribes in the San Diego region submitted their Reservation Tribal Transportation Plans as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Viejas Band of Kumeyaay Indians, submits our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

The Viejas Band of Kumeyaay Indians, (appearing in the U.S. Federal Register at Vol. 79, No. 19, p. 4749 as the *Capitan Grande Band of Diegueno Mission Indians of California: Viejas (Baron Long) Group of Capitan Grande Band of Mission Indians of the Viejas Reservation, California*) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Viejas Indian Reservation.

Please find enclosed the Viejas Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Don Butz, Fire Chief/Government Manager at (619) 659-2376 or via email at dbutz@viejas-nsn.gov.

Respectfully,

THE VIEJAS BAND OF KUMEYAAY INDIANS



Hon. Anthony R. Pico
Chairman

**VIEJAS BAND OF KUMEYAAY INDIANS
TRIBAL TRANSPORTATION PLAN
VIEJAS INDIAN RESERVATION
2014**

Introduction

The San Diego Association of Government (SANDAG) is developing the 2050 Regional Transportation Plan (RTP) to integrate land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The inclusion of Tribal Transportation Plans (TTPs) will enhance the region's understanding of tribal sovereignty; establishes a more equitable foundation for government-to-government interaction with non-tribal transportation planning agencies as well as extending the reach, authority and influence of tribal governments beyond reservation lands and communities. Joint transportation planning is one land management strategy promoting interagency cooperation to address common concerns at the local level.

Background Information

The Viejas Band of Kumeyaay Indians (Viejas Band), (appearing in the U.S. Federal Register at Vol. 79, No. 19, p. 4749 as the *Capitan Grande Band of Diegueno Mission Indians of California: Viejas (Baron Long) Group of Capitan Grande Band of Mission Indians of the Viejas Reservation, California*) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Viejas Indian Reservation; and joint patent administration of the 15,000 acres of the Capitan Grande Indian Reservation with the Barona Band of Mission Indians.

The Viejas Band has lived in the vicinity since pre-historic times. The Viejas Band moved onto the current Viejas Reservation, following their forced removal from Capitan Grande Reservation, when a portion was condemned by a special act of Congress to convert it into a reservoir and a water source for the City of San Diego in 1932.

The Viejas Reservation consists of 1,699 acres, and is located approximately three miles east of the unincorporated community of Alpine. The Tribe had approximately 300 members in 2014. The Reservation is bordered by the Cleveland National Forest to the west, north, and east, Interstate 8 (I-8) crosses four acres of the Reservation on the southern boundary and by various privately held parcels on the southwest, southeast, and northeast. The main access to the Reservation is via Willows Road, a two-lane County road which interchanges with I-8 to the west and to the east of the Reservation.

The Viejas Band is the owner and management of the Viejas Casino, Viejas Outlet Center, and Ma-Tar-Awa Recreational Vehicle Park, which are all located on the reservation. The Viejas Band also owns the Alpine Springs Recreational Vehicle Park.

The Viejas Tribal Government Center includes the Tribal Hall which houses the administrative offices for Tribal Council and General Council. Governmental functions include Treasury, Public Works, Resource Planning and Management, Education, Public Safety, and Community & Public Relations. These services are provided to the Reservation from the following facilities: Education Center, Library, Pre-school, Fire Station, Kumeyaay Village, Recreation Center (inclusion of open space, playgrounds, ball fields and other recreation activity areas), the Viejas Indian School and Public Works yard.

Existing Transportation Conditions

The Viejas Reservation is accessed from Interstate 8 (I-8) via Willows Road through interchanges at both the east and west ends of Willows Road (Attachment A). Willows Road generally parallels the freeway on its north side. Willows Road includes a bridge to span Viejas Creek, which traverses the Viejas Reservation from northeast to southwest and flows to the south. Willows Road is the only access road to the Southern Indian Health Clinic, owned and operated by seven Kumeyaay Bands.

I-8 is used for traveling to Alpine, La Mesa, El Cajon and San Diego to the west and to the Campo, La Posta, and Manzanita Reservations and to Arizona to the east. I-8 is also used for travel south to a network of County roads to the Jamul and Sycuan Reservation to the southwest and the network of County roads southwest with connections to highway 94 and international ports of entry to access the Kumeyaay Border Tribes of Baja California in northern Mexico.

Viejas Grade Road passes through the west side of the Reservation running southwest to northeast and connecting the Viejas Reservation to the communities of Descanso, Pine Valley, as well as traditional use areas in the Cuyamaca and Laguna Mountains.

Conejos Valley Road to the north connects the Viejas Reservation through the Cleveland National Forest to the interior of the Captain Grande Reservation and San Diego River.

System Description

The Viejas Valley is edged by Viejas Grade Road and BIA Route 58 which loops to Willows Road. BIA Routes 56, 59, 60 and 62 as well as a tribal road in a new subdivision spur off the main loop, serve housing in the valley. An additional road, BIA Route 61, is located off of BIA Route 58 and the Ma-Ta-Awa RV Park. The Indian Reservation Roads (IRR) system serving the Viejas Reservation was determined by the Band to consist of the BIA Public Road System, (Routes 56, 58, 59, 60 And 62), Viejas Grade Road, the new tribal road serving the subdivision, I-8 (for eighty five miles east and thirty miles west of the reservation), and Willows Road to both I-8 interchanges, and Otto Avenue .

Transit

The Metropolitan Transit System (MTS) public transportation services are a critical to linking the Viejas community members and employee to greater San Diego region to the west. MTS owns assets of: San Diego Trolley, Inc. (SDTI); San Diego Transit Corporation (SDTC); and the San Diego & Arizona Eastern (SD&AE) Railway Company, which owns 108 miles of track and right-of-way. In addition, MTS provides administrative and support services to San Diego Vintage Trolley, Inc., a non-profit corporation established to restore historic Trolley vehicles.

The MTS service area is about 570 square miles of the urbanized areas of San Diego County as well as the rural parts of East County, 3240 total square miles, serving approximately 3 million people in San Diego County.

MTS OPERATIONS

Provision of Services	MTS provides bus and rail service directly or by contract with private operators. MTS coordinates all services and determines the routing, stops, frequencies and hours of operation in its service area.
Light Rail	Service is operated by SDTI on four lines with a total of 53 stations and 102.6 miles of rail.
Bus	Service is operated through 93 fixed bus routes and American with Disabilities Act (ADA) complementary Para transit service (MTS Access). Fixed bus route service include through local, urban, express, premium express and rural routes.
Operating Budget	Approximately \$243 million annual operating budget; \$94 million comes from fares. Fare revenue accounts for 40% of annual operating cost, one of the highest fare box recovery ratios among similar transit systems (FY12).
Ridership	MTS generates 88 million annual passenger trips or 285,000 trips each weekday. MTS provides approximately 1.9 million hours of service across 24 million miles each year (FY12).

Goals and Objectives

The goal of the Tribal Transportation Plan is to create a transportation system utilizing existing infrastructure and maximizing coordinated growth to benefit commerce and enhance personal mobility. The intent to accomplish this through linking the following transportation modals:

- Roads
- Rail
- Equestrian
- Air
- Bicycle
- Pedestrian

Basic transportation needs include an inventory of existing roads and driveways on tribal lands for inclusion on the BIA Indian Reservation Roads (IRR) inventory; inventory of existing County maintained roads; and inventory of existing state/federal maintained roads.

The attainment of these goals will be accomplished through the improvement of maintenance, design standards for safety and traffic management, evaluation and studies of transportation network including regional and sub-regional connectivity as well as the increase use of public transportation through education and accessibility.

The Tribal Transportation goals and objectives are:

1. Maximize federal revenues available through the Indian Reservation Roads (IRR) system.
 - Evaluate existing tribal roads and driveways for eligibility and addition BIA Public Roads system.
 - Ascertain eligibility of roadways for inclusion of IRR system.
2. Improve road maintenance, safety and traffic management.
 - Evaluate tribal roads, county roads and I-8 for compliance with current design and maintenance standards.
 - Coordinate with Viejas department of Public Works, County Department of Public Works and California Department of Transportation for road improvement.
3. Improve regional connectivity
 - Increase public transportation through education
 - Participate in Value Analysis of I-8
 - Participate in a feasibility study of an aerotropolis at Gillespie Field










Priority Projects

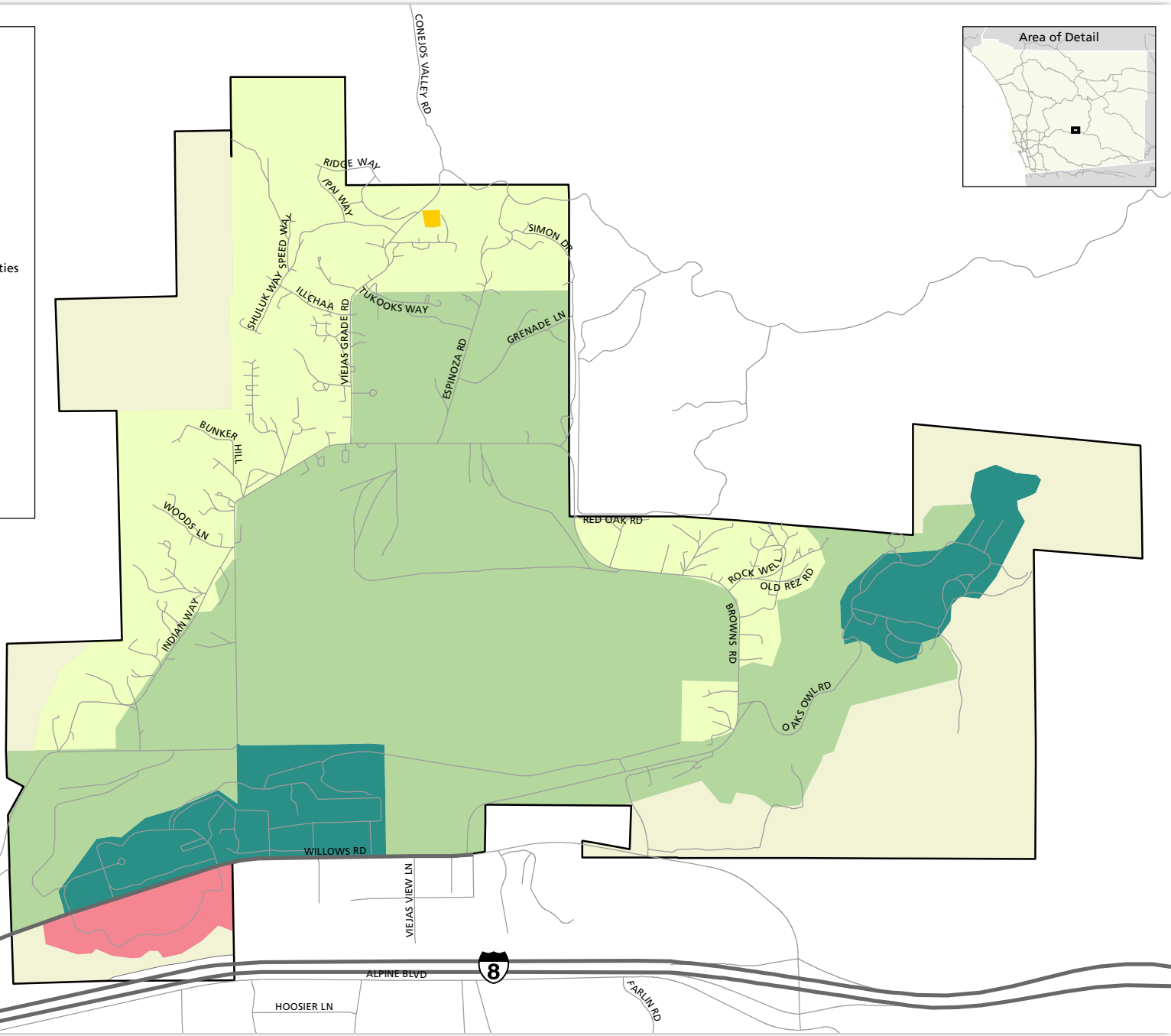
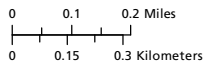
1. Participate in corridor study of I-8 from El Cajon to Imperial Valley
 - Value Analysis (VA) to review the freeway access in the Alpine corridor to include improvements to Tavern Road and West Willows Road Interchange to accommodate development growth in Alpine including a new high school, commercial development and projected residential densities in the new General Plan.
 - Improvements to the East Willows Road Interchanges to accommodate 20-year traffic project for the Viejas Bands resort completion and community development.
 - Value Analysis (VA) to review the freeway access and transportation demands of all Indian Reservation dependent entities on Interstate 8.

2. Willows Road and Viejas Grade Road upgrade to Regional Arterial Systems for improved traffic control, maintenance and safety.
 - Willows Road and Viejas Grade Road are maintenance by the County of San Diego. Willows Road development includes commercial and residential development. Where property owners desire to maintain a residential quality, speed studies and traffic calming is needed to protect the neighborhood integrity, improve pedestrian safety, promote safe routes to schools, and reduce overall noise and speed.
 - Viejas Grade Road is paved with no shoulders or poor drainage. This road should be reviewed for road maintenance and safety improvements.

3. Improve local and regional public transportation service connecting Alpine, Viejas and rural communities.
 - Encourage MTS to restore eliminated public transportation services on Sunday to Alpine and Viejas Reservation.
 - Review and improve daily public transportation from El Cajon to Alpine, Alpine to Viejas; and Alpine to the rural communities farther east.
 - Participate in a feasibility study of an aerotropolis at Gillespie Field.

Viejas Reservation

-  Regional Arterial System
-  Local, County, or Tribal Road
- 2012 Land Use**
-  Spaced Rural Residential
-  Single Family Residential
-  Commercial and Office
-  Transportation, Communications, Utilities
-  Recreation
-  Agriculture
-  Vacant





2014

SAN DIEGO REGIONAL TRIBAL SUMMIT



Barona Indian Reservation

Proceedings

April 11, 2014



Introduction

On April 11, the 2014 San Diego Regional Tribal Summit was hosted by the Barona Band of Mission Indians. The summit was the result of collaboration between the San Diego Association of Governments (SANDAG) and the Southern California Tribal Chairmen's Association (SCTCA). The purpose was to bring together elected leaders from the 19 local governments who make up the SANDAG Board of Directors and the 18 federally recognized tribal governments



in the San Diego region to discuss policy issues of mutual interest related to transportation and regional planning. The goal was to identify priority actions that could be addressed through continued collaboration and coordination. In particular, with SANDAG work underway on San Diego Forward: The Regional Plan, the Tribal Summit provided a timely opportunity for tribal input regarding transportation and regional planning issues.

PROCEEDINGS

These proceedings have been prepared as a supplement to the April 11, 2014, Meeting Minutes that were approved by the SANDAG Board of Directors on May 23, 2014 (Attachment 1). The purpose of the proceedings is to inform the development of San Diego Forward and to identify opportunities for continued SANDAG and SCTCA collaboration. Presentations and information presented have been summarized for the purpose of identifying key points and issues raised.

Networking Among Elected Officials

Members of the SCTCA, the SANDAG Board of Directors, and other guests participated in an informal networking forum.

This was an opportunity for local and tribal elected officials to meet in an informal setting prior to the business discussions of the summit.



Welcome and Opening Remarks

Santee Councilmember and SANDAG Board Chairman Jack Dale called the meeting of the 2014 San Diego Regional Tribal Summit to order at 10 a.m. The attendance sheet for the meeting is attached (Attachment 2).

Barona Tribal Elder Albert 'Boxie' Phoenix provided the traditional tribal blessing for the meeting, which was followed by a formal welcome from Barona Chairman and SCTCA Board Member Clifford LaChappa.



Chairman Dale and Pala Band of Mission Indians and SCTCA Chairman Robert Smith addressed the Summit participants.

Chairman Dale welcomed the assembly and introduced the program. He provided an overview of the *TransNet* half cent countywide sales tax program that was first passed by San Diego voters in 1987 to address the transportation needs of the region. Projects such as State Route 52, Interstate 805, as well as rail projects such as the San Diego Trolley, SPRINTER, and COASTER all provide connections between homes and jobs.

He stated the importance of SANDAG as a forum for local jurisdictions to come together to think regionally. He acknowledged that there is never enough funding to do all that is needed and that hard choices have to be made. Chairman Dale also noted that while investments in transportation are being made, it is important to take care of the environment and to address social equity and social justice.

Chairman Dale emphasized that the region needs to speak with one voice to Sacramento and Washington, D.C. to achieve regional goals. He pointed out the opportunity for SANDAG and the SCTCA to work together to bring more resources to the region.

Finally, Chairman Dale remarked that the region is growing and that planning for the future together is important. Growing by nearly one million people, with a projection of 479,000 new jobs and the need for 333,000 new housing units, considerations are being given to how we get around and the environment that we leave in as part of San Diego Forward.





Chairman Smith made his opening remarks. He was pleased to see so many elected officials in attendance – both tribal and non-tribal. He noted that he was the first tribal representative to sit on the SANDAG Board and that much progress has been made in the relationship between tribal nations and SANDAG. There has been much work between the tribes and SANDAG on transportation issues. He looked forward to the discussion and a positive exchange at the Summit.

Sovereignty and Tribal Nations in the San Diego Region

Viejas Tribal Chairman Anthony Pico briefed the assembly regarding the background of tribal sovereignty and on the tribal nations in the San Diego region.

In his remarks he noted the importance of the Summit as an innovative effort between the region's local governments and tribal nations to collaborate on planning issues of common concern. He commented, "I applaud SANDAG for opening its doors to us, and tribes for walking through that opened door."

He set the context for why understanding tribal sovereignty is critical to establishing government to government dialogue on planning issues. He noted that the Constitution names three types of government: federal, state, and tribal. Tribes are not subdivisions of states, but rather sovereign domestic nations with the right to self-determination. Tribal nations are subject only to federal law. He shared with the Summit participants the history of key federal policies through the years that have shaped the nature of the struggle of Native Americans for asserting their sovereign right to control their land, people, and culture.

The history of that struggle for Native Americans in California was particularly brutal. He noted, "Unfortunately, when California became a state in 1850, treatment of Indians went from imprisonment, abuse, slavery, and death from disease and poverty, to extermination." Conflicts over land have always been an issue for California tribes as the treaties agreed upon with the federal agents before California became a state were never ratified and tribal reservations only were established twenty years later through Executive Order under President Ulysses S. Grant. Although they finally attained a portion of their land that was originally promised to them, it was not the coastal nor agricultural land that would be suitable for economic activities. Tribal nations in the San Diego region struggled to support their people through the years as other Native Americans throughout the United States.



Chairman Pico noted that with the Indian Self Determination Act of the 1970's under President Nixon and its reassertion with every succeeding President, tribal nations progressively began to assert their inherent rights and build their communities again. "We have the primary responsibility for nurturing employment and economic opportunities, as well as social well-being and maintenance of the environment and infrastructures on reservations," he added, but without a source of funding it was difficult to fulfill those responsibilities. With the advent of gaming, the landscape of opportunities for tribal nations changed. The Supreme Court case against Cabazon was a 'game changer' as it established that the federal Indian Self-Determination Act, which holds that a tribal nation has the right to pursue economic opportunities for its people, such as gaming, trumps a state law against it.

Gaming as a viable economic enterprise, also threw Indian communities, previously struggling just to survive, into a 'fast track exercise in modern governance.' Chairman Pico explained, "We have participatory democracies, since our government lands are held in common. Our citizens have the final say about the use of tribal land. They also have an investment and share in the profits arising from commercial use of these lands. Instead of political parties, our political divisions and diversity come from family politics. We have dual citizenships - Indian and United States."

He added, "Indians do not want others to provide for our future and people. We want to speak for ourselves. We do not wish to be dependent. We like controlling our destiny and standing on our own two feet," Chairman Pico stated, "Yet we wish to be recognized and included. We want to be friends with our neighbors and cooperate with local governments. We want to contribute to problem solving on issues that go beyond our reservations. But, only if this doesn't compromise our sovereignty."



Chairman Pico concluded, "The question before this group is how to develop regional planning that respects tribal interests and governments. Today is a brilliant start. I am excited, because we are pursuing a different paradigm than our ancestors. Together, we are searching for a better and wiser way for the people of San Diego to face the future. That better way is through cooperation and respect between Indian and non-Indian neighbors. Today, we are proving that local and tribal governments can achieve mutually beneficial goals through collective action. And, this is something new under the sun."*

* For the full transcript of Chairman Pico's presentation contact the Viejas Tribal Office at (619) 659-2323.

San Diego Forward: The Regional Plan – Video

Imperial Beach Mayor and SANDAG First Vice Chair Jim Janney introduced a video which provided an overview of the SANDAG current planning effort, San Diego Forward.

The plan will combine a big-picture vision for how the region will grow over the next 35 years, with an implementation program to help make the vision a reality. Working in close partnership with the 19 local governments, SANDAG will seek to create an innovative plan for the growing community that fuels the economy, protects the environment, and maintains the region's quality of life.

Review of Policy Areas for Discussion

As part of the tribal consultation process for San Diego Forward, the SCTCA and SANDAG conducted a survey of tribal nations to determine what areas within San Diego Forward were of interest to the tribes.

Solana Beach Deputy Mayor and SANDAG Regional Planning Committee (RPC) Chair Lesa Heebner introduced the item.

La Jolla Band of the Luiseño Indians Tribal Chair and SCTCA

Board Member LaVonne Peck briefed the assembly on the topic areas to set the context for dialogue. The areas identified were cultural resources, economic development, energy, and environmental conservation. Both reiterated that real tribal consultation is more than 'checking a box.'



Cultural Resources

Chair Peck noted that cultural resources are very important to tribes. Because many California tribes were moved away from their traditional lands, lands of cultural significance are often not within the boundaries of reservations. This can cause conflict between tribes and developers and/or land use authorities who propose development on land that the tribe does not control, but has cultural or religious significance to them. Often, local governments and developers are not aware of the laws pertaining to tribal consultation.

With regard to the SANDAG role as a developer of regional transportation projects, RPC Chair Heebner stated that the agency follows laws that call for the protection of cultural resources and in many cases will have a tribal monitor on hand during construction in areas where there are possible or known cultural resources.

Economic Development

Moving to economic development, RPC Chair Heebner explained that SANDAG prepares a regional economic prosperity strategy which identifies demographic and economic challenges facing the San Diego region, and suggests a strategy to meet these challenges through collaboration.

She added that SANDAG, also a developer of the regional transportation network, contributes to job creation and facilitates the movement of people and goods to support economic growth and development.



“Economic development is a complex topic for tribes,” noted Chair Peck, but one that was raised as something to think about. There are eight tribes in the San Diego region with active gaming facilities, but many tribes are looking to diversify. And non-gaming tribes are looking for other economic opportunities.

Energy

She continued, one of the ways that tribes are diversifying is actually the next topic on our list of policy issues, the area of energy. Tribes in the San Diego region are at various stages of energy development. Some have projects that are already completed, such as Campo and Rincon, others have projects in the construction stage, some are in the planning stages, and others are investigating options. Plans locally range from solar to wind to alternative fuel production.

While some tribes seek energy production as an enterprise, others seek energy independence. As mentioned in the discussion paper, the 2005 Renewable Energy Act had an “Energy Self-Determination Act.” It gives tribes the ability to establish Tribal Energy Resource Agreements (TERA). Under TERA, a tribe may enter into leases and business agreements for the purpose of energy resource development on tribal land. So energy is a policy area we might examine to find ways that we can work together more closely as a region. Working with SANDAG, tribes can bring more federal funds to the region for energy.

RPC Chair Heebner shared that SANDAG regularly prepares a Regional Energy Strategy. It serves as an energy policy guide to support decision-making by SANDAG and its member agencies as the region strives to meet the energy needs of a growing population, an increasing housing stock, and an expanding number of workers. At the same time, we are working to maintain and enhance regional quality of life and economic stability.

The Regional Energy Strategy sets the stage for work SANDAG has done to look at the deployment of electric vehicle readiness and energy roadmaps prepared for member agencies.

Mr. Michaelson noted that the most prominent words were economy, transportation, water quality, infrastructure, energy, and cultural resources. He asked summit participants to comment.

Rincon Band of the Luiseño Tribal Chairman Bo Mazzetti noted that water quality is important because it causes tension among tribes and other jurisdictions. If we start working together to address this now, we can prevent a collision course in the future.

Escondido Mayor Sam Abed observed that some of the terms are very vague, such as jobs and traffic. He would have liked to see fewer categories, and more explanation to the choices. He was surprised 'climate change' and 'smart growth' were so small. He felt the terms were too general to have meaningful discussion.

Oceanside Councilmember Jack Feller noted that economic development is important and something that we should be welcoming in our communities. The City of Oceanside would support the tribes if the opportunity is there. He also noted that water storage is important.

San Pasqual Band of Design Indians Tribal Chairman Allen Lawson stated that there seems to be consensus that the future of water is important. Where is the water going to come from if we don't have the Colorado River? He notes that tribes are also concerned about the environment.

County of San Diego Supervisor Dave Roberts suggested an area of collaboration might be clean technology.

RPC Chair Heebner commented on the balanced results in the word cloud and stated the importance of cultural resources.

San Marcos Councilmember Chris Orlando commented that no topics happen in a vacuum, all are interrelated.

San Diego Councilmember Todd Gloria commented that he is struck by balance and that despite the diversity of the region, there are many common issues.

Reservation Transportation Authority Board Member Dave Toler commented on the need to control zoning changes to go up, not out, in order to protect the environment and the region's back country.

Encinitas Councilmember Teresa Barth stated that "affordable" is not highlighted, but affordability is a big issue in the City of Encinitas.

Oceanside Councilmember Jack Feller stated there public private partnerships may be an opportunity for additional funding.

Luncheon

The Summit participants continued informal discussions over lunch. SCTCA and SANDAG elected officials were seated at each table to share their perspective.

Group Discussion: Prioritize Strategic Policy Areas

SCTCA and SANDAG Board members discussed policy areas related to San Diego Forward to include economy, energy, transportation, water quality, infrastructure, traffic, environment, cultural resources, education, jobs, sustainability, and prosperity. The assembly identified collaborative opportunities and discussed possible strategic actions of mutual concern.



Mr. Michaelson facilitated the discussion.

Chairman Lawson stated his concerns about roads in rural areas and commercial businesses along two-lane roads. Tribes need assistance in making those roads better.

RPC Chair Heebner stated that energy is a priority and that there may be opportunities for collaboration on energy issues on a government to government basis.



Chairman Mazzetti stated that tribes can bring a comparative advantage to the table. They can expedite projects because they have fewer regulations than the state and there is interesting opportunity to partner with SANDAG.

Port of San Diego Commissioner Bob Nelson stated that there is an opportunity to reduce greenhouse gas emissions and partner with the Port of San Diego. It is important to stop using coal burning fuels.

Chair Peck noted that energy tax credits are opportunities for tribes. The issue is that people come to tribes to lease land, not to become partners. Tribes want to be partners with SDG&E and do not want to lease the land. She noted that more partnerships need to happen. If tribes and local governments work together, the potential to fast-track projects is enormous.

Mesa Grande Band of Mission Indians Tribal Chairman Mark Romero commented that Mesa Grande is partnering with a company in Minnesota for an energy project in Illinois. There are opportunities to partner with large, energy-producing companies. The Bureau of Land Management provided Mesa Grande 800 acres in 1988, and with their partner, created a solar/wind farm. The problem is will the grid sustain this energy? The closing of San Onofre presents an opportunity for green energy.

First Vice Chair Janney commented on the importance of SANDAG partnering with tribes to leverage federal funding for transportation projects.

SANDAG Executive Director Gary L. Gallegos stated that the federal government is starting reauthorization for the next transportation bill. SANDAG and the SCTCA can work with the congressional and state legislators.

Chairman Mazzetti agreed with Mr. Gallegos and stated that there are high priority projects programs in the new federal transportation bill and there are opportunities for more funding.

La Jolla Band of Luiseño Indians Tribal Secretary Adam Geisler recommended that the SCTCA and SANDAG partner in reviewing the Moving Ahead for Progress in the 21st Century Act (MAP-21) Negotiated Rule Making Process. He noted the importance of reviewing the federal performance measures being developed for transportation projects because there is potential to bring more funding to the region by demonstrating Metropolitan Planning Organizations are working with tribes.

Secretary Geisler added that he is an active member of the State Freight Advisory Committee and that SANDAG and the SCTCA should collaborate with legislators such as Senator Barbara Boxer to identify additional funding for the region. Secretary Geisler also recommended that the Port of San Diego partner with the tribes to meet its energy needs. This requires SANDAG and SCTCA to collaborate with SDG&E.

Chairman Pico stated that cultural and natural resources are very important to tribal governments because they represent who their people were and their appreciation of the past. Chairman Pico recommended that the County of San Diego and any agencies involved in public lands have a tribal cultural resource office. He noted that tribes are notified too late in the process for federal government energy projects such as the energy project in Ocotillo Valley, which was insensitive toward important tribal cultural resources. He added that tribes were blocked from receiving information on the project through the Freedom of Information Act.

La Mesa Vice Mayor Kristine Alessio stated that SANDAG as a Board needs to be conscious of what is being done in the back country on energy. She noted the need to protect the heritage of San Diego, including the animals and people. If the environment and cultural resources are forgotten, we lose San Diego.

Chairman Pico commented that collaboration with local jurisdictions also is important. The tribes need to know about land use and transportation projects early in the process to identify potential cultural resources.

First Vice Chair Janney suggested that the SCTCA create a process for cultural resource review for jurisdictions.

Mr. Gallegos noted that SANDAG and Caltrans follow all guidelines for consultation on transportation projects. He noted that Native American cultural monitors are involved in the construction of transportation projects, such as during the State Route 76 interchange construction.

Chairman Romero agreed with Mr. Gallegos but, commented that there were tribal villages in Balboa Park, Old Town, Imperial Beach, and Coronado, for example, noting that just because the tribes are not located on a site today, does not mean there were not villages in that location in the past.

Mr. Toler stated that cultural resources have been destroyed with early transportation projects, which makes the few remaining even more precious. He gave examples of state and federal government “steam-rolling” tribes in the process of construction projects. This is a concern.

Tribal Elder Phoenix commented that the Kumeyaay lands stretched to the ocean. He noted that his parents would tell stories of big villages located in ‘Shell Town,’ but all these cultural resources were lost. Tribal Elder Phoenix requested that jurisdictions let the tribes know when major construction projects are happening, so the resources can be gathered.



Commissioner Nelson commented that SANDAG and SCTCA, as nonprofits, can bring in private partners who can finance activities and take tax credits to develop projects for the tribes.

Councilmember Barth commented that the City of Encinitas recognizes their beach area is culturally significant. Councilmember Barth asked what entity jurisdictions should contact regarding cultural resources? She also commented

that the community would benefit from educational signage regarding tribal cultural resources.

Chairman Lawson suggested that the SCTCA prepare a tribal cultural resources contact list for jurisdictions.

Southern California Tribal Chairmen’s Association Executive Director Denis Turner, thanked the City of Encinitas for allowing SCTCA to have their annual Grunion Run Festival.

Chair Peck commented that there is a lot of misinformation about tribes. She gave an example of a conversation at lunch where an official thought tribes do not pay taxes. Chairwoman Peck suggested SCTCA hold forums on taxation, land, cultural resources, and other issues so locals can understand the basics on tribes. She also suggested presentations at local city councils.

La Jolla Band of Luiseño Indians Tribal Secretary Adam Geisler suggested emergency management be considered an opportunity for collaboration. The Intertribal Long Term-Recovery Foundation has been working with the County Office of Emergency Services and others on training and improved coordination.

Lemon Grove Mayor Mary Sessom commented that it seems the Public Safety Committee is underutilized and could be helpful for tribal coordination.

Chairman Romero announced that the Intertribal Long-Term Recovery Foundation would be holding its annual gala on May 2, 2014.

Next Steps and Closing Remarks

Chairman Dale noted in his closing remarks that, "there is much work to be done, but we leave today with a better understanding of how we can achieve our mutual goals."

He added that there is so much potential for collaborating in different areas in which none of us has sufficient resources to carry out all that we want to do, but by cooperative planning we can grow that pie and tackle some critical issues.

He noted the following as areas of action:

Transportation

- Collaborate on legislation/MAP-21 rulemaking
- Work together on the California Freight Plan
- Identify transportation projects of concern to tribes

Energy

- Collaborate to improve energy diversity in the region

Cultural Resources

- Work together to create a process that protects cultural resources without further burdening the tribes

Advocate/lobby together in Sacramento and Washington, D.C. for projects of mutual interest in the region.

Explore ways in which to strengthen collaboration in emergency management and public safety.

The SCTCA can play a role in educating the jurisdictions on tribal issues and understanding sovereignty as it relates to land use and regional planning.

The information shared today can be integrated into key SANDAG initiatives, including San Diego Forward, and as well as other initiatives.

Chairman Dale thanked Chairman LaChappa and the Barona Tribal Council for hosting this important event. He also thanked the Boards of SANDAG and the SCTCA for taking the time out of their busy schedules to reflect on these issues and to help us to identify areas in which we can work together to make this region an even better place.

In his closing remarks, Chairman Smith noted that the discussion was very constructive. He stated, "Today we had a unique opportunity as elected leaders in our communities to come together and discuss our issues and concerns as well as to develop a collaborative action plan that can guide us through the next several years."

He thanked Chairman LaChappa for Barona's hospitality in hosting the Summit and wished the participants a safe journey home.

Adjournment

SANDAG Chairman Dale adjourned the meeting at 2:03 p.m.

BOARD OF DIRECTORS DISCUSSION AND ACTIONS

APRIL 11, 2014

Chairman Jack Dale (Santee) called the meeting of the SANDAG Board of Directors/Tribal Summit to order at 10 a.m. The attendance sheet for the meeting is attached.

1. NETWORKING AMONG ELECTED OFFICIALS

Members of the Southern California Tribal Chairmen's Association (SCTCA) and the SANDAG Board of Directors participated in an informal networking forum.

2. WELCOME AND OPENING REMARKS (INFORMATION)

Tribal Elder "Boxie" Phoenix led the assembly in a blessing.

Chairman Clifford LaChappa, Barona Band of Mission Indians, welcomed the assembly to the Barona Resort and the Tribal Summit.

Chairman Dale welcomed the assembly and introduced the program.

Chairman Robert Smith, Pala Band of Mission Indians (SCTCA), welcomed the assembly.

Action: This item was presented for information.

3. SOVEREIGNTY AND TRIBAL NATIONS IN THE SAN DIEGO REGION (INFORMATION)

The United States Constitution and treaties recognize Native American communities as sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 17 federally recognized tribal governments, with jurisdiction over 18 reservations - the most in any county in the United States.

Chairman Anthony Pico, Viejas Band of the Kumeyaay Nation (SCTCA), briefed the assembly regarding the background of tribal sovereignty and on the tribal nations in the San Diego region.

Action: This item was presented for information.

4. SAN DIEGO FORWARD: THE REGIONAL PLAN – VIDEO (INFORMATION)

San Diego Forward: The Regional Plan will combine a big-picture vision for how our region will grow over the next 35 years, with an implementation program to help make that vision a reality. Working in close partnership with the region's 18 cities and the county government, SANDAG will seek to create an innovative plan for our growing community that fuels our economy, protects our environment, and maintains our quality of life. A video introduction to San Diego Forward: The Regional Plan was shared.

First Vice Chair Jim Janney (Imperial Beach) introduced the item.

Action: This item was presented for information.

5. REVIEW OF POLICY AREAS FOR DISCUSSION (DISCUSSION)

A. Policy Areas Identified by Tribes

As part of the tribal consultation process for San Diego Forward: The Regional Plan, the SCTCA and SANDAG conducted a survey of tribal nations to determine what areas within San Diego Forward: The Regional Plan were of interest to the tribes.

Deputy Mayor Lesa Heebner (Solana Beach), SANDAG Regional Planning Committee Chair, introduced the item.

Chairwoman LaVonne Peck, La Jolla Band of the Luiseño Indians (SCTCA), briefed the assembly on the topic areas to set the context for dialogue. The areas identified were cultural resources, economic development, energy, and environmental conservation.

B. Group Discussion on Policy Areas of Mutual Interest

Using an interactive tool, the SCTCA and SANDAG Boards reviewed the previously identified policy areas, and with the assistance of a facilitator, determined those of mutual interest for further discussion.

Lewis Michaelson, Facilitator, led the assembly in a word cloud exercise designed to focus the discussion on areas of mutual interest. The areas that appeared as most often selected were economy, energy, transportation, water quality, infrastructure, traffic, environment, cultural resources, education, jobs, sustainability, and prosperity. The assembly discussed the word cloud exercise results and expressed their concerns and priorities.

Action: This item was presented for discussion.

6. LUNCHEON

7. GROUP DISCUSSION: PRIORITIZE STRATEGIC POLICY AREAS (INFORMATION)

SCTCA and SANDAG Board members discussed policy areas related to San Diego Forward: The Regional Plan to include economy, energy, transportation, water quality, infrastructure, traffic, environment, cultural resources, education, jobs, sustainability, and prosperity. The assembly identified collaborative opportunities and prioritized strategic actions of mutual concern.

Mr. Michaelson led the discussion.

Action: This item was presented for discussion.

8. PUBLIC COMMENTS/COMMUNICATIONS

Kevin Swanson, a member of the public, spoke regarding the upcoming San Diego 2015 celebration.

9. NEXT STEPS AND CLOSING REMARKS

Chairman Smith and Chairman Dale provided closing remarks.

The next SANDAG Board Business meeting is scheduled for Friday, April 25, 2014, at 9 a.m.

10. ADJOURNMENT

Chairman Dale adjourned the meeting at 2:03 p.m.

ATTENDANCE 2014 SAN DIEGO REGIONAL TRIBAL SUMMIT APRIL 11, 2014

Elected Officials: SCTCA Board Members/SANDAG Board Members – Participants

Tribal Government Representatives

	First Name	Last Name	Agency	Title
Hon.	Robert H.	Smith	Pala Band of Mission Indians, <i>SCTCA Chair</i>	Chair
Hon.	Clifford	LaChappa	Barona Band of Mission Indians	Chair
	'Boxie'	Phoenix	Barona Band of Mission Indians	Tribal Elder
Hon.	Robert	Pinto, Sr.	Ewiiapaayp Band of the Kumeyaay Indians	Chair
Hon.	Ray	Hunter	Jamul Indian Village	Chair
Hon.	La Vonne	Peck	La Jolla Band of Luiseño Indians	Chair
Hon.	Adam	Giesler	La Jolla Band of Luiseño Indians	Secretary/Treasurer
Hon.	Eric	LaChappa	La Posta Band of Kumeyaay Indians	Secretary/Treasurer
Hon.	Mark	Romero	Mesa Grande Band of Mission Indians	Chair
Hon.	Virgil	Oyos	Mesa Grande Band of Mission Indians	Vice Chair
Hon.	Dale	Brush	Pauma Band of Luiseño Indians	Councilmember
Hon.	Bo	Mazzetti	Rincon Band of the Luiseño Nation	Chair
Hon.	Allen E.	Lawson [†]	San Pasqual Band of Diegueño Indians	Chair
Hon.	Ricci	LaBrake	Sycuan Band of the Kumeyaay Nation	Vice Chair
Hon.	Anthony	Pico	Viejas Band of the Kumeyaay Nation	Chair
	Denis	Turner	Southern California Tribal Chairmen's Association	Executive Director
Hon.	Dave	Toler	Reservation Transportation Authority	Executive Board Member

SANDAG Board Members

	Title	City/Jurisdiction
Hon.	Jack Dale	SANDAG, (Chair, Board of Directors) City of Santee
Hon.	Cheryl Cox	SANDAG City of Chula Vista
Hon.	Terry Sinnott	SANDAG City of Del Mar
Hon.	Teresa Barth	SANDAG City of Encinitas
Hon.	Sam Abed	SANDAG City of Escondido
Hon.	Jim Janney	SANDAG (1st Vice Chair, Board of Directors) City of Imperial Beach
Hon.	Kristine Alessio	SANDAG City of La Mesa
Hon.	Mary Teresa Sessom	SANDAG City of Lemon Grove
Hon.	Ron Morrison	SANDAG City of National City
Hon.	Jack Feller	SANDAG City of Oceanside
Hon.	Don Higginson	SANDAG (2nd Vice Chair, Board) City of Poway
Hon.	Todd Gloria	SANDAG (Chair, Transportation Committee) City of San Diego
Hon.	Chris Orlando	SANDAG City of San Marcos

[†] SCTCA Advisory Member on SANDAG Board of Directors

SANDAG Board Members

Hon.	John	Minto	SANDAG	City of Santee
Hon.	Lesla	Heebner	SANDAG	City of Solana Beach
Hon.	Judy	Ritter	SANDAG	City of Vista
Hon.	Dianne	Jacob	SANDAG	County of San Diego
Hon.	Ron	Roberts	SANDAG	County of San Diego
Hon.	Dave	Roberts	SANDAG (Regional Planning Committee)	County of San Diego
Mr.	Gary	Gallegos	SANDAG, Executive Director	

SANDAG Board Advisory Members*

Hon.	Laurie	Berman	SANDAG	CALTRANS
	Kim	Peacher	SANDAG	Dept. of Defense
Hon.	Bill	Horn	SANDAG	NCTD
Hon.	David	Barnum	SANDAG	SD City Water Authority
	Ron	Powell	SANDAG	Port of San Diego
	Remedios	Gomez-Arnau	SANDAG	Republic of Mexico

Other Agencies/Jurisdictions

Martha Leticia	Castañeda	City of Tijuana
Sandra	Flores Bernal	City of Tijuana
Maria del Refugio	Lugo	City of Tijuana
Jose Miguel	Ramirez Bilbao	City of Tijuana

* Chairman Allen Lawson, San Pasqual; Chairman Robert Smith, Pala, are advisory members to the SANDAG Board of Directors, representing the SCTCA.