

Appendix EE:

Intraregional Tribal Transportation Strategy

Final
December 2021



Final

Intraregional Tribal Transportation Strategy

JANUARY 2018



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*indicates tribes not within San Diego County borders

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In memory of Albert 'Boxie' Phoenix, Tribal Elder of the Barona Band of Mission Indians, who dedicated his life to improving the quality of life of his community through his steadfast advocacy. As the founding Chair of the Working Group, his leadership and belief in the value of collaborative planning inspired this project.



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Reader's guide



Reader's guide

The Intraregional Tribal Transportation Strategy (Strategy) is the result of a collaborative effort between the San Diego Association of Governments (SANDAG) and the Southern California Tribal Chairmen's Association (SCTCA) to address the tribal transportation needs in the San Diego region in an effective and innovative way. The Strategy is the outcome of the assembly of existing conditions information and new data collection, as well as regular conversations among tribal leadership, transportation agencies, and other stakeholders in the region.

To reflect the process and outcomes of this study, this document is split into two major parts: The Process and The Strategy. The Process section includes an overview of the context and goals of the study, as well as details of how the Strategy was developed and the collaboration that took place to produce it. Readers who are interested in existing conditions and context for this project will find this section provides foundational knowledge through which to understand the Strategies and actions discussed in Part II.

The Strategy section of this document is the result of the collaboration and conversations that took place during the study. This section contains a list of strategies with short-term and ongoing actions, as well as tools and resources that support their implementation. The Strategy is intended to serve as a guide for stakeholders to advance the transportation goals of tribal communities now and into the future. For readers already familiar with tribal transportation issues in the region, this section serves as a stand-alone resource that includes the project inventory gathered during the study and steps to advance these or other projects in the transportation planning process.

Part 1 – The process



1. The process

1.1. Introduction

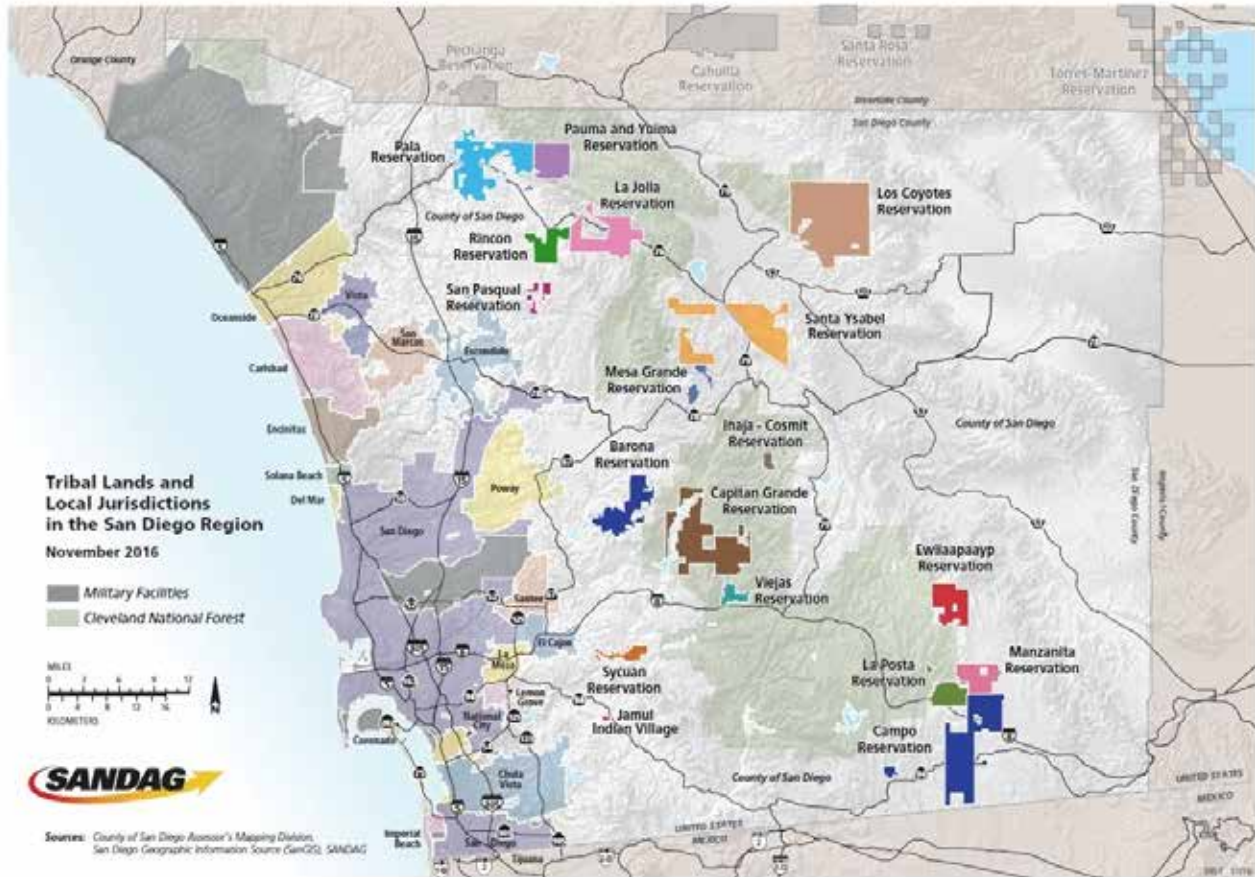
San Diego Forward: The Regional Plan (Regional Plan), adopted in October of 2015, focuses transportation investments in the most densely-populated urbanized areas in the western third of the region, where there is existing and planned development. At the same time, the transportation system must also support the needs of federally-recognized tribal nations whose reservations are in the sparsely-populated eastern rural areas of the region. Under the SANDAG Borders framework focused on binational, interregional, and tribal planning programs, an Intraregional Tribal Transportation Strategy (Strategy) has been developed with the tribal nations and other agencies that influence transportation in the region. SANDAG has partnered with the Southern California Tribal Chairmen's Association (SCTCA), County of San Diego, North County Transit District (NCTD), Metropolitan Transit System (MTS), Caltrans, and Bureau of Indian Affairs (BIA) to develop a strategy to identify key multimodal transportation projects that will improve tribal mobility while meeting regional, state, and federal goals.¹

Tribal nations in the San Diego region

Opinions from the United States Supreme Court recognize federally-recognized Native American tribes as domestic dependent sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 18 federally-recognized tribes (Table 1.1) with jurisdiction over 19 reservations – the most in any one county in the United States (Figure 1.1).

¹ This project was funded by a Caltrans Strategic Partnership Planning Grant with local match provided equally by SANDAG and the SCTCA.

Figure 1.1 – Tribal lands in San Diego region



Of the 109 federally-recognized Indian tribes in California, 18 are in San Diego County.² 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 cultural/linguistic groups 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, Mexico.

2 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.

Table 1.1 – 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 Kumeyaay Indians
Capitan Grande	Joint Power Authority between Barona and Viejas
Ewiiapaayp	Ewiiapaayp Band of Kumeyaay Indians
Inaja and Cosmit Inaja	Inaja-Cosmit Band of Indians
Jamul Indian Village	Jamul Indian Village of California
La Jolla	La Jolla Band of Luiseño Indians
La Posta**	La Posta Band of Mission Indians
Los Coyotes	Los Coyotes Band of Cahuilla and Cupeño Indians
Manzanita	Manzanita Band of the Kumeyaay Nation
Mesa Grande	Mesa Grande Band of 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 Mission Indians
Santa Ysabel**	Iipay Nation of Santa Ysabel
Sycuan*	Sycuan Band of the Kumeyaay Nation
Viejas*	Viejas Band of Kumeyaay Indians

* tribe with gaming facility

** tribe that has closed gaming facility

+ recently-acquired trust land in the San Diego region (2013)

As domestic dependent nations, tribes are subject to federal laws but are not subject to local or state laws, unless the United States Congress delegates implementation of federal law to the state or permits the imposition of state law upon tribal trust lands. 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 the federal government and held in trust for the benefit of tribes and their members. Native American reservations are comprised of more than 127,000 acres in the San Diego region, making up approximately 4 percent of the region's land base.

Purpose of the Strategy

Federally-recognized tribes face a dilemma for transportation planning and funding. Most of their transportation funding comes through BIA through a national competitive process among all tribal nations in the country. The funding formula is based on population, road inventory, and average tribal shares. Small land based tribes with small populations and few on-reservation roads do not compete well against larger tribes with extensive road inventories such as the Navajo Nation, which expands over three states. From 2005 to 2009, under the Safe, Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Indian Reservation Roads (IRR) program funding formula was revised to allow tribes to include off-reservation transportation facilities critical to reservation ingress and egress as part of their tribal transportation system. This allowed tribes in the San Diego region to compete successfully for funds. With the 2012 passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the provision was removed and the Fixing America's Surface Transportation Act (FAST Act), passed in 2015, maintains that change. As such, the region's tribes lack resources needed to plan for their mobility needs and to address problem areas in the region that most hinder their intraregional mobility.

In addition to limited resources, the process to plan for and implement transportation projects is complicated and involves many agencies and jurisdictions. At a federal level, tribes work with the BIA, the Tribal Transportation Program (TTP) of the Federal Highway Administration (FHWA), and in more recent years with the Federal Transit Administration (FTA). In most cases, tribes in the region have worked on an individual basis, not as a group. However, many of the issues that impact their mobility and access to the regional transportation system are shared by several tribes along corridors. The federal government has no mechanism for looking at the regional needs of tribes. Each tribe submits a long-range tribal transportation plan and updates their own road inventory, but there is no forum for looking at their collective concerns. At the state level, the tribes work with Caltrans through the Native American Liaison Branch, which has been highly successful in analyzing the needs of tribes on state transportation facilities. The state receives the Tribal Transportation Improvement Programs (TTIPs) for inclusion in the State Transportation Improvement Program (STIP), but again there is no forum for looking at their collective needs in a regional context.

As with all land use authorities, improvements in transportation infrastructure are a key to improving the ability of each tribal nation to compete in a global economy and provide access to housing, jobs, education, healthcare, and entertainment for its citizens. To most effectively identify and serve the transportation needs of the tribal communities, these small land based tribes in the San Diego region sought out an opportunity to evaluate their mobility issues collectively in a regional context and determine collective priorities for further analysis, as well as create a collaborative strategy for pursuing the implementation of identified projects. As part of this effort, new funding sources to grow the funding pie, and project implementation status was identified.

This effort brings together the region's tribal nations to work collectively with key agencies including Caltrans, the County of San Diego, SANDAG, and the transit agencies to develop this Strategy, which identifies tribal multimodal needs.

Overall project objectives

- Understand the existing conditions for tribal multimodal transportation facilities in a regional context
- Identify areas of need for improving tribal mobility that achieve regional, state, and federal goals
- Identify transportation projects that will improve tribal mobility
- Estimate costs for identified projects
- Develop criteria for clustering viable projects
- Determine responsible parties/jurisdictions
- Develop a strategy for improving tribal multimodal access to the regional transportation system
- Identify projects with early implementation potential.

Project tribal consultation and coordination

This was a collaborative effort between SANDAG and tribal nations from inception. Tribal coordination and consultation were critical elements in the development of the Strategy. Coordination and consultation occurred at multiple levels during the study, including policy-level feedback, Interagency Technical Working Group on Tribal Transportation Issues (Working Group) discussions and input, and individual meetings with tribal representatives when appropriate.

SCTCA – Policy level

The SCTCA Board is comprised of the chairmen of each of the tribes in the San Diego region and served as the policy board for this project, along with two SANDAG Policy Advisory Committees: Borders and Transportation. The SCTCA Board received regular updates from the SANDAG and SCTCA project managers throughout the entire scope of the project and participated in workshops at key decision-making points. Major topics brought to the SCTCA Board included introduction of the project, development of the Tribal Mobility Needs Assessment Survey, an update on the results of the Tribal Mobility Needs Assessment Survey, and a report on the database tool and potential project grouping.

Working Group – Advisory level

The Working Group established in 2006 includes all the key stakeholders needed to prepare the Strategy. The Working Group served as the Project Advisory Group and convened approximately every two months during the course of this study. The Working Group was formed due to a need for a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various planning agencies in the region. The Working Group is tasked with monitoring and providing input on the implementation of the strategies and planning activities related to transportation mutually developed between SANDAG and the SCTCA at the San Diego Regional Tribal Summits.



The Working Group receives a project update at its April 2016 meeting

The Working Group consists of all the major stakeholders in tribal transportation in the region, including representatives from 13 tribal governments in San Diego County as well as advisory members from Caltrans, County of San Diego, BIA, MTS, NCTD, and SCTCA.

For the purposes of the Strategy, the Working Group met with increased frequency to provide opportunity for project review and decision-making. The following highlights of Working Group meetings illustrate the depth and breadth of feedback and input collected from this forum that helped shape the ideas, information, and structure that make up the Strategy.

- In April 2016, the Working Group participated in formulation of the Mobility Needs Assessment Survey
- In July 2016, the Working Group held a discussion and review of survey results
- In September 2016, the Working Group participated in a workshop to determine methods of project grouping by identifying project readiness, criteria, and funding opportunities
- In November 2016, the Working Group discussed the project selection tool prepared by the consultant and their preferences for project sorting
- In January 2017, the Working Group examined options for organizing the strategic document through prioritizing different criteria
- In April 2014, the Working Group reviewed/provided feedback on draft strategies

Project development team – Technical level

During the course of the study, a project development team (PDT) was formed to provide additional staff expertise and technical guidance to the consultant team. The PDT generally met monthly and played a key role in the review of all project deliverables. The PDT included representatives from SANDAG, the SCTCA, the Working Group, Caltrans, the County of San Diego, and the consultant team. The PDT worked under the direction of and reported to the Working Group throughout the course of the study.

Meetings with tribal representatives – Individual level



Tribal Mobility Needs Assessment Survey meeting, May 2016

During the development of the Tribal Mobility Needs Assessment Survey, one-on-one meetings were conducted with tribal representatives over several months to discuss the survey questions and responses. The survey was tailored to each tribal nation by including a list and maps of transportation projects that had previously received consideration. Through their survey responses, tribes provided essential project details, feedback on transportation modes and priorities most important to their governments, and information regarding cultural resource awareness considerations.

Additional details about the public outreach process and meeting schedule for the Strategy can be found in Appendix A1.

1.2. Context



2014 Tribal Summit, Barona Resort & Casino

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 by 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.

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 governments, the summits offer 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.

For each update of the Regional Transportation Plan since 2007, the issues of mutual concern and priority actions have been revisited, analyzed for progress, and re-prioritized, and these formed a broader strategy that was a foundation for the Strategy in this study. Table 1.2 describes these issues and the actions associated with them. There are four primary transportation-related policy areas that were considered in the 2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted in 2011) because 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.

Table 1.2 – SCTCA and SANDAG Board of Directors collaborative tribal transportation strategies – Strategic areas and actions

Government-to-government framework
<ul style="list-style-type: none"> • Develop collaborative legislative agenda that benefits the region
Transportation infrastructure
<ul style="list-style-type: none"> • Identify corridors critical to tribal reservations and coordinate the funding and implementation of relevant studies • Identify critical regional arterials serving tribal nations that should be included in the RTP • Coordinate the incorporation of existing Tribal Transportation Plans (TTPs) into the current RTP
Transit
<ul style="list-style-type: none"> • Collaborate on the issue of reverse commuting for tribal enterprise employees and pursuing funding opportunities • Collaborate on the pursuit of funding opportunities to implement the recommendations from the Tribal Transit Feasibility Study • Collaborate on the development of a Tribal Transportation Management Association (TTMA) for increased tribal participation in TDM programs regionwide
Transportation funding
<ul style="list-style-type: none"> • Create opportunities for pooling/leveraging transportation funding for mutually important projects • Collaborate and advocate for new transportation funding in the region, including transit and TDM • Identify mechanisms for providing ongoing funding for new or additional transportation programs, including transit services and TDM
Information sharing/technical assistance
<ul style="list-style-type: none"> • Provide ongoing training to tribal governments on funding processes, transportation, and regional planning • Provide information on technical support for planning and data analysis services to tribal governments parallel to member agencies

From the foundation of on-going coordination efforts, the Strategy developed in this study strongly promotes both state and federal transportation goals. Federal funding must support the mobility of tribal nations; however, the focus on investing transportation funding in highly populated areas limits the region’s ability to meet their needs. SANDAG has an ongoing commitment to the inclusion of tribal transportation issues in the planning process. Through the Tribal Liaison Program, SANDAG dedicates significant resources to ensuring tribal issues are considered in its plans, programs, and projects. The Strategy provides more planning level information for incorporation of more specific tribal concerns in the next cycle of the RTP.

1.3. Existing conditions

Tribal corridors identified

The Regional Plan developed a multimodal plan of improvements for the San Diego County region. Roadways included in the plan are shown in Maps 1.1 and 1.2. Many of the roadways in the RTP are focused in urbanized areas because of congestion concerns and because population is denser in these areas. However, tribal reservations are located in rural areas of the county, and transportation needs focus on issues such as safety, road maintenance, expansion of multimodal facilities, and design issues rather than capacity expansions.

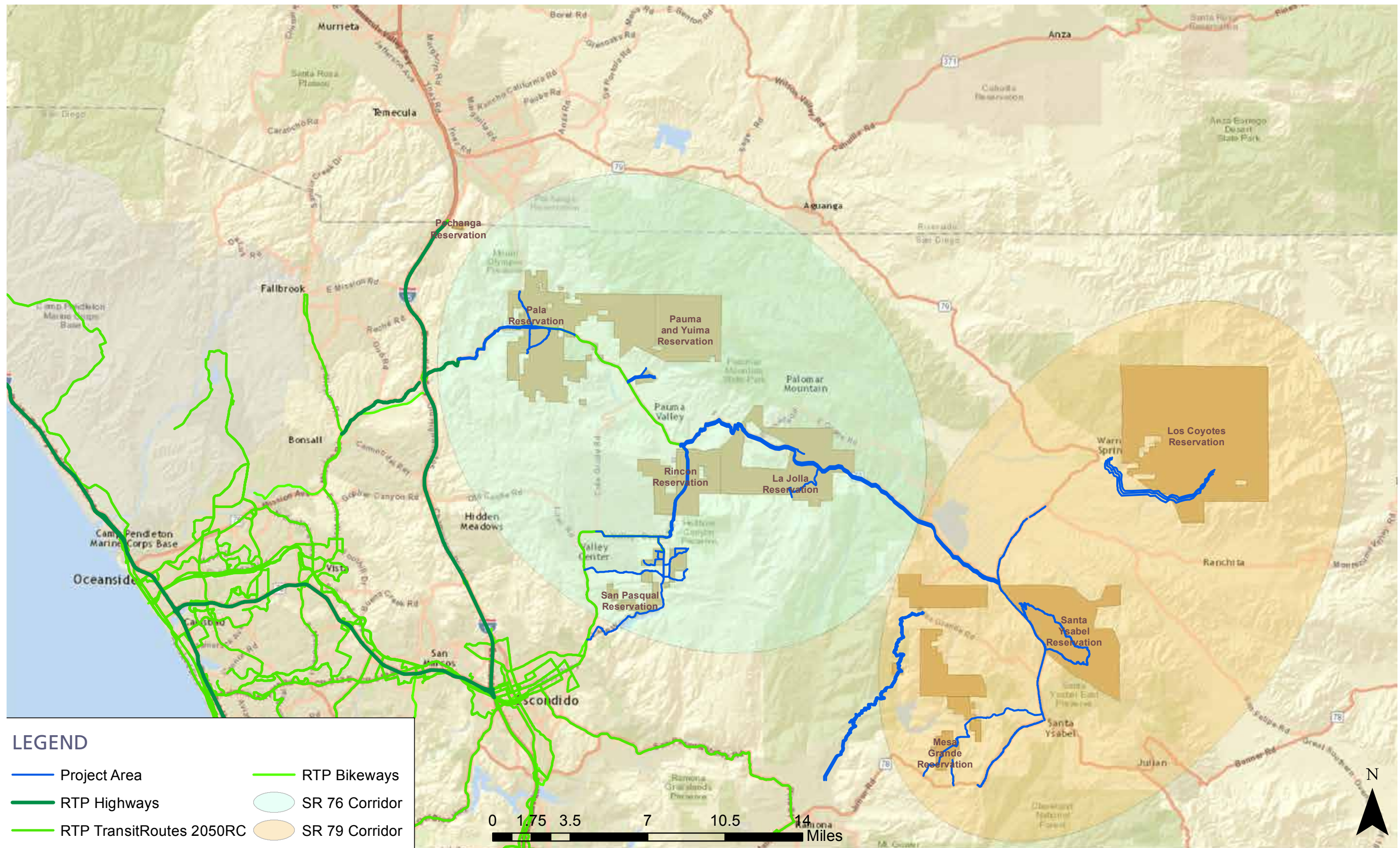
For the purpose of examining long-range transportation issues in this study, key transportation corridors were identified that provide transportation into and out of the reservations and include:

- State Route 76 (SR 76), which generally runs east-west in the northern area of the county.
- State Route 79 (SR 79), which generally runs north-south in the eastern half of the county.
- I-8, which runs east-west in the southern area of the county and is subdivided into the I-8 east and I-8 west corridors. It should be noted that SR 67 projects have been included as part of the I-8 west corridor.
- State Route 94 (SR 94), which generally runs east-west in the southern area of the county.

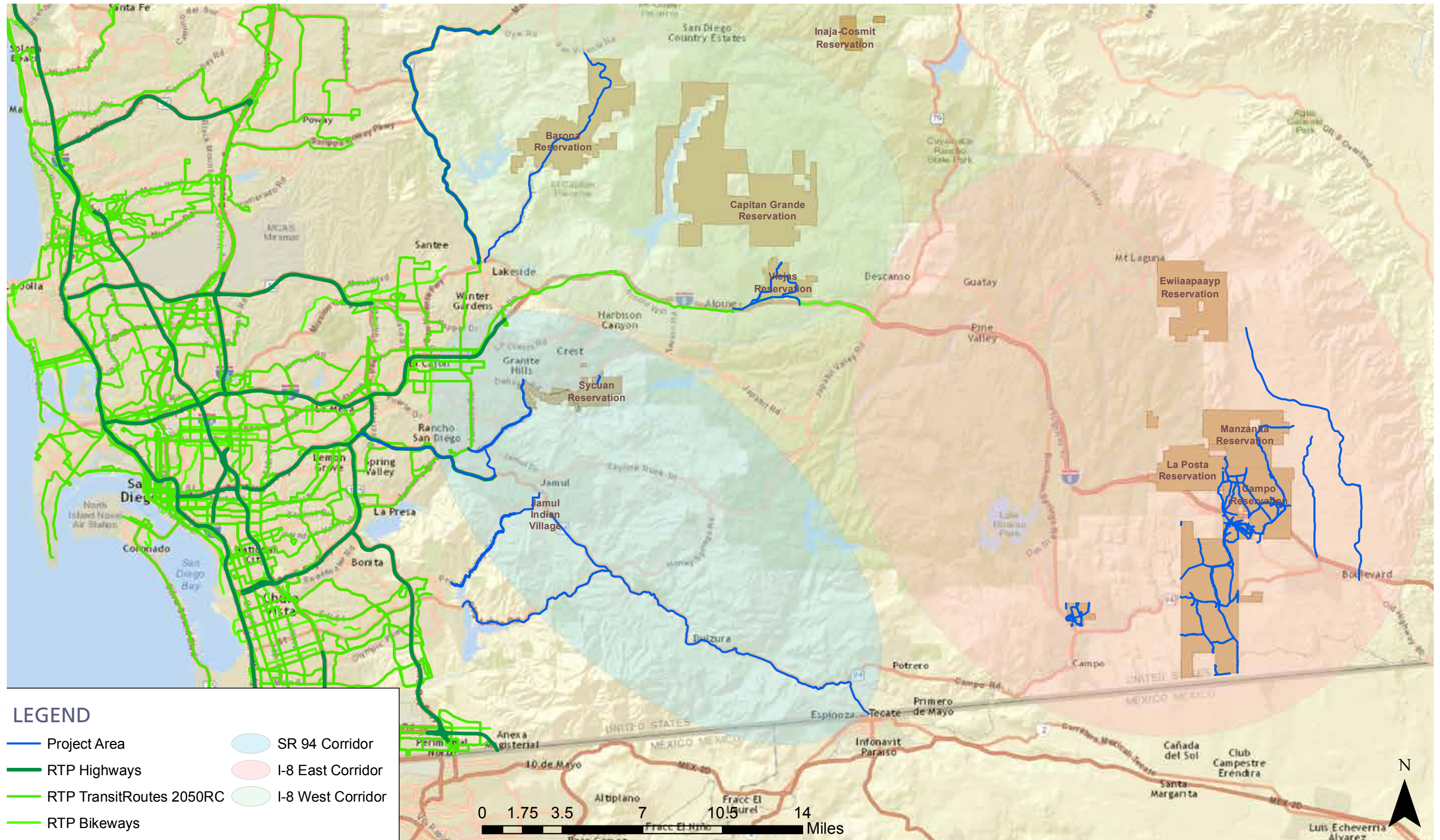
The following sections describe these corridors and tribal transportation issues in these areas in more detail.

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Map 1.1 – Northern tribal corridor



Map 1.2 – Southern tribal corridor



Tribal transportation issues

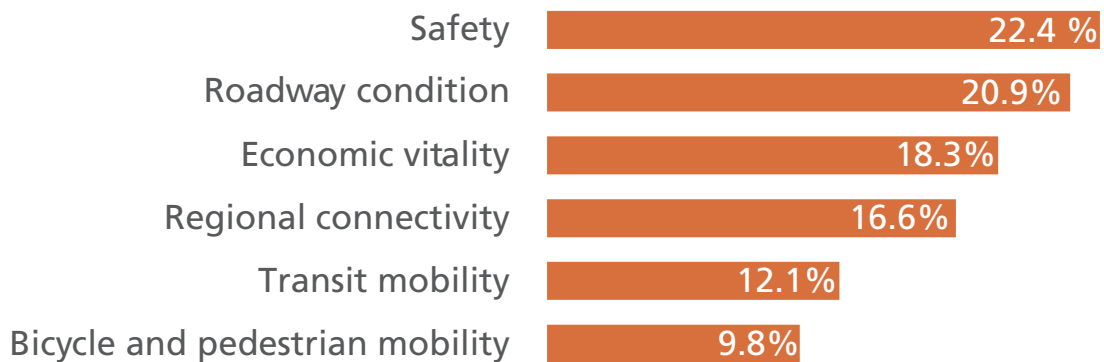
Tribal nations have unique transportation concerns. Many tribes, located in rural areas with a small population base, lack funding resources to maintain existing roads and address new improvements. In some cases, tribal roads are not built to the same standards as surrounding jurisdictions, which can cause transportation safety issues.

Tribal communities need improvements to roads, bridges, and highways to adequately connect their communities to other communities, thereby enhancing the opportunity for economic, social, cultural, and community developments. They also need better transit to and from their communities to take advantage of job and education opportunities in surrounding communities. As new economic and community development ventures expand in tribal communities, transportation is becoming a major planning component for land use, mobility, and accessibility.

As detailed in the Caltrans Transportation Guide for Native Americans (March, 2017), the current level of annual funding to California tribes from the TTP, the successor to the IRR Program, are distributed to tribes via a complex TTP funding formula, which takes only factors such as land base, road inventory, and population into account. Because California tribes are smaller in enrolled population and land base than many tribes, California tribes have not received a proportion of TTP funds commensurate with their number of tribal governments, causing critical infrastructure to deteriorate.

Important considerations for transportation improvements, as indicated by tribal representatives in the San Diego region, are shown in Figure 1.2. During the project, tribal representatives discussed possible goals/issues in transportation and then were surveyed on their relative importance. The most important goal was improving safety, followed closely by improving roadway conditions, enhancing economic vitality, and improving regional connectivity.

Figure 1.2 – Relative importance of goal areas for transportation improvements



Source: Tribal Mobility Needs Assessment Survey

Safety

Safety was the most important issue for tribes in San Diego County. Improving safety for drivers, bicyclists, and pedestrians is important to reduce the number of traffic fatalities and serious injuries on all roads. Because many roads in rural and tribal areas were not built to design standards, non-standard features like tight curves, lack of shoulder, and inadequate signage and striping are common.

Roadway condition

Regular road maintenance is important to protect the investment in roads. Poorly maintained roads can increase vehicle operating costs, increase the potential for accidents, and result in more costly road repairs required sooner. Because of structural deficiencies in funding streams allocated to roadway maintenance, many tribal roads are in poor condition.

Economic vitality and community health

Economic vitality is important because good roads are needed to enhance the movement of goods and freight, particularly agricultural goods. For tribes located in more rural areas, a good transportation system is vital to support employment and job growth. Increased employment and educational opportunities serve as protective factors for community health. Tribes with gaming facilities or other regional attractions rely particularly heavily on adequate transportation infrastructure.

Regional connectivity

Regional connectivity is important because the transportation system connects people to jobs, schools, and shopping and recreational destinations. Regional connectivity between tribes in the region is also important as many resources like health clinics and cultural centers are shared resources. Another aspect of regional connectivity that is important is the need for emergency evacuation routes and connections to regional health facilities. Routes that are regionally significant may present more opportunities for partnerships.

Transit mobility

Transit provides an affordable alternative to driving and provides another important link to connect people to jobs and basic services. There is a lack of transit connections from rural to urban areas, and this may be an area where tribes could lead.

Bicycle and pedestrian mobility

Bicycle and pedestrian transportation options provide an economical and healthy way for people of all ages and abilities to travel. Bicycling and walking also helps the environment and reduces air pollution. Many rural and tribal areas struggle with heart disease and diabetes, and active lifestyles supported by active transportation infrastructure can contribute to the overall well-being of the community.

Tribal corridors

This section presents an overview of the corridors and issues that have been identified through the Tribal Mobility Needs Assessment Survey process, review of Caltrans Transportation concept reports (TCRs), and Tribal long-range transportation documents.

State Route 76 corridor

SR 76 is an east-west highway between I-5 and SR 79. The eastern portion of SR 76 (between I-15 and SR 79) is primarily a two-lane rural undivided roadway and serves five tribal reservation areas, including Pala, Rincon, San Pasqual, Pauma-Yuima, and La Jolla. SR 76 is on the California State Scenic Highway System and is eligible to be designated as an official State Scenic Highway. The posted speed limit varies from 40-55 miles per hour (mph), with warning signs at curves recommending speeds as low as 20 mph. Turn lanes are provided at key intersections. As of 2010, there are two segments of SR 76 where trucks and buses over 40 feet, including public transit and private tour shuttle buses, are restricted: 1) from I-15 to Pala Mission Road, and 2) from Valley Center Road to State Route 79.

Transportation issues

Safety is a major issue for tribal communities in this corridor – In 2014, the La Jolla Band of Luiseño Indians, in consultation with FHWA, Caltrans, BIA, and others conducted a road safety audit/assessment (RSA) on the seven-mile stretch of highway at the eastern end of SR 76. Based on findings from the RSA, the La Jolla Band of Luiseño Indians suggested that SR 76 be designated as a “safety corridor” since there are no passing lanes on this stretch of highway. Members of the tribe discussed the possibility of a gateway treatment to alert motorists that they are entering a residential area with driveways, bus stops, bicyclists, and pedestrians. They recommended better signage for



Segments of roads in this area have alignments with multiple curves

Source: San Pasqual Band of Mission Indians



Roads can better accommodate the mix of pedestrians, bicyclists, and drivers

Source: San Pasqual Band of Mission Indians

school bus stops and better bicycle and pedestrian access. The transportation needs survey also noted safety improvement needs between the Pala Casino and Rice Canyon Road. A 19-mile transportation improvement project is planned by Caltrans on SR 76 between SR 79 and Valley Center Road that will address road straightening, shoulder widening improvements, and lighting and fiber improvements. On tribal roads and roads leading to SR 76 there are some general safety needs related to signing, lighting, and paving.

Improved shoulders and bicycle facilities – The rural sections of SR 76 are popular with bicyclists; however, opportunities exist to improve and enhance bicycle access on this route. The Tribal Mobility Needs Assessment Survey indicated needs for bike lanes and improved shoulders on sections of SR 76, and on roadways connecting to SR 76 including sections of Pala Mission Road, Temecula Road, Valley Center Road, Paradise Mountain Road, and Woods Valley Road.

Intersection improvements – Intersection needs such as new turn lanes were noted at several locations, such as SR 76/Magee Road/Pala Raceway Road and SR 76/Pala Road. Roundabout and traffic calming measures were a need for the SR 76/Palomar Mountain Road and SR 76/Sengme Oaks Road intersections.

Improved transit – Four of the five tribal reservations near the corridor have gaming and resort facilities which operate private tour shuttles for visitors. While these gaming facilities are among the largest employers along SR 76 and in Northern San Diego County, most of the jobs are held by commuters from neighboring communities in Riverside and Imperial Counties. There is a need for ridesharing or shuttle services for casino employees, increased transit service and additional bus stops, and new transit service on SR 76, between Valley Center Road and SR 79.

State Route 79 corridor

SR 79 begins at I-8 (exit 40) and continues to I-10, although for this study the corridor of interest is a rural two-lane undivided highway between I-8 and approximately Chihuahua Valley Road, northwest of the Los Coyotes Reservation. The speed limit on SR 79 is 55 mph.

SR 79 overlaps State Route 78 (SR 78) between Santa Ysabel and Julian for approximately seven miles. North of this area, SR 79 intersects SR 76 at a T-intersection. This corridor serves the Mesa Grande, Los Coyotes, and Santa Ysabel Reservation areas. This corridor is eligible for the State Scenic Highway System; however, there has been no effort from local stakeholders to seek this designation. It traverses Cuyamaca Rancho State Park, Cleveland National Forest, and other scenic areas. Current transit service in this corridor consists of MTS Route 888, which traverses SR 79 between I-8 and old Highway 80.



Bicyclist on SR 76

Source: Google Earth

Route 892 traverses SR 79 between SR 78 and County Route S-22. There is a park-and-ride lot located at the northwest quadrant of the I-8/SR 79/Japatul Valley Road interchange.

Because most of SR 79 has insufficient shoulder width for bicyclists, they must share the road with vehicles. The Caltrans Transportation Concept Summary Report (2008) recommended that future improvement projects include adding more shoulder width. Improved shoulders are a tribal concern, particularly on Black Canyon Road and SR 79/78 between Deer Canyon Drive and San Felipe Road.

Transportation issues

Access, paving, signage, and road improvement needs on roads connecting to the SR 79/SR 78

corridor were tribal concerns, including Rancho Ballena Road, Black Canyon Road, and Camino San Ignacio.

New turn lanes will provide safer access at the SR 79/Schoolhouse Road and SR 78/Deer Canyon Drive intersections.

Tribal transit needs to improve access to employment centers and local destinations include new bus stops as well as shuttle and rideshare services.

SR 79 safety spot improvements, curve realignments, passing lanes, left turn lanes, and access control improvements were identified in the Caltrans Transportation Concept Summary Report (2011).



SR 79, south of Santa Ysabel

Source: Google Earth



SR 79/SR 78 and Deer Canyon Road intersection

Source: Google Earth

Interstate 8 corridor

Interstate 8 (I-8) is a critical east-west route for goods movement, access to tribal lands, agricultural centers, and recreational areas. It is part of the Strategic Highway Network (STRAHNET), which is a designation given to roads that provide defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. I-8 in San Diego County is signed as the Kumeyaay Highway, after the Kumeyaay Nation and in recognition of the traditional trade routes the interstate follows. This route serves five tribal reservation areas including Campo, Ewiiapaayp, La Posta, Manzanita, and Viejas.

This study defined two transportation corridors, the I-8 west and I-8 east corridors. The I-8 west corridor was generally defined from State Route 67 (SR 67) (exit 17B) to SR 79 (exit 40), which has six through-lanes in the El Cajon area between SR 67 and 2nd Street and four lanes east of 2nd Street. Auxiliary lanes also exist between SR 67 and Greenfield Drive. The freeway shoulders of I-8 are open to bicycle traffic between East Willows Road and SR 79 (3.5 miles). The Caltrans long-term concept (2025-2035) is to add two through-lanes and one eastbound auxiliary lane from Greenfield Drive to Lake Jennings Park Road, and two through-lanes between Lake Jennings Park Road and Tavern Road. Midterm plans (2015-2025) are to expand the four-lane segment between SR 67 and Greenfield Drive to six through-lanes.

The I-8 east corridor was generally defined from SR 79 to the San Diego County/Imperial County border. I-8 has two through-lanes in each direction in this area. There is a rest area at the Buckman Springs Road exit (exit 51). This corridor has four freeway lanes, and the Caltrans future concept for this section of I-8 is to remain as a four-lane freeway facility.

The posted speed limit on I-8 is 70 mph. A parallel bus route on I-8 from SR 79 to SR 94 is MTS Route 888 – Jacumba to El Cajon. MTS Route 864 – El Cajon Transit Center to Viejas parallels I-8 between El Cajon to Alpine.

Transportation issues – I-8 west corridor

Interchange improvement near tribal development areas – Tribal transportation improvement needs were identified at the I-8 east and West Willow Road and Crestwood Road interchanges. A new I-8 interchange at Casa De Roca Way would support development in the area.

Road improvements to support mobility – In the corridor vicinity, lane widening needs were identified through the Tribal Mobility Needs Assessment Survey on segments of SR 67, Willows Road, and Ashwood Road. Widening of SR 67, from Mapleview Road to Gold Bar Lane, and Gold Bar Lane to Dye Road, is a planned improvement in The Regional Plan. Traffic control, intersection improvements, and bridge repairs were also recommended at several locations.



I-8 East Willows Road EB off-road signage

Source: Google Earth

Improved transit – Improved rideshare, vanpool, and transit services, particularly on MTS transit route 864, (which provides service to El Cajon and Viejas) are needed to support employment to tribal enterprises.

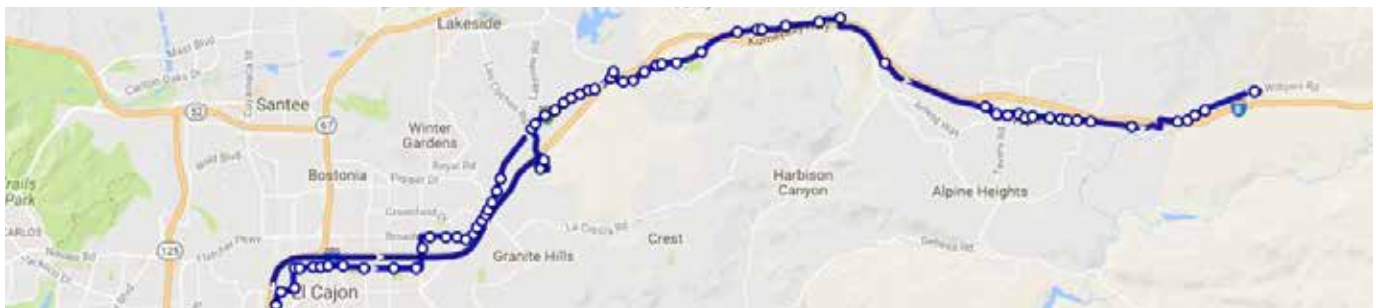
Bicycle and shoulder improvements

– To support improved safety and facilitate bicycle transportation, shoulder improvements were recommended on segments of Browns Road and Wildcat Canyon Road.



SR 67

Source: Kimley-Horn



MTS Route 864 – El Cajon to Viejas

Source: MTS

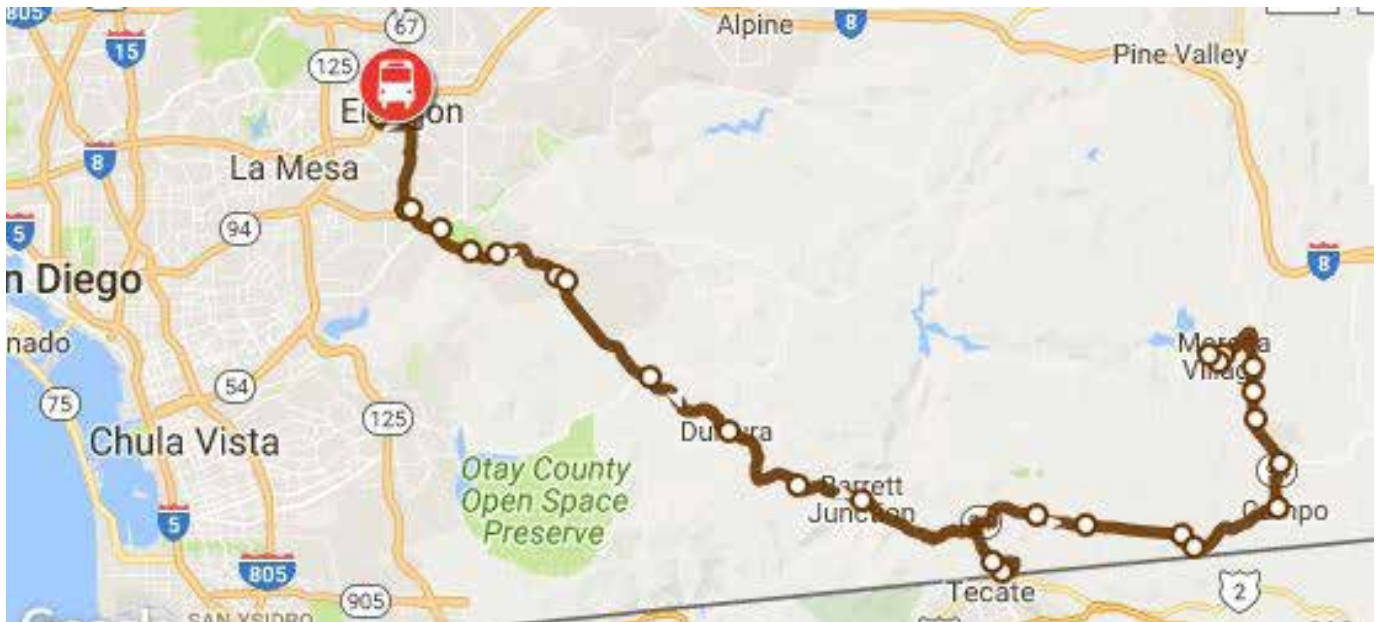
Transportation issues – I-8 east corridor

Drainage improvement needs were noted on sections of I-8, SR 94, and tribal roads, particularly on or near the Campo Reservation. Drainage projects are proposed through the Caltrans SHOPP program in this area.

Enhancing emergency evacuation was a concern with respect to providing safety and shoulder improvements on Crestwood Road, near I-8. Other safety related intersection needs were identified at two intersections with SR 80 at Golden Acre Way and Church Road.

State Route 94 corridor

SR 94 is one of the early San Diego area highways. The western portion, known as the Martin Luther King Jr. Freeway, begins at I-5 and continues to the end of the freeway portion at Avocado Boulevard in Spring Valley. The non-freeway, rural segment of SR 94 that continues east through the mountains to I-8 is known as Campo Road. The rural segment of SR 94, between Avocado Boulevard and SR 188, is the focus of this study, as it most directly serves the Jamul Indian Village and Sycuan Reservation areas. SR 94 is a four-lane and six-lane facility through Spring Valley, but narrows to a two-lane facility south of Jamacha Road. Much of the highway passes through scenic and undeveloped lands and is eligible for the State Scenic Highway System but it is not officially designated. SR 94 provides access to SR 188, which provides access to the international border at Tecate, Mexico. SR 94 is part of the Caltrans designated International Border Trade Corridor System (dot.ca.gov/hq/tpp/offices/ogm/factsheets/districts/factsheets_2016/D11_Factsheet_Border_070716.pdf).



MTS Route 864

Source: MTS

The main transit route in this corridor is MTS Route 894 – Morena/Campo/El Cajon. SR 94, between Avocado Boulevard and Jamacha Road, is served by MTS Route 856 – SDSU/ Rancho San Diego.

Bicyclists are permitted on the outside shoulders of SR 94 between Mercado and SR 54. Bicycle travel is permitted between Jamacha Road and the end of SR 94 at I-8, although it is not advised due to very narrow or non-existent shoulders.

Transportation issues

Congestion is an issue on SR 94 between Avocado Blvd and Steele Canyon Road, which serves as a major commuter route – Reducing congestion on SR 94 is important to tribal communities, particularly the Jamul Indian Village of California, which is working with the Caltrans and San Diego County traffic engineers to improve SR 94 and key intersections via direct funding by the Jamul Indian Village, fair share contributions, and/or transportation impact fees.

Jamul Indian Village funded and participated in an Environmental Impact Report for improvements to SR 94, adjacent to the Jamul Indian Village. Improvements include realigning and widening SR 94 from north of Melody Road to south of Reservation Road along with five intersection improvements located at Jamacha Boulevard, Jamacha Road, Steele Canyon, Lyons Valley, and Maxfield Roads. Work is currently nearing completion relating to intersection improvements at SR 94/Daisy Drive, including a traffic signal, turn lanes, and alignment improvements.



Steele Canyon Road/SR 94 intersection

Source: Google Earth



SR 94/Daisy Drive Improvements

Source: Kimley-Horn

Improved cross-border trade connections – Campo Road dips south and intersects State Route 188 (SR 188), which leads to the Tecate border crossing. Improvements to support cross-border trade were a tribal need.

Wider shoulders and bicycle lanes to provide increased options for bicyclists are needs on sections of SR 94 (Jamacha Road to Steele Canyon Road), Proctor Valley Road, Willow Glen Road, Otay Lakes Road, Tecate Road, and Steele Canyon Road.

Paving needs on several tribal roads were suggested to provide safer traveling conditions for tribal members and others.

Rideshare, transit stops, and express transit service to downtown San Diego will support employment and recreational travel.

1.4. Survey and results

Tribal Mobility Needs Assessment Survey

An important part of the project was the Tribal Mobility Needs Assessment Survey. This survey was conducted to determine the specific transportation needs for each tribal community and then to use this information to identify opportunities for partnerships and further coordination on funding opportunities. Approximately 126 transportation improvement projects were identified through the survey process. One-on-one meetings and conversations were held to administer the survey. Projects identified include roadway and intersection improvements, safety improvements, and travel demand management, transit, bicycle, and pedestrian improvements. In order to identify opportunities for potential coordination, projects were summarized by region, corridor, tribal nation, and project type. The northern and southern San Diego County regions included the following corridors for the purposes of this study:

Northern San Diego County region

- SR 76 corridor
- SR 79 corridor

Southern San Diego County region

- I-8 east corridor
- I-8 west corridor
- SR 94

Transportation projects that were identified in the survey in the northern San Diego County region are shown graphically in Map 1.3. Transportation projects that were identified in the southern San Diego County region are shown in Map 1.4. Each transportation project was given a unique identifier number. The total cost of transportation improvements identified is estimated at \$3.5 billion. Table 1.3 indicates the project costs by tribal corridor, noting that the total estimated planning level costs and the number of projects for that corridor.

Table 1.3 – Summary of transportation projects by mode and corridor

Corridor	Mode						
	Roadway		Active transportation		Transit		
	Capital cost (2016)	Number	Capital cost (2016)	Number	Capital cost (2016)	O & M cost*	Number
I-8 east	\$64.1 mil	8	\$42.8 mil	3	\$300 k	\$1.1 mil	3
I-8 west	\$1.1 bil	19	\$100 k	4	\$300 k	\$2.1 mil	5
SR 76	\$907.7 mil	36	\$210.3 mil	12	\$800 k	\$3.9 mil	7
SR 79	\$66.1 mil	9	\$314.5 mil	5	\$150 k	\$130 k	3
SR 94	\$650.8 mil	17	\$116 mil	3	\$150 k	\$43 k	2
Total	\$2.8 bil	89	\$682.6 mil	27	\$1.7 mil	\$7.3 mil	20

Capital cost grand total	\$3.45 bil
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O & M cost grand total (annual)	\$7.3 mil
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Number of projects grand total	126
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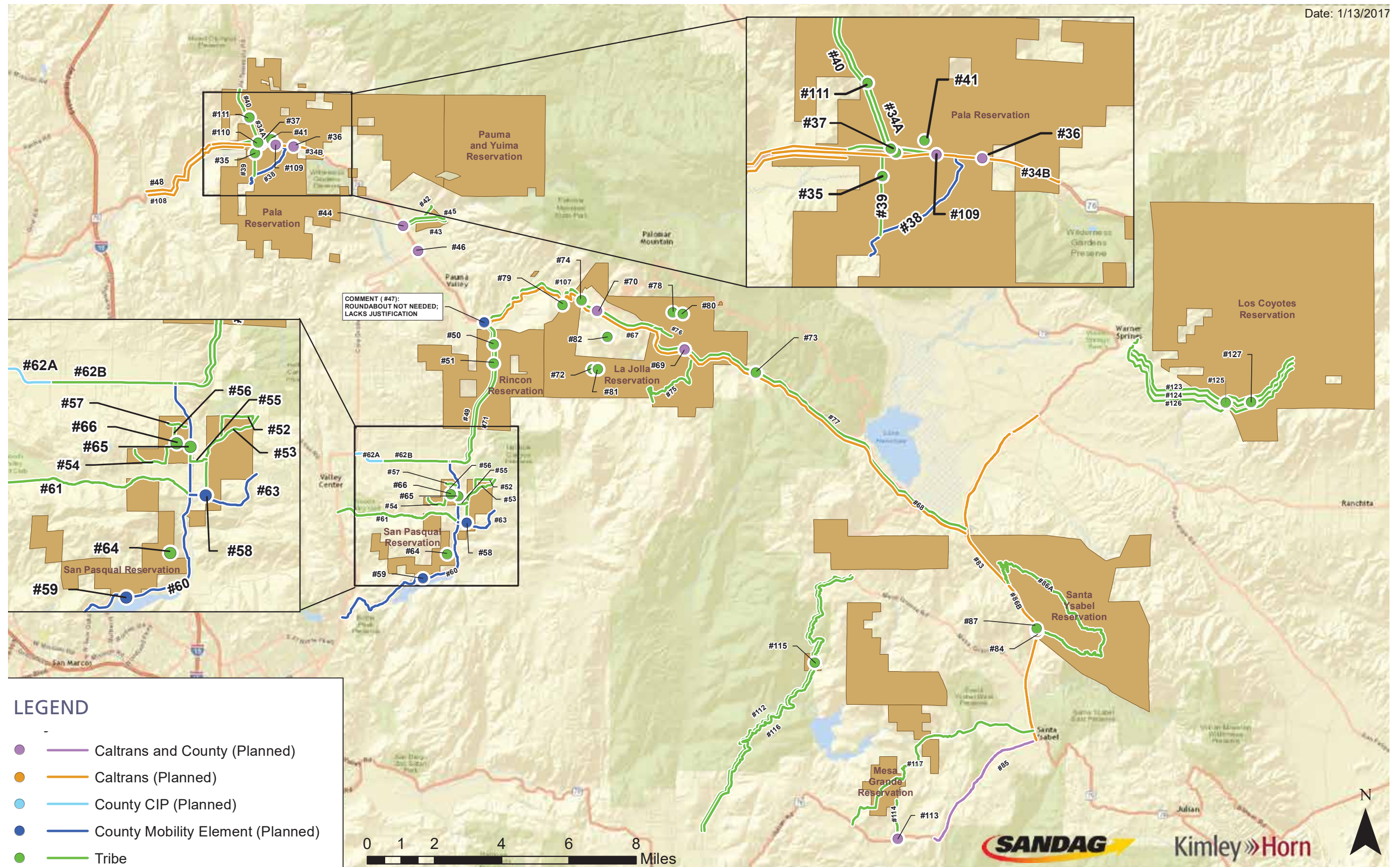
*This is an estimated annual operations and maintenance cost estimate for one year.

Note: k = thousand, mil = million, bil = billion

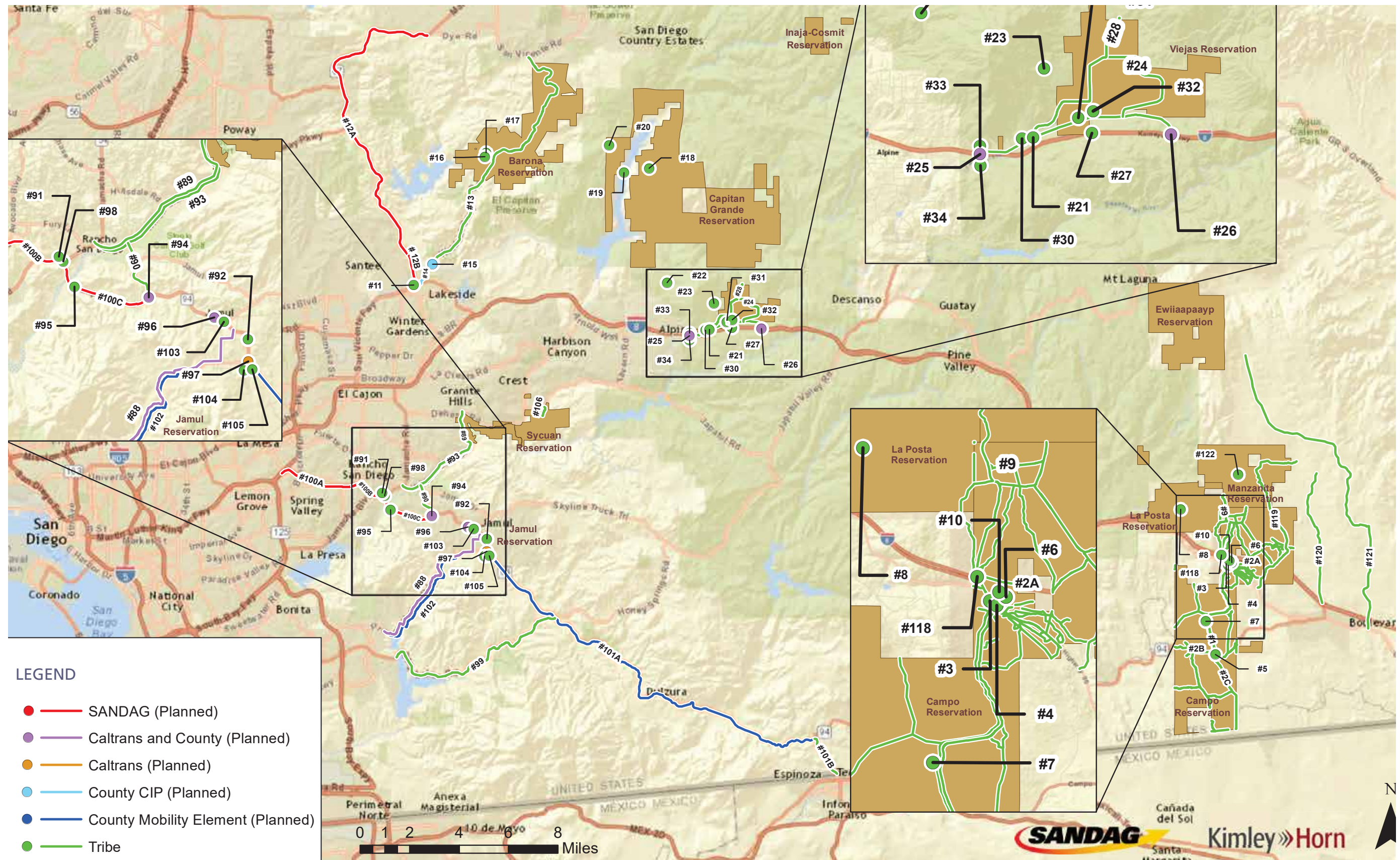
Transportation projects that were identified through the Tribal Mobility Needs Assessment Survey were organized by tribal corridor and transportation mode (roadway projects, active transportation projects, and transit projects). The tribal corridors were defined along state routes. A list of projects detailed by mode and by corridor are provided in Section 2.2.

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Map 1.3 – Transportation projects identified in northern San Diego region



Map 1.4 – Transportation projects identified in southern San Diego region

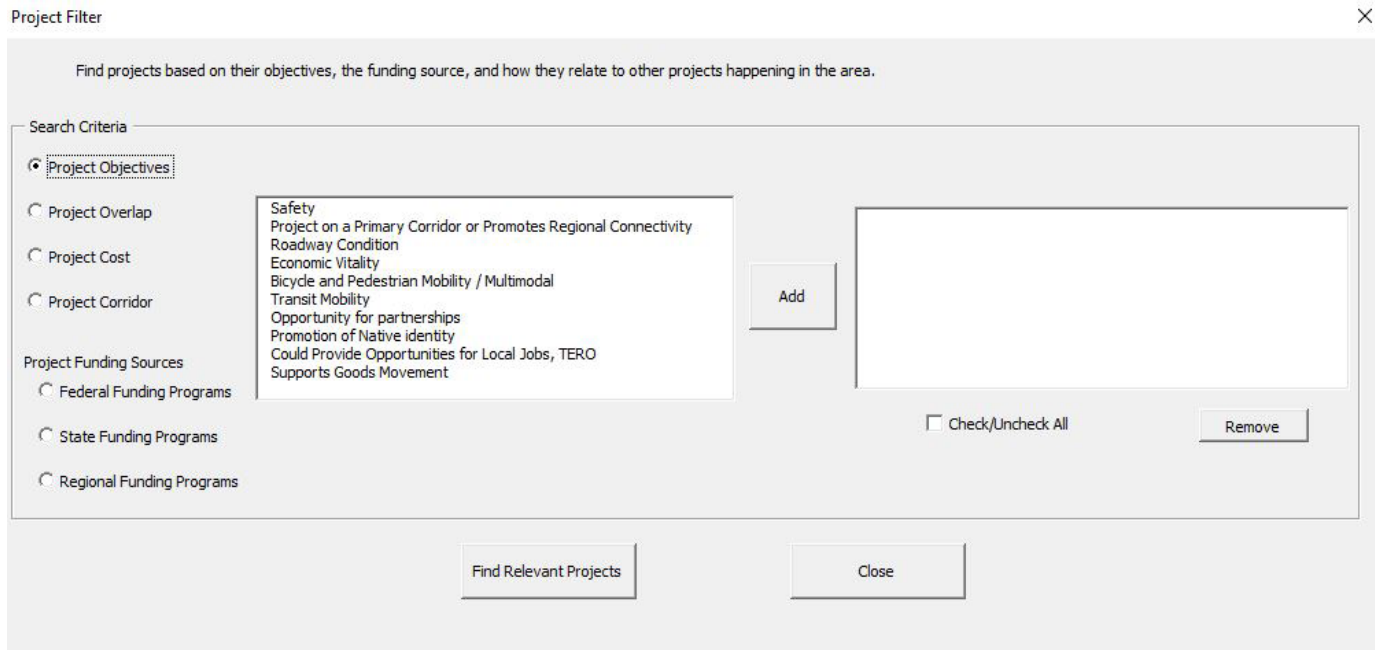


Project screening tool

To assist in the development of this Strategy, a project screening tool was developed to facilitate sorting projects. This was useful in the development of the Strategy because projects could be grouped by common features such as:

- **Project objectives** – Objectives were developed through the survey and outreach process. During a workshop that was held in September 2016, the discussion identified a number of additional objectives. Objectives included:
 - Safety
 - Projects on a primary corridor or that promote regional connectivity
 - Roadway condition
 - Economic vitality
 - Bicycle and pedestrian mobility/multimodal
 - Transit mobility
 - Opportunity for partnerships
 - Promotion of native identity
 - Opportunity for local jobs, tribal employment rights ordinance (TERO)
 - Goods movement support
- **Project overlap** – Project overlaps were identified to see if projects were planned in more than one jurisdiction or tribal nation to see if partnership opportunities might be identified. Project staff conducted a literature review of planning and programming documents to determine if the identified projects in the Mobility Needs Assessment Surveys were reflected (either partially or fully) in planning or programming documents (SANDAG, Caltrans, County of San Diego, or tribal).
- **Project cost** – This search criterion categorizes transportation improvement projects into the cost categories (such as less than 100k, \$100k-\$1m, \$1m-\$10m, \$10m-\$100m, and more than \$100m)
- **Project corridor** – This search criterion was used to identify projects in similar geographic areas and categorizes projects into the SR 76, SR 79, I-8 east, I-8 west, and SR 94 tribal corridors.
- **Project funding sources** – Potential funding sources were identified to determine if there might be opportunities to apply for joint funding. This search criterion included federal, state and regional funding sources.

The interactive project screening tool allows for easy sorting of the 126 identified transportation improvement projects



Excerpt of project screening tool search criteria

New funding opportunities and potential partnerships often emerge rapidly. With governments increasingly budget-conscious, competition for external dollars is increasingly high. The project screening tool will allow users to quickly identify projects that could be eligible for these emerging opportunities and focus more time on the application process and less on the project identification. The tool will continue to be updated and utilized by the Working Group. Additional information about potential funding sources for transportation projects is provided in Section 2.4.

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Part 2 - The strategy



2. The strategy

2.1. Strategies and actions

This project has brought together the region's tribal nations to work collectively with key agencies including Caltrans, the County of San Diego, SANDAG, and the transit agencies to develop this Strategy, which will serve as a guide to help the region better address the transportation needs of tribal communities. Four key strategies were identified to guide future processes aimed at addressing these needs:

- Support partnerships/collaboration
- Coordinate collaborative planning
- Share data supporting tribal transportation
- Create opportunities to fund priority tribal transportation projects and programs

The strategies and associated actions described in this section provide a structure to continue the process of collaboration focusing on tribal multimodal access to the transportation system, and create a logical framework for near-term and future efforts. These strategies and actions are intended to be flexible enough to allow the Working Group to define how to implement each strategy. The following section provides short term and on-going actions for the Working Group to consider in identifying next steps in the planning process.

Strategy #1: Support partnerships/collaboration

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.

Focuses:

1. Serve as an interagency forum for collaboration on tribal transportation issues
2. Facilitate dialogue with agencies external to the region to ensure that tribal transportation issues are considered in a timely/meaningful manner
3. Collaborate with jurisdictional decision makers to evaluate project opportunities and priorities
4. Pursue and monitor legislation that supports tribal transportation in the region
5. Annually review the Working Group’s charter and update as needed to facilitate implementation of the Strategy
6. Periodically review progress made toward implementation of the strategies and actions

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Maintain regular meetings of the Working Group – Regular meetings will help the spread of actionable information to tribal leaders, such as funding opportunities and lessons learned from the project delivery process, and allow for coordination of partnering efforts.	SANDAG individual tribal governments	Individual tribal governments	Caltrans, BIA, County, MTS, NCTD	Quarterly
Pursue periodic meetings with jurisdictional decision makers – The Working Group should request periodic meetings with decision makers of potential jurisdictional partners. These meetings would allow the tribes to communicate tribal priorities, identify overlapping regional goals, and build trust and understanding with decision makers.	Working Group	Working Group	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Varies
Highlight information in the Biannual Monitoring Report – Successes, priorities, action items, and discussion of projects that are of importance to the tribes can be highlighted in the Biannual Monitoring Report.	SANDAG	Working Group, corridor task forces, SCTCA	Caltrans, County of San Diego, BIA, FHWA	Every two years

Strategy #2: Coordinate collaborative planning

Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.

Focuses:

1. Annually review federal, state, regional, and county plans to ensure consideration of tribal concerns
2. Liaison with other agencies to identify collaborative opportunities
3. Share/coordinate information on transportation projects in the project screening tool with other agencies
4. Form corridor coalitions to prioritize projects and programs for implementation
5. Cooperatively identify tribal transportation projects with best opportunities for funding from the unconstrained list of projects in the Tribal Mobility Needs Assessment Survey

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Develop corridor task forces of the Working Group – Many of the tribes and tribal transportation needs are concentrated around specific regional arterials throughout the county. Because these arterials represent the cornerstones of the local transportation networks, it is recommended that task forces specific to each corridor are created to focus planning efforts on the unique needs of each corridor. As new funding and partnership opportunities arise, the task forces should use the project screening tool to identify projects that could be worth advancing. The corridor task forces can cooperatively annually review federal, state, regional and county plans</p>	Volunteers from the Working Group	Working Group	Caltrans, County of San Diego, BIA, FHWA	Report out quarterly to the Tribal TWG
<p>Develop near-term actions – The corridor task forces should discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as “near-term action” projects. Longer-term priorities should also be identified and considered for “early action” status as funding and partnership opportunities change.</p>	Volunteers from the Working Group	Working Group, corridor task forces	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Annually

Strategy #3: Share data supporting tribal transportation (data = dollars)

Collect and disseminate data to support priority issues and implement projects.

Focuses:

1. Identify transportation-related data pertinent to implementation tribal transportation projects and programs
2. Share data with other agencies to determine areas of mutual benefit
3. Modify the SANDAG tribal webpage to facilitate use of the project screening tool and links to relevant transportation data sources
4. Update the Tribal Mobility Needs Inventory and relevant data sources as transportation needs change over time

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Maintain the project screening tool – As LRTPs are updated and other transportation needs identified, the project screening tool should be updated to facilitate continual effectiveness and ensure the existence of a clearinghouse of tribal transportation need information.	SANDAG	Working Group	Caltrans, County of San Diego	Every two years
Make strategy updates – Periodic updates of the Strategy will keep it current and effective.	SANDAG	SANDAG/SCTCA	Working Group	Coincide with the update of the RTP
Incorporate completed Tribal Long-Range Transportation Plans (LRTPs) into the project screening tool – Each tribe should complete a current LRTP to formally document the needs of their communities. This is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts.	SANDAG	Individual tribal governments will update LRTPs	BIA, FHWA	Incorporate LRTP into the screening tool every two years (note: LRTP are updated typically every five years)

Strategy #4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.

Focuses:

1. Pool resources to expand funding opportunities available to the San Diego region for tribal transportation projects and programs
2. Maintain and update funding opportunities on the SANDAG tribal webpage
3. Seek funding to provide technical assistance to tribes in order to support the development of tribal transportation plans and projects
4. Modify SANDAG tribal webpage, sandag.org/?subclassid=105&fuseaction=home.subclasshome, to include links to relevant funding sources

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Implement partnership strategies – Once an early action project aligns with a funding and/or partnership opportunity, the agency processes in Section 2.4 should be followed.	Working Group corridor task forces	Working Group corridor task forces	Caltrans, County of San Diego, BIA, FHWA	Annually
Regularly attend SANDAG Policy Advisory Committees – The tribes should have regular attendance at SANDAG Policy Advisory Committees to advocate for issues that are meaningful to their communities and learn about efforts across the region.	Tribal representatives	Tribal representatives	SANDAG	Monthly
Update SANDAG webpage to provide information on funding opportunities – Maintain and update funding opportunities on the SANDAG tribal webpage	SANDAG	SANDAG	Caltrans, BIA, FHWA	Quarterly

2.2. Tribal mobility needs project inventory

Projects reported on the Mobility Needs Assessment Survey were organized into the following categories:

- Roadway projects (Table 2.1)
- Transit projects (Table 2.2)
- Active transportation projects (Table 2.3)

Within the mode tables on the following pages, projects are further clustered by corridors to demonstrate proximity and potential areas of overlap or mutual concern. The tables also provide the name of the tribe that reported the project, a brief project description, project size by mileage (where applicable), and total planning level cost. The planning level cost estimates are intended to provide an initial “order of magnitude” cost. Finally, project overlap with existing Caltrans, County of San Diego, or SANDAG plans are noted as an additional area of consideration.

Four of the projects identified through the survey were requests for removal of projects from existing plans. These projects are identified in separate tables, and do not have costs associated with them.

Tribal Mobility Needs Assessment Survey – Project summaries by mode

Table 2.1 – Roadway projects

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
3	I-8 East	Campo	Realignment at Golden Acre Way / SR 80	0	\$1 mil						◆
5	I-8 East	Campo	Signage and lighting at Church Rd / SR 80	0	\$75 k						◆
2a	I-8 East	Campo	Improve drainage at I-8 along reservation boundary	3	\$3 mil	◆					
2b	I-8 East	Campo	Improve drainage at SR 94 from reservation boundary to reservation boundary	3	\$3 mil	◆					
2c	I-8 East	Campo	Improve drainage at all roads	54	\$54 mil						◆
33	I-8 East	Ewiiapaayp	Signage at I-8 / Willows Rd WB off-ramp	0	\$5 k		◆				
34	I-8 East	Ewiiapaayp	Signage at I-8 / Willows Rd EB off-ramp	0	\$5 k		◆				
9	I-8 East	La Posta	Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd	3	\$3 mil						◆
11	I-8 West	Barona	Intersection improvements at SR 67 / Mapleview Rd	0	\$30 mil						◆
13	I-8 West	Barona	Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd	12	\$18 mil						◆
14	I-8 West	Barona	Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd	1	\$19 mil				◆		
15	I-8 West	Barona	Signal at Willow Rd / Ashwood Rd	0	\$770 k				◆		
12a	I-8 West	Barona	Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln	1	\$43.7 mil			◆			
12b	I-8 West	Barona	Lane widening at SR 67 from Gold Bar Ln to Dye Rd	14	\$611.8 mil			◆			

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
18	I-8 West	Capitan Grande	Closure: reduce and restrict access to reservation roads	0	\$5 k						◆
118	I-8 West	Manzanita	Interchange improvements at Crestwood Rd / I-8 interchange	0	\$8.5 mil						◆
119	I-8 West	Manzanita	Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd	8	\$34 mil						◆
120	I-8 West	Manzanita	Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd	6	\$25 mil						◆
121	I-8 West	Manzanita	Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd	15	\$65 mil						◆
21	I-8 West	Viejas	Bridge repair at Willows Rd	0	\$11 mil						◆
24	I-8 West	Viejas	Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd	4	\$38 mil						◆
25	I-8 West	Viejas	Interchange improvements at I-8 / West Willows Rd interchange	0	\$8.5 mil		◆				
26	I-8 West	Viejas	Interchange improvements at I-8 / East Willows Rd interchange	0	\$8.5 mil		◆				
27	I-8 West	Viejas	New interchange at I-8 / Casa De Roca Way	0	\$15 mil						◆
28	I-8 West	Viejas	Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd	3	\$92 mil						◆
29	I-8 West	Viejas	Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange	3	\$50 mil						◆
30	I-8 West	Viejas	Realign intersection at Willows Rd / Viejas Grande Rd	0	\$300 k						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
68	SR 76	La Jolla	Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd	19	\$520 mil		◆				
69	SR 76	La Jolla	Roundabout / traffic calming at Senge Oaks Rd / SR 76	0	\$2.3 mil						◆
70	SR 76	La Jolla	Roundabout/traffic calming at Palomar Mountain Rd / SR 76	0	\$4 mil						◆
71	SR 76	La Jolla	Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76	5	\$17.5 mil						◆
72	SR 76	La Jolla	Signage, lighting at all intersections	0	\$2 mil						◆
73	SR 76	La Jolla	Gateway feature at Mesa Truck Trail / SR 76	0	\$25 k						◆
74	SR 76	La Jolla	Gateway feature at Harolds Rd / SR 76	0	\$25 k						◆
75	SR 76	La Jolla	Paving at Campground Rd from SR 76 to zip-line tower	2	\$8.5 mil						◆
76	SR 76	La Jolla	Paving at Church Rd from BIA Rd 40 to SR 76	1	\$8.5 mil						◆
77	SR 76	La Jolla	Planning: trucking / freight study, speed and traffic study at SR 76 from SR 79 to Valley Center Rd	0	\$75 k						◆
78	SR 76	La Jolla	Planning: develop address system	0	\$75 k						◆
107	SR 76	La Jolla	Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd	1	\$16 mil						◆
35	SR 76	Pala	Bridge construction at San Luis Rey River Bridge	0	\$11.5 mil						◆
36	SR 76	Pala	Add turn lanes at SR 76 / Magee Rd / Pala Raceway	0	\$1.5 mil				◆		
37	SR 76	Pala	Paving at various roads	1	\$8.5 mil						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
38	SR 76	Pala	Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary	2	\$8.5 mil					◆	
39	SR 76	Pala	Paving at various roads	1	\$8.5 mil						◆
108	SR 76	Pala	Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation	4	\$45 mil						◆
109	SR 76	Pala	Intersection improvements at SR 76 / Pala Mission Rd	0	\$400 k			◆			
110	SR 76	Pala	Intersection improvements at Pala Mission Rd / Pala Temecula Rd	0	\$500 k						◆
111	SR 76	Pala	Safety at Pala Temecula Rd	0	\$40 k						◆
42	SR 76	Pauma	General roadway improvements at Adams Dr from Adams Dr to Reservation Rd	1	\$380 k						◆
43	SR 76	Pauma	General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd	1	\$8.5 mil						◆
44	SR 76	Pauma	Add turn lane at SR 76 / Pauma Reservation Rd	0	\$1 mil						◆
45	SR 76	Pauma	Street lights at Reservation Rd from Pala Rd to Reservation Rd	1	\$460 k						◆
46	SR 76	Pauma	Traffic signal at Cole Grade Rd / SR 76	0	\$600 k						◆
48	SR 76	Rincon	Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd	4	\$1 mil					◆	
50	SR 76	Rincon	Safety at Charter School near school zone	0	\$25 k						◆
58	SR 76	San Pasqual	Realignment at Canal Rd / Paradise Mountain Rd	0	\$1.8 mil					◆	
59	SR 76	San Pasqual	Turn lanes at Duro Rd / Lake Wohlford Rd	0	\$2.3 mil					◆	

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
60	SR 76	San Pasqual	Turn lanes at Lake Wohlford Rd from Valley Center Road to Valley Center Road / S 6	8	\$150 mil					◆	
61	SR 76	San Pasqual	Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd	4	\$38 mil						◆
63	SR 76	San Pasqual	Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane	2	\$17 mil					◆	
64	SR 76	San Pasqual	Signage and lighting at various locations	0	\$180 k						◆
62a	SR 76	San Pasqual	Shoulder widening at Valley Center Rd from Cole Grade Rd to 3/4 mi east of Cole Grade Rd	1	\$7.6 mil						◆
62b	SR 76	San Pasqual	Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd	2	\$15.3 mil						◆
123	SR 79	Los Coyotes	Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$40 mil						◆
124	SR 79	Los Coyotes	Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$4 mil						◆
125	SR 79	Los Coyotes	Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	0	\$75 k						◆
126	SR 79	Los Coyotes	Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$7 mil						◆
113	SR 79	Mesa Grande	Add traffic signal at Rancho Ballena Rd / SR 78	0	\$500 k		◆				
114	SR 79	Mesa Grande	Paving at Rancho Ballena Rd from SR 78 to Tribe	1	\$8.5 mil						◆
116	SR 79	Mesa Grande	Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd	13	\$2.5 mil						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
84	SR 79	Santa Ysabel	Turn lanes at SR 79 / Schoolhouse Canyon Rd	0	\$770 k						◆
85	SR 79	Santa Ysabel	Turn lanes at SR 78 / Deer Canyon Dr	4	\$2.8 mil						◆
91	SR 94	Jamul Indian Village	Intersection widening at SR 94 / Jamacha Rd	0	\$1.5 mil		◆				
92	SR 94	Jamul Indian Village	Add acceleration lane at SR 94 / Maxfield Rd	0	\$1.5 mil		◆				
93	SR 94	Jamul Indian Village	Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd	5	\$85 mil						◆
94	SR 94	Jamul Indian Village	Add turn lanes at SR 94 / Steele Canyon Rd	0	\$3 mil		◆				
95	SR 94	Jamul Indian Village	Add turn lanes at SR 94 / Millar Ranch Rd	0	\$1 mil		◆				
96	SR 94	Jamul Indian Village	Intersection improvements at SR 94 / Vista Diego Dr	0	\$500 k		◆		◆	◆	
97	SR 94	Jamul Indian Village	Intersection improvements at SR 94 / Melody Rd / Daisy Dr	0	\$6 mil		◆				
98	SR 94	Jamul Indian Village	Re-stripe at SR 94 / Jamacha Rd	0	\$38 k		◆				
99	SR 94	Jamul Indian Village	Shoulders at Otay Lakes Rd from SR 94 to Wuseste Rd	9	\$85 mil						◆
102	SR 94	Jamul Indian Village	Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr	5	\$100 mil					◆	

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
103	SR 94	Jamul Indian Village	Install traffic signal at SR 94 / Lyons Valley Rd	0	\$500 k						◆
100a	SR 94	Jamul Indian Village	Lane widening at SR 94 from SR 125 to Avocado Blvd	2.5	\$57.5 mil			◆			
100b	SR 94	Jamul Indian Village	Lane widening at SR 94 from Avocado Blvd to Jamacha Rd	1	\$34.5 mil			◆			
100c	SR 94	Jamul Indian Village	Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd	3	\$69 mil			◆			
106	SR 94	Sycuan	Paving at Sycuan Rd from Dehesa Rd to Guard Gate on Sycuan Rd	0	\$5.8 mil						◆
101a	SR 95	Jamul Indian Village	Shoulder widening; straightening at SR 94 from reservation to Tecate Rd	18	\$189.5 mil						◆
101b	SR 96	Jamul Indian Village	Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing	1	\$10.5 mil						◆
<p>Total roadway projects cost: \$2.8 billion</p>											

Table 2.2 – Transit projects

Project number	Corridor	Tribe	Project description	Capital cost	Operations and maintenance cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
6	I-8 East	Campo	Service: continuous stop at Golden Acre Casino	\$100 k	\$390 k						◆
7	I-8 East	Campo	Service: continuous stops	\$100 k	\$390 k						◆
10	I-8 East	La Posta	Service: 7-day transit service	\$100 k	\$364 k						◆
16	I-8 West	Barona	Rideshare service: add rideshare service	\$0	\$43.2 k						◆
17	I-8 West	Barona	Vanpool program: vanpool program at casino	\$0	\$46.2 k						◆
122	I-8 West	Manzanita	Rideshare service: improve access to employment centers and local destinations	\$0	\$43.2 k						◆
31	I-8 West	Viejas	Vanpool program: vanpool program at casino	\$0	\$46.2 k						◆
32	I-8 West	Viejas	Service: enhanced Route 864	\$300 k	\$1.9 mil						◆
79	SR 76	La Jolla	New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79	\$100 k	\$546 k						◆
80	SR 76	La Jolla	Connection to high speed rail station location to be determined	\$100 k	\$546 k						◆
82	SR 76	La Jolla	Vanpool / shuttle	\$0	\$86.7 k						◆
41	SR 76	Pala	Rideshare: ridesharing or shuttles for casino employees	\$100 k	\$364 k						◆
51	SR 76	Rincon	Increased transit service on Route 388	\$200 k	\$1.7 mil						◆
65	SR 76	San Pasqual	New bus stop at Wohlford Rd and Kumeyaay Way	\$150 k	\$364 k						◆

Project number	Corridor	Tribe	Project description	Capital cost	Operations and maintenance cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
66	SR 76	San Pasqual	New bus stop at government center	\$150 k	\$249.6 k						◆
127	SR 79	Los Coyotes	Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall	\$0	\$86.7 k						◆
115	SR 79	Mesa Grande	Rideshare service on Black Canyon Road	\$0	\$43.2 k						◆
87	SR 79	Santa Ysabel	New bus stop at tribal government facility	\$150 k	\$150 k						◆
104	SR 94	Jamul Indian Village	Rideshare program: rideshare program at casino	\$0	\$43.2 k						◆
105	SR 94	Jamul Indian Village	New bus stop: bus stop at gaming facility; express service to downtown	\$150 k	\$150 k						◆
Total transit projects capital cost: \$1.7 million											
Total transit projects O&M cost: \$7.3 million											

Table 2.3 – Active transportation projects

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
1	I-8 East	Campo	Add bike lane at Church Rd from SR 80 to SR 94	4	\$42.6 mil						◆
4	I-8 East	Campo	Add sidewalk at Church Rd from SR 80 to SR 94	4	\$75 k						◆
8	I-8 East	La Posta	ATV trails: construct for safe movement through reservation	0	\$75 k						◆
67	SR 76	La Jolla	Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd	19	\$85 mil					◆	
81	SR 76	La Jolla	Electric vehicle plug-ins	0	\$100 k						◆
40	SR 76	Pala	Add sidewalk at Pala Mission Rd / Temecula Rd from reservation boundary to SR 76	3	\$3.8 mil						◆
34a	SR 76	Pala	Add bike lane at Pala Mission Rd / Temecula Rd from Arouba to SR 76	3	\$30 mil						◆
34b	SR 76	Pala	Add bike lane at SR 76 from west reservation boundary to east reservation boundary	3	\$30 mil					◆	
49	SR 76	Rincon	Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd	5	\$50 mil						◆
52	SR 76	San Pasqual	Construct trail at Oos Rd from East Canal Rd to East Canal Rd	1	\$380 k						◆
53	SR 76	San Pasqual	Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd	2	\$250 k						◆
54	SR 76	San Pasqual	Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd	1	\$380 k						◆
55	SR 76	San Pasqual	Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path	1	\$380 k						◆
56	SR 76	San Pasqual	Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way	13	\$5 mil						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
57	SR 76	San Pasqual	Construct trail at Nyemii Pass Place from west end to casino	13	\$5 mil						◆
112	SR 79	Mesa Grande	Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd	13	\$130 mil						◆
117	SR 79	Mesa Grande	Trail improvements from Casner Rd to Santa Ysabel Creek	8	\$3.5 mil						◆
83	SR 79	Santa Ysabel	Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd	16	\$170 mil					◆	
86a	SR 79	Santa Ysabel	Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79	9	\$9 mil						◆
86b	SR 79	Santa Ysabel	Add sidewalk at SR 79 from BIA 52 to BIA 52	2	\$2 mil						◆
88	SR 94	Jamul Indian Village	Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr	7	\$60 mil		◆			◆	
89	SR 94	Jamul Indian Village	Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd	5	\$46 mil						◆
90	SR 94	Jamul Indian Village	Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr	1	\$10 mil						◆

Total active transportation projects cost: \$683.5 million

Amendments and changes to currently planned active transportation projects

19	I-8 West	Capitan Grande	Opposed planned trail development on tribal territory north of the reservoir	0	\$0 k						◆
20	I-8 West	Capitan Grande	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
22	I-8 West	Viejas	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
23	I-8 West	Viejas	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆

Total active transportation projects amendment cost: \$0 million

Tribal Mobility Needs Assessment Survey – Project summaries by corridor

Projects that were reported on the Mobility Needs Assessment Survey were organized by corridor in the following tables:

- SR 79 corridor (Table 2.4)
- SR 76 corridor (Table 2.5)
- I-8 east corridor (Table 2.6)
- I-8 west corridor (Table 2.7)
- SR 94 corridor (Table 2.8)

Table 2.4 – SR 79 corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
123	Los Coyotes	Roadway	Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$40 mil						◆
124	Los Coyotes	Roadway	Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$4 mil						◆
125	Los Coyotes	Roadway	Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	0	\$75 k						◆
126	Los Coyotes	Roadway	Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd	7	\$7 mil						◆
127	Los Coyotes	Transit	Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall	0	\$86.7 k						◆
112	Mesa Grande	Active Transportation	Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd	13	\$130 mil						◆
117	Mesa Grande	Active Transportation	Trail improvements from Casner Rd to Santa Ysabel Creek	8	\$3.5 mil						◆
113	Mesa Grande	Roadway	Add traffic signal at Rancho Ballena Rd / SR 78	0	\$500 k		◆				

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
114	Mesa Grande	Roadway	Paving at Rancho Ballena Rd from SR 78 to tribe	1	\$8.5 mil						◆
116	Mesa Grande	Roadway	Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd	13	\$2.5 mil						◆
115	Mesa Grande	Transit	Rideshare service at Black Canyon Rd	0	\$43.2 k						◆
83	Santa Ysabel	Active Transportation	Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd	16	\$170 mil					◆	
86a	Santa Ysabel	Active Transportation	Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79	9	\$9 mil						◆
86b	Santa Ysabel	Active Transportation	Add sidewalk at SR 79 along BIA 52	2	\$2 mil						◆
84	Santa Ysabel	Roadway	Turn lanes at SR 79 / Schoolhouse Canyon Rd	0	\$770 k						◆
85	Santa Ysabel	Roadway	Turn lanes at SR 78 / Deer Canyon Dr	4	\$2.8 mil						◆
87	Santa Ysabel	Transit	New bus stop at tribal government facility	0	\$150 k						◆

Table 2.5 – SR 76 corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
67	La Jolla	Active Transportation	Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd	19	\$85 mil					◆	
81	La Jolla	Active Transportation	Electric vehicle plug-ins	0	\$100 k						◆
68	La Jolla	Roadway	Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd	19	\$520 mil		◆				
69	La Jolla	Roadway	Roundabout / traffic calming at Senge Oaks Rd / SR 76	0	\$2.3 mil						◆
70	La Jolla	Roadway	Roundabout / traffic calming at Palomar Mountain Rd / SR 76	0	\$4 mil						◆
107	La Jolla	Roadway	Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd	1	\$16 mil						◆
71	La Jolla	Roadway	Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76	5	\$17.5 mil						◆
72	La Jolla	Roadway	Signage, lighting at all intersections	0	\$2 mil						◆
73	La Jolla	Roadway	Gateway feature at Mesa Truck Trail / SR 76	0	\$25 k						◆
74	La Jolla	Roadway	Gateway feature at Harolds Rd / SR 76	0	\$25 k						◆
75	La Jolla	Roadway	Paving at Campground Road from SR 76 to zip-line tower	2	\$8.5 mil						◆
76	La Jolla	Roadway	Paving at Church Road from BIA Rd 40 to SR 76	1	\$8.5 mil						◆
77	La Jolla	Roadway	Planning at SR 76 from SR 79 to Valley Center Rd	0	\$75 k						◆
78	La Jolla	Roadway	Planning: develop address system	0	\$75 k						◆
79	La Jolla	Transit	New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79	0	\$646 k						◆
80	La Jolla	Transit	Connection to high speed rail station at location to be determined	0	\$646 k						◆

Project number	Tribes	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
82	La Jolla	Transit	Vanpool / shuttle	0	\$86.7 k						◆
34a	Pala	Active Transportation	Add bike lane at Pala Mission Rd / Temecula Rd from Arouba to SR 76	3	\$30 mil						◆
34b	Pala	Active Transportation	Add bike lane at SR 76 from west reservation boundary to east reservation boundary	3	\$30 mil					◆	
40	Pala	Active Transportation	Add sidewalk at Pala Mission Rd / Temecula Rd from reservation boundary to SR 76	3	\$3.8 mil						◆
35	Pala	Roadway	Bridge construction at San Luis Rey River Bridge	0	\$11.5 mil						◆
36	Pala	Roadway	Add turn lanes at SR 76 / Magee Rd / Pala Raceway	0	\$1.5 mil				◆		
37	Pala	Roadway	Paving at various roads	0	\$8.5 mil						◆
38	Pala	Roadway	Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary	2	\$8.5 mil					◆	
39	Pala	Roadway	Paving at various roads	1	\$8.5 mil						◆
108	Pala	Roadway	Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation	4	\$45 mil						◆
109	Pala	Roadway	Intersection improvements at SR 76 / Pala Mission Rd	0	\$400 k			◆			
110	Pala	Roadway	Intersection improvements at Pala Mission Rd / Pala Temecula Rd	0	\$500 k						◆
111	Pala	Roadway	Safety at Pala Temecula Rd	0	\$40 k						◆
41	Pala	Transit	Rideshare: ridesharing or shuttles for casino employees	0	\$464 k						◆
42	Pauma	Roadway	General roadway improvements at Adams Dr from Adams Dr to Reservation Rd	1	\$380 k						◆
43	Pauma	Roadway	General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd	1	\$8.5 mil						◆
44	Pauma	Roadway	Add turn lane at SR 76 / Pauma Reservation Rd	0	\$1 mil						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
45	Pauma	Roadway	Street lights at Reservation Rd from Pala Rd to Reservation Rd	1	\$460 k						◆
46	Pauma	Roadway	Traffic signal at Cole Grade Rd / SR 76	0	\$600 k						◆
49	Rincon	Active Transportation	Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd	5	\$50 mil						◆
48	Pauma	Roadway	Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd	4	\$1 mil					◆	
50	Rincon	Roadway	Safety at Charter School around school zone	0	\$25 k						◆
51	Rincon	Transit	Increased transit service on Route 388	0	\$1.9 mil						◆
52	San Pasqual	Active Transportation	Construct trail at Oos Rd from East Canal Rd to East Canal Rd	1	\$380 k						◆
53	San Pasqual	Active Transportation	Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd	2	\$250 k						◆
54	San Pasqual	Active Transportation	Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd	1	\$380 k						◆
55	San Pasqual	Active Transportation	Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path	1	\$380 k						◆
56	San Pasqual	Active Transportation	Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way	13	\$5 mil						◆
57	San Pasqual	Active Transportation	Construct trail at Nyemii Pass Place from west end to casino	13	\$5 mil						◆
58	San Pasqual	Roadway	Realignment at Canal Rd / Paradise Mountain Rd	0	\$1.8 mil					◆	
59	San Pasqual	Roadway	Turn lanes at Duro Rd / Lake Wohlford Rd	0	\$2.3 mil					◆	
60	San Pasqual	Roadway	Turn lanes at Lake Wohlford Rd from Valley Center Rd to Valley Center Rd / S6	8	\$150 mil					◆	

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
61	San Pasqual	Roadway	Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd	4	\$38 mil						◆
62a	San Pasqual	Roadway	Shoulder widening at Valley Center Rd from Cole Grade Rd to 3/4 mi east of Cole Grade Rd	1	\$7.6 mil						◆
62b	San Pasqual	Roadway	Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd	2	\$15.3 mil						◆
63	San Pasqual	Roadway	Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane	2	\$17 mil					◆	
64	San Pasqual	Roadway	Signage and lighting at various locations	0	\$180 k						◆
65	San Pasqual	Transit	New bus stop at Wohlford Rd and Kumeyaay Way	0	\$514 k						◆
66	San Pasqual	Transit	New bus stop at government center	0	\$399.6 k						◆

Table 2.6 – I-8 east corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
1	Campo	Active Transportation	Add bike lane at Church Rd from SR 80 to SR 94	4	\$42.6 mil						◆
4	Campo	Active Transportation	Add sidewalk at Church Rd from SR 80 to SR 94	4	\$75 k						◆
2a	Campo	Roadway	Improve drainage at I-8 along reservation boundary	3	\$3 mil	◆					
2b	Campo	Roadway	Improve drainage at SR 94 along reservation boundary	3	\$3 mil	◆					
2c	Campo	Roadway	Improve drainage at all roads	54	\$54 mil						◆
3	Campo	Roadway	Realignment at Golden Acre Way / SR 80	0	\$1 mil						◆
5	Campo	Roadway	Signage and lighting at Church Rd / SR 80	0	\$75 k						◆
6	Campo	Transit	Service: continuous stop at Golden Acre Casino	0	\$490 k						◆
7	Campo	Transit	Service: continuous stops	0	\$490 k						◆
33	Ewiiapaayp	Roadway	Signage at I-8 / Willows Rd WB off-ramp	0	\$5 k		◆				
34	Ewiiapaayp	Roadway	Signage at I-8 / Willows Rd EB off-ramp	0	\$5 k		◆				
8	La Posta	Active Transportation	ATV trails: construct for safe movement through reservation	0	\$75 k						◆
9	La Posta	Roadway	Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd	3	\$3 mil						◆
10	La Posta	Transit	Service: 7-day transit service	0	\$464 k						◆

Table 2.7 – I-8 west corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
11	Barona	Roadway	Intersection improvements at SR 67 / Mapleview Rd	0	\$30 mil						◆
12a	Barona	Roadway	Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln	1	\$43.7 mil			◆			
12b	Barona	Roadway	Lane widening at SR 67 from Gold Bar Ln to Dye Rd	14	\$611.8 mil			◆			
13	Barona	Roadway	Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd	12	\$18 mil						◆
14	Barona	Roadway	Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd	1	\$19 mil				◆		
15	Barona	Roadway	Signal at Willow Rd / Ashwood Rd	0	\$770 k				◆		
16	Barona	Transit	Rideshare service: add rideshare service	0	\$43.2 k						◆
17	Barona	Transit	Vanpool program: vanpool program at casino	0	\$46.2 k						◆
18	Capitan Grande	Roadway	Closure: reduce and restrict access to reservation roads	0	\$5 k						◆
118	Manzanita	Roadway	Interchange improvements at Crestwood Rd / I-8 interchange	0	\$8.5 mil						◆
119	Manzanita	Roadway	Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd	8	\$34 mil						◆
120	Manzanita	Roadway	Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd	6	\$25 mil						◆
121	Manzanita	Roadway	Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd	15	\$65 mil						◆
122	Manzanita	Transit	Rideshare service: improve access to employment centers and local destinations	0	\$43.2 k						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
21	Viejas	Roadway	Bridge repair on Willows Rd	0	\$11 mil						◆
24	Viejas	Roadway	Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd	4	\$38 mil						◆
25	Viejas	Roadway	Interchange improvements at I-8 / West Willows Rd interchange	0	\$8.5 mil		◆				
26	Viejas	Roadway	Interchange improvements at I-8 / East Willows Rd interchange	0	\$8.5 mil		◆				
27	Viejas	Roadway	New interchange at I-8 / Casa De Roca Way	0	\$15 mil						◆
28	Viejas	Roadway	Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd	3	\$92 mil						◆
29	Viejas	Roadway	Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange	3	\$50 mil						◆
30	Viejas	Roadway	Realign intersection at Willows Rd / Viejas Grande Rd	0	\$300 k						◆
31	Viejas	Transit	Vanpool program: vanpool program at casino	0	\$46.2 k						◆
32	Viejas	Transit	Service: enhanced Route 864	0	\$2.2 mil						◆

I-8 west corridor - amendments and changes to currently planned projects

19	Capitan Grande	Active Transportation	Oppose planned trail development on tribal territory north of the reservoir	0	\$0 k						◆
20	Capitan Grande	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
22	Viejas	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
23	Viejas	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆

Table 2.8 – SR 94 corridor projects

Project number	Tribes	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
88	Jamul Indian Village	Active Transportation	Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr	7	\$60 mil		◆			◆	
89	Jamul Indian Village	Active Transportation	Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd	5	\$46 mil						◆
90	Jamul Indian Village	Active Transportation	Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr	1	\$10 mil						◆
91	Jamul Indian Village	Roadway	Intersection widening at SR 94 / Jamacha Rd	0	\$1.5 mil		◆				
92	Jamul Indian Village	Roadway	Add acceleration lane at SR 94 / Maxfield Rd	0	\$1.5 mil		◆				
93	Jamul Indian Village	Roadway	Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd	5	\$85 mil						◆
94	Jamul Indian Village	Roadway	Add turn lanes at SR 94 / Steele Canyon Rd	0	\$3 mil		◆				
95	Jamul Indian Village	Roadway	Add turn lanes at SR 94 / Millar Ranch Rd	0	\$1 mil		◆				
96	Jamul Indian Village	Roadway	Intersection improvements at SR 94 / Vista Diego Dr	0	\$500 k		◆		◆	◆	
97	Jamul Indian Village	Roadway	Intersection improvements at SR 94 / Melody Rd / Daisy Dr	0	\$6 mil		◆				
98	Jamul Indian Village	Roadway	Re-stripe at SR 94 / Jamacha Rd	0	\$38 k		◆				
99	Jamul Indian Village	Roadway	Shoulders at Otoy Lakes Rd from SR 94 to Wuseste Rd	9	\$85 mil						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
100a	Jamul Indian Village	Roadway	Lane widening at SR 94 from SR 125 to Avocado Blvd	2.5	\$57.5 mil			◆			
100b	Jamul Indian Village	Roadway	Lane widening at SR 94 from Avocado Blvd to Jamacha Rd	1	\$34.5 mil			◆			
100c	Jamul Indian Village	Roadway	Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd	3	\$69 mil			◆			
102	Jamul Indian Village	Roadway	Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr	5	\$100 mil					◆	
103	Jamul Indian Village	Roadway	Install traffic signal at SR 94 / Lyons Valley Rd	0	\$500 k						◆
101a	Jamul Indian Village	Roadway	Shoulder widening; straightening at SR 94 from reservation to Tecate Rd	18	\$189.5 mil						◆
101b	Jamul Indian Village	Roadway	Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing	1	\$10.5 mil						◆
104	Jamul Indian Village	Transit	Rideshare program: rideshare program at casino	0	\$43.2 k						◆
105	Jamul Indian Village	Transit	New bus stop: bus stop at gaming facility; express service to downtown	0	\$150 k						◆
106	Jamul Indian Village	Roadway	Paving at Sycuan Rd from Dehesa Rd to guard gate on Sycuan Rd	0	\$5.8 mil						◆

2.3. Mobility Needs Assessment Survey

A mobility needs assessment survey was conducted as part of the study to determine goals and priorities for transportation, transportation improvement needs, and cultural awareness considerations.

Mobility Needs Assessment Survey questions

The Mobility Needs Assessment Survey consisted of 11 questions, which included the following (edited for space):

1. The projects mapped in this survey reflect information in either tribal and/or regional transportation plans that are contained in the Regional Plan. Is the transportation plan listed at right your most current plan?
2. Name and date of the transportation plan.
3. If you have a more recent transportation plan, please list it.
4. **Roadway, safety, and travel demand improvements.** Please review the attached maps, which show all currently planned and programmed roadway improvements in the vicinity of your reservation area. Are there any additional roadway projects that would make access to your community easier or safer? If you respond yes, please provide some information about the project below.
5. **Bicycle improvements.** Please review the attached maps, which show existing, planned, and potential bicycle improvements in the vicinity of your reservation area. Are there any additional bicycle improvement projects that would make access to your community easier or safer? If you respond yes, please provide some information about improvements that your community would like to see below.
6. **Pedestrian improvements.** Please review the attached maps, which show existing, planned, and potential pedestrian improvement projects in the vicinity of your reservation area. Are there any additional pedestrian improvement projects that would make access to your community easier or safer? If you respond yes, please provide some information about improvements that your community would like to see below.
7. **Transit improvements.** Please review the attached maps, which show existing, planned, and potential transit routes and proposed improvements in the vicinity of your reservation area. Are there any additional transit improvements that would make access to your community easier or safer? If you respond yes, please provide some information about improvements that your community would like to see below.
8. **Priorities for transportation.** We want your input to help us prioritize priorities for the Intraregional Tribal Transportation Strategy. For each of the goal pairs shown below, please rate the relative importance of each goal in relation to each other by allocating a total of 20 points.
9. **Cultural resource awareness considerations.** Cultural awareness will be a critical component of the Intraregional Tribal Transportation Strategy and will be a key objective to support project goals. Each goal will be accompanied by relevant objectives (preserve cultural resources, reduce vehicle crashes, provide access to health care). These objectives will be identified in the phase following the survey. Please list the cultural awareness/preservation measures your tribe would like to see implemented in the final.
10. Any additional comments?
11. If we have questions, may we contact you?

Cost estimating process for projects identified in the survey

The first step in the development of the planning level costs estimates was to review each project recommendation and identify cost elements associated with each project, including project lengths, project description, and project type. The basis for the project planning level cost estimates, by mode, is described as follows.

Cost estimating for roadway improvement projects

Local or county routes

Roadway improvement costs were initially developed using the County of San Diego's unit price list for construction projects and when applicable, construction costs assumed in the County of San Diego Transportation Impact Fee (TIF) Transportation Needs Assessment Report (September 2012).

Typical unit costs were developed and used for similar projects based on the length of project, the number of intersections, or the type of study. These typical unit cost were then applied to the applicable projects. Typical unit costs assumed the following expenses:

- Right-of-way acquisition
- Median improvements
- Pavement overlays
- Drainage
- Signing and striping
- Water pollution control
- Mobilization
- Traffic control
- Utility relocations
- Other minor improvements

The 2012 unit costs depend on the current and planned functional classification and geographic location in San Diego County.

Improvements on state routes

Planning level costs on state routes were developed based on methods described above, as well as cost estimate values taken from The Regional Plan (October 2015).

Inflation adjustments

Where applicable, the 2012 unit costs were adjusted for inflation, using the Caltrans Price Index for Selected Highway Construction Items, Second Quarter ending June 30, 2016. The price index is computed using bid opening data by quarter and was calculated between 2012 and 2016. In 2012, the price index was 84 (on a scale of 100, with 2007 prices being 100 on the scale). In the second quarter of 2016, the price index was 130.75, which indicated a difference of 46.75 in the price index between 2012 and 2016. To be conservative, costs were increased by 50 percent to reflect inflation.

Cost estimating for transit projects

Transit costs were developed for rideshare services, vanpool service, transit service, and transit stops. Cost assumptions are discussed as follows.

Rideshare service

Rideshare service costs were estimated by assuming a six-vehicle fleet that would be leased through a fleet management service, such as Enterprise. An average cost per vehicle per month was estimated, and six vehicles were assumed to be used for the rideshare service.

Vanpool service

Vanpool costs were developed by assuming costs for the lease of a 15-passenger van and labor costs for a part-time staff driver.

New transit service

Costs for transit service typically included purchase of one to three cutaway type vehicles (depending on the service frequency) and assumed an hourly service cost, based on an assumed number of service hours per day. The hourly service cost depended on whether the service was an extension of the San Diego MTS or NCTD service, or provided through a private operator.

New transit stop

Costs for a new transit stop include a pad, bench, pole, and shelter. Hourly service costs were increased if the stop added additional operating time to the route.

2.4. Agency processes

Information in this section, which describes federal transportation agencies, funding sources, and administration of TTP funding, was obtained in large part from the Tribal Transportation Program Delivery Guide - 2017. This guide explains terms, roles and responsibilities, and provisions for the tribes, FHWA, and BIA as outlined in the Tribal Transportation Program Agreement (TTPA).

Federal agencies

Federal Highway Administration

Although the majority of highways are owned by state, local, and tribal governments, the FHWA provides financial and technical resources to construct, improve, and maintain the highway system while keeping safety and the latest technologies in mind. Fuel and motor vehicle excise taxes fund the FHWA's budget, which mainly focuses projects into two programs: (1) Federal-aid funding for state and local government projects, and (2) Federal Lands Highway (FLH) funding for the TTP and projects on national park, national forest, tribal, and other federal lands.

Federal Lands Highways

The FHWA TTP's headquarters are based in Washington DC with team members in Sacramento, CA; Lakewood, CO; Santa Fe, NM; Sterling, VA; and Vancouver, WA. Tribal coordinators work with tribes who have a FHWA TTPA and coordinate various functions of the TTP program with BIA TTP personnel such as field visits to tribes.

Bureau of Indian Affairs

As an agency of the U.S. Department of the Interior (DOI), the BIA is responsible for administering and managing approximately 66 million acres of American Indian, Indian tribe, and Alaska native trust land. The BIA is organized into 12 regions and serves approximately 1.9 million American Indians and Alaska natives belonging to 564 federally-recognized tribes. Each region has a TTP component that for roads located on or leading to reservations and tribal lands.

Tribal Transportation Program

The TTP's goal is to provide safe and sufficient access to and within tribal reservations, lands, and communities. The TTP seeks to contribute to tribes' economic development, self-determination, and employment. More information on this funding program is provided at fh.fhwa.dot.gov/programs/ttp/.

Since TTP funds are federal funds, tribes are limited on types and amounts of spending. Tribes can use TTP funds for planning and design activities, and/or construction and maintenance activities.

The following sections discuss the major set-aside funding available for transportation projects from this program, and potential applicable projects.

TTP safety funds

Under the FAST Act, 2 percent of available annual TTP funds are reserved to address transportation safety issues. Federally-recognized tribes may obtain funds through a competitive, discretionary program. Projects that will prevent/reduce death or serious injuries in transportation-related incidents (such as motor vehicle crashes) are given priority. Transportation-related fatalities and injuries are higher and have more severe impacts on quality of life on tribal lands compared with the rest of the country. FHWA encourages tribes to develop strategic transportation safety plans to address safety needs in their communities.

The TTP Safety Fund under the FAST Act provides funding for transportation safety plans, crash data improvement, road safety audits, and other infrastructure improvement projects. More information on this program is provided at fh.fhwa.dot.gov/programs/ttp/safety/.

TTP bridge funds

Under the FAST Act, up to 3 percent of available TTP funds are set aside for improving bridges. Federally-recognized tribes may apply for funds for to plan, design, construct, inspect, replace, rehabilitate, or paint eligible bridges. More information on this program is provided at fh.fhwa.dot.gov/programs/ttp/bridges/.

Tribal transportation planning

Under the FAST Act, up to 2 percent of available TTP funds are set aside for transportation planning which includes long-range transportation plans. These funds can be used to develop project justification.

Tribal transit funds

The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program. The \$5 million competitive grant program requires a 10 percent local match, while the \$30 million formula program does not require a local match.

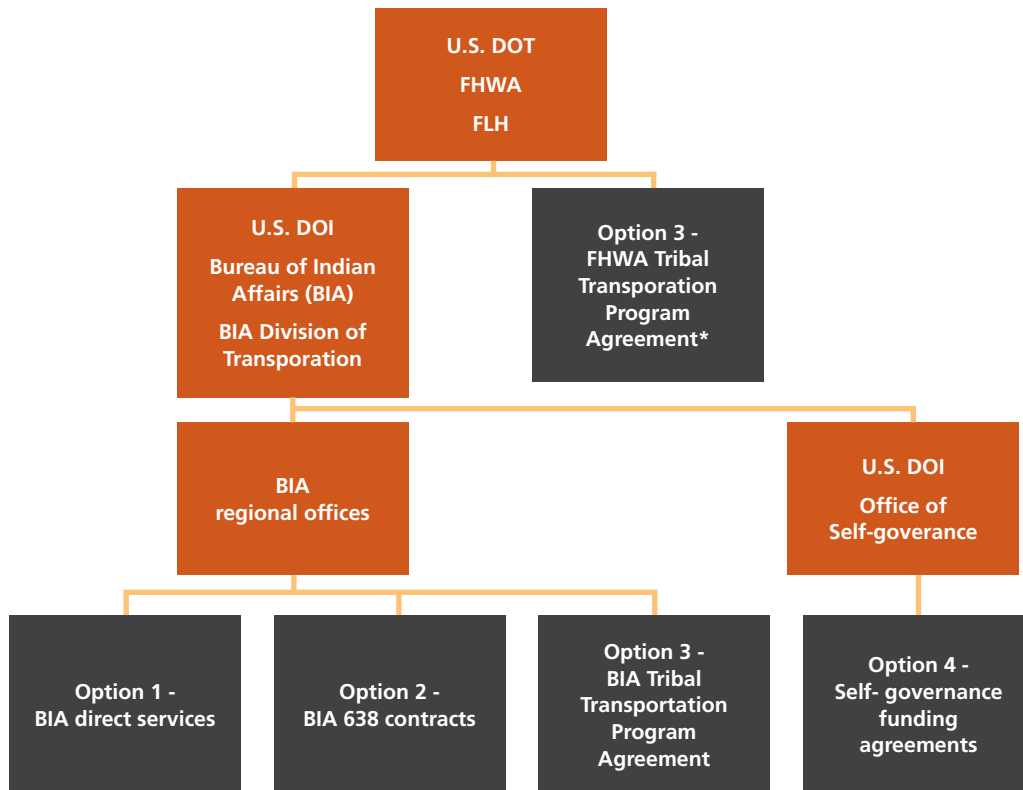
The Tribal Transit Program provides funding to federally-recognized tribes for expenses related to public transit projects in growing rural tribal communities. Eligible projects include capital projects, operating costs for public transportation, and the acquisition of public transportation services. More information on this program can be found at transit.dot.gov/funding/grants/grant-programs/public-transportation-indian-reservations-program-tribal-transit.

Transit projects identified in the Mobility Needs Assessment Survey are summarized in Table 2.3.

Choices in the administration of TTP funding

Tribal governments can choose who will administer their TTP. They can enter a TTPA with either the FHWA or BIA to carry out a road, highway, parkway, bridge, or transit program or projects (see Figure 2.1).

Figure 2.1 – The four TTP delivery options available to tribal governments



*Note: Option 3 - Tribal Transportation Program Agreement; a tribe can enter into a TTPA with either BIA or FHWA.

Source: *Tribal Transportation Program Delivery Guide - 2017, U.S. DOT and FHWA*

The TTPA allows each tribe to administer its own TTP, which facilitates the following:

- Giving the tribe responsibility for the various functions and duties that the Secretary of the Interior would have performed.
- Fulfilling the statutory requirements of the FAST Act.
- Providing the tribe its share of TTP funds.
- TTP activities included under a TTPA may include:
 - Transportation planning
 - Construction management
 - Program administration
 - Design
 - Construction
 - Road maintenance

- Tribal-state maintenance agreements
- Other TTP-eligible activities, such as safety and bridge projects

Subject to funding availability, TTP funding provided through a TTPA is given to the tribe as an annual lump sum payment. The following requirements apply to TTP funds obtained through a TTPA:

- Funds may be reallocated among projects on the FHWA-approved Tribal Transportation Improvement Program (TTIP).
- TTP funds may be used to meet matching requirements for any transit grant or program, whether federal or non-federal.

Other requirements are described in the Tribal Transportation Program Delivery Guide - 2017.

Federal planning process for project development

As defined in the Code of Federal Regulations, the purpose of transportation planning is to “clearly demonstrate a tribe’s transportation needs and to fulfill tribal goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs.” The long-range transportation plan development process allows entities to analyze infrastructure and identify local and regional multimodal transportation projects, often in conjunction with the state, cities, counties, regional planning organizations, and other stakeholders. A long-range transportation plan is a necessary step to develop a comprehensive tribal priority list or TTIP as a planning tool.

Figure 2.2 summarizes how the long-range transportation plan fits into the overall project development process. Table 2.9 provides guidelines for developing a long-range transportation plan.

Figure 2.2 – Project development process



Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Workshop materials

Table 2.9 – Requirements for long-range transportation plans

Code of Federal Regulations section number	Topic	Summary
§170.411	What may a long-range transportation plan include?	<p>A long-range transportation plan may include:</p> <ul style="list-style-type: none"> • An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs; • Trip generation studies, including determination of traffic generators due to land use; • Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion; • Measures that address health and safety concerns relating to transportation improvements; • A review of the existing and proposed transportation system to identify the relationships between transportation and the environment; • Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to tribal cultural preservation; • Scenic byway and tourism plans; • Measures that address energy conservation considerations; • A prioritized list of short and long-term transportation needs; and • An analysis of funding alternatives to implement plan recommendations.
§170.412	How is the tribal IRR long-range transportation plan developed and approved?	<p>The tribal IRR long-range transportation plan is developed by:</p> <ul style="list-style-type: none"> • A tribe working through a self-determination contract or self-governance agreement or other funding sources; or • BIA upon request of, and in consultation with, a tribe. <p>During the development of the IRR long-range transportation plan, the tribe and BIA should jointly conduct a midpoint review.</p> <p>The public reviews a draft IRR long-range transportation plan, as required by §170.413. The plan is further refined to address any issues identified during the public review process. The tribe then approves the IRR long-range transportation plan.</p>

Code of Federal Regulations section number	Topic	Summary
§170.413	What is the public's role in developing the long-range transportation plan?	<p>BIA or the tribe must solicit public involvement. If there are no tribal policies regarding public involvement, a tribe must use the procedures shown below. Public involvement begins at the same time long-range transportation planning begins and covers the range of users, from stakeholders and private citizens to major public and private entities. Public involvement may be handled in either of the following two ways:</p> <p>For public meetings, BIA or a tribe must:</p> <ul style="list-style-type: none"> • Advertise each public meeting in local public newspapers at least 15 days before the meeting date. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; • Provide at the meeting copies of the draft long-range transportation plan; • Provide information on funding and the planning process; and • Provide the public the opportunity to comment, either orally or in writing. <p>For public notices, BIA or a tribe must:</p> <ul style="list-style-type: none"> • Publish a notice in the local and tribal newspapers when the draft long-range transportation plan is complete. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; and • State in the notice that the long-range transportation plan is available for review, where a copy can be obtained, who to contact for questions, where comments may be submitted, and the deadline for submitting comments (normally 30 days).
§ 170.414	How is the tribal long-range transportation plan used and updated?	<p>The tribal government uses its IRR long-range transportation plan in its development of a tribal priority list or TTIP. To be consistent with state and MPO planning practices, the tribe or BIA (for direct service tribes) should:</p> <ul style="list-style-type: none"> • Review the IRR long-range transportation plan annually; and • Update the plan every five years.
§ 170.415	What is pre-project planning?	<p>Pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on IRRTIP. These activities include:</p> <ul style="list-style-type: none"> • Preliminary project cost estimates; • Certification of public involvement; • Consultation and coordination with states and/or MPOs for regionally significant projects; • Preliminary needs assessments; and • Preliminary environmental and archeological reviews. <p>The BIA regional office must work cooperatively with tribal, state, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-IRR program sources and identification of other funding sources to expedite the planning, design, and construction of projects on the IRRTIP.</p>

Source: Legal Information Institute, law.cornell.edu/cfr/text/25/part-170/subpart-D, referenced 3/14/2017

Federal land management collaborative long-range transportation plan

Transportation funding, particularly for tribal communities located in more rural parts of San Diego County, is difficult to accomplish, particularly with limited TTP funding.

A new opportunity to including tribal transportation needs for roadways and other transportation facilities accessing federal lands is the Collaborative Long-Range Transportation Plan (CLRTP), an integrated plan that will incorporate the transportation needs of federal lands into existing statewide, local, and tribal planning processes.

Through interagency coordination, the plan will establish common goals and objectives for maintaining and improving regional transportation systems (including roads/bridges rehabilitation, trails, and transit connector services) that provide public access to, through, and within federal lands. The CLRTP will also identify dual funding opportunities based on projects or needs that mutually benefit tribal governments, federal land management agencies, and state and local agencies.

The development of the plan is being led by Central Federal Lands Highway Division (CFL) of the FHWA, and extensive outreach is being planned with federal land management agencies, Caltrans, and local transportation agencies. As tribal input is critical, CFL has recently developed an Online Needs Assessment Tool that is being deployed throughout the state in each Caltrans District and regional planning areas and that will be extended for use involving Tribal Lands. The draft CLRTP for federal land management agencies is anticipated to be available in draft form in late 2017, with the plan finalized in 2018.

Contact information

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State processes

Caltrans is responsible for the operation and maintenance of state highway facilities. This chapter provides a strategy to include a transportation project in Caltrans District Service Management Plan (DSMP), which is a long-range, 20-25 year policy planning document, and the State Highway Operation and Protection Program (SHOPP), which is the state's program that funds the repair and preservation of the state highway system (SHS).

The following sections discuss the mission and operation of Caltrans, and more detailed information about the DSMP and SHOPP planning processes. Later in the chapter, more information is provided about strategy steps to include new projects into the next update of the DSMP and SHOPP, and more detailed information about the DSMP and SHOPP planning processes.

The Caltrans mission and vision are:

Mission: *Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*

Vision: *A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork.*

Overview of Caltrans planning process for the DSMP

The DSMP is a long-range, 20-25 year policy planning document that describes maintenance, management, and development of the transportation system during the planning horizon. It provides methods to develop multimodal, intermodal, and multijurisdictional system strategies, which are developed in collaboration with Caltrans divisions and districts, MPOs, RTPAs, cities, counties, tribal governments, other partner agencies, and the public. As one of the District's long-range plans, the DSMP guides the development of transportation concept reports (TCRs) and corridor system management plans (CSMPs).

DSMP has three components: District Profile, Management Plan, and Project List.

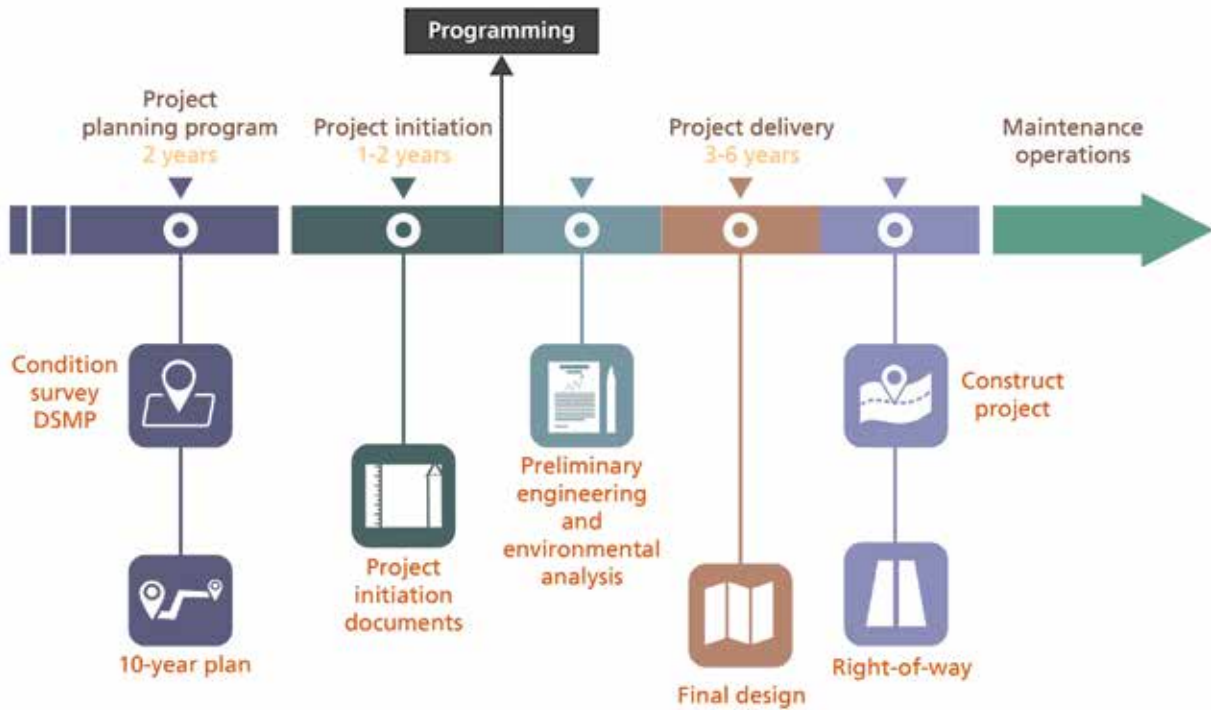
District Profile – The District Profile is a high-level overview of the District's current and future characteristics. It describes SHS routes, the overall transportation system, demographics, land use, transportation partners, planning efforts, and environmental factors.

Management Plan – The Management Plan is guides decision-making within the District. It details each goal and the plan for achieving those goals. It also identifies relevant transportation considerations and strategies to implement.

DSMP Project List – The DSMP Project List presents a District-wide, 20 to 25-year list of multimodal SHS transportation improvements identified in the District CSMPs, TCRs, the Interregional Transportation Strategic Plan (ITSP), RTPs, and local capital improvement programs (CIPs). This provides a current and readily available project list. The DSMP Project List recommends prioritized transportation improvements to include in the Statewide Transportation Improvement Program (STIP) and SHOPP, Project Initiation Document, and other funding documents.

An overview of the project development process is provided in Figure 2.3.

Figure 2.3 – Caltrans project development process



Source: Adapted from Caltrans

Overview of Caltrans planning process for the SHOPP program

The SHOPP funds repair, preservation, safety improvements, and some operational improvements on the approximately 50,000 lane-mile SHS. The SHS includes state-owned roadways, highways, bridges, and associated bicycle and pedestrian facilities, as well as additional infrastructure such as culverts, Intelligent Transportation Systems (ITS), rest areas, and maintenance facilities. The SHOPP also funds mandated project categories such as retrofitting existing SHS facilities to comply with the Americans with Disabilities Act (ADA) and storm water control requirements. The SHOPP reserves funding both for projects whose funding needs cannot be anticipated (such as safety and emergency projects) and projects with a set amount of annual funding. SHOPP funding does not include capital improvements that add capacity (new highway lanes) to the SHS, although auxiliary lanes may be eligible for funding.

Senate Bill 486 requires that Caltrans invest SHOPP funds in an asset management, performance-based manner with a robust implementation. Federal transportation programs are implementing similar performance-based funding criteria and performance targets focused on specific asset classes. The SHOPP is transitioning to this paradigm and will use four asset classes during the first phase of this transition: pavement, bridge, culverts, and traffic system management (TSM).

The SHOPP is the end result of a development cycle that used the DSMP and SHS rehabilitation priorities to prepare the Ten-Year State Highway Operation Protection Program Plan. The new State Highway Management Plan will integrate maintenance, rehabilitation, and operations into a single management plan replacing the ten-year plan, which was an individual silo based approach. The new plan also leads to the Project Initiation phase for programming, which follows the four-year SHOPP cycle. After construction, Caltrans maintenance forces take over the highway and the cycle repeats.

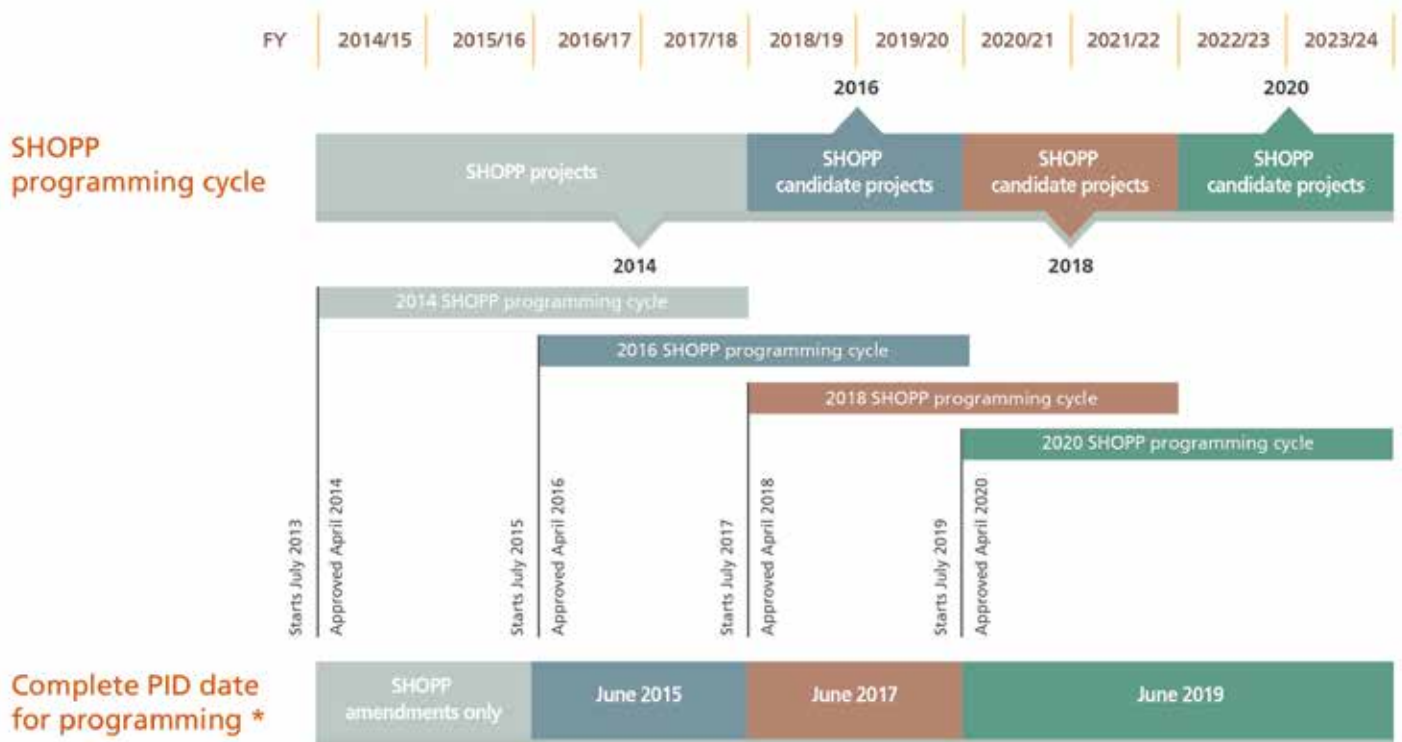
Project categories included in the Proposed 2016 SHOPP program (January 29, 2016) include:

- Major damage restoration
- Collision reduction
- Mandates
- Bridge preservation
- Roadway preservation
- Mobility
- Roadside preservation
- Facilities

SHOPP update process

The SHOPP project list is updated every two years, carrying over projects from the last two years of the previous SHOPP and making them the first two years of projects in the new SHOPP (see the SHOPP cycle in Figure 2.4 below). New projects are programmed in the year the Department estimates the projects can be delivered. Each project has a project initiation document (PID) identifying the project’s scope, performance measures, estimated capital and support costs, and delivery schedule.

Figure 2.4 – SHOPP cycle



* Exception - Projects to be funded from SHOPP reservation via SHOPP amendment process will be handled separately.

Source: Adapted from Caltrans

Process to add a transportation project to the DSMP and SHOPP

To effectively partner with Caltrans to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Define a project that enhances safety and roadway improvements
2. Document analysis of justification
3. Include project in the DSMP
4. Identify smaller, stand-alone safety components of the larger project
5. Secure additional funding sources
6. Include project in the SHOPP

Define a project that enhances safety and roadway improvements – Caltrans manages California's State Route and National Highway System in the state with a focus on the safety and efficiency of this network. Projects that enhance safety or efficiency of the Caltrans network are likely to have one or more of the following features:

- Collision history on highways or interstates
- Highway widening and realignment
- Freight and goods movements
- Improvement of roadway conditions

Tribal communities should focus on these projects that enhance safety and roadway conditions when engaging Caltrans as a potential partner. Projects that add vehicle capacity may be eligible for Caltrans partnership but are unlikely to find significant funding.

One of the keys to using Caltrans partnership to help address specific tribal transportation needs is the inclusion of the project in the DSMP. Projects in the DSMP have the support of Caltrans district-level management and are eligible for Caltrans funding. Inclusion in the DSMP also provides project eligibility for inclusion in the SHOPP and provides documentation of Caltrans support for a project when pursuing other funding opportunities.

Document analysis of justification – Once tribal communities agree on a project not currently in the DSMP that enhances safety or roadway conditions that could be a strong candidate for inclusion in the DSMP, they should undertake a process of project justification to prove safety or condition need. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the state level. For a roadway project, justification may include an analysis of crash data. A roadway condition justification may include a pavement condition index score of segments of the roadway. Justification for a freight project may show existing and future truck traffic.

Include project in the DSMP – This step involves working with Caltrans staff; projects are typically identified through supporting planning or corridor studies.

Identify smaller, stand-alone safety components of the larger project – While it is important to get the larger, more comprehensive project included in the DSMP, identifying smaller, stand-alone components increases the chances of incremental project delivery. Because many funding sources are relatively small, particularly through the SHOPP, stand-alone projects can be more quickly aligned with opportunities than the project as a whole.

Secure additional funding sources – Projects on the state highway system would typically be financed through Caltrans funding sources, or potentially from developer fees or other sources.

Include project in the SHOPP – A brief overview of the steps to add a transportation project to the DSMP and SHOPP and advance the project through construction are summarized in Table 2.10.

An example of this process is described for Project 118, Interchange Improvements at the Crestwood Road / I-8 Interchange.

Table 2.10 – Steps to add a project to the DSMP and SHOPP Program and advance it to construction

Steps	Example project/comments
<p>1. Identify project</p> <ul style="list-style-type: none"> a. Project description b. Type of roadway (arterial, state route or interstate, freight route) c. Benefits/justification for the project d. Is it currently included in any transportation plans? 	<p>Project 118: Interchange improvements at Crestwood Road / I-8 interchange. The improvements requested are signage, safety, and lighting improvements.</p> <ul style="list-style-type: none"> • Project description: Requested in the Manzanita Tribe Mobility Needs Survey, although the project would improve transportation for the La Posta and Campo Tribes. • Type of roadway: Project is on a state route, so Caltrans is the road owner. • Benefits/justification: <ul style="list-style-type: none"> ◦ Project improves safety at interchange ◦ Provides more options for active transportation ◦ I-8 is a key transportation corridor and on the National Highway Freight Network • Currently included in any plans: Assessed as part of the TCR for I-8 (Segment 14), dated February, 2016. Two transportation projects are planned in this segment: <ul style="list-style-type: none"> ◦ Add drainage system restoration (7 miles east of Boulder Oaks from La Posta Creek Bridge to 1.1 miles west of Crestwood Road Undercrossing). This is a near-term improvement. ◦ Roadway rehabilitation (Between Pine Valley and Ocotillo, from east of Crestwood Road to the Imperial County line). This is a near-term improvement.
<p>2. Reach out to partners</p>	<ul style="list-style-type: none"> • Coordinate with Caltrans Native American Liaison, SANDAG Tribal Liaison, SCTCA liaison, and Interagency Working Group on Tribal Transportation Issues (Tribal TWG), to discuss project and desire to add to the DSMP as a SHOPP project, perhaps as an addition to the projects from the TCR noted above.
<p>3. Preliminary planning</p>	<ul style="list-style-type: none"> • Include this project in the next update of the tribe’s transportation plan, as well as plans for the La Posta and Campo Tribes. • Caltrans completed an I-8 TCR in February 2016.

Steps	Example project/comments
<p>4. Identify funding – Identify potential funding source and a timeframe for design and construction, in conjunction with Caltrans.</p>	<p>Main option for funding is Caltrans SHOPP funding.</p>
<p>5. Caltrans project planning process – The project will be evaluated by Caltrans.</p>	<p>Coordinate with Caltrans Native American Liaison on process to incorporate the project into the DSMP.</p>
<p>6. Caltrans project initiation process – Caltrans project initiation process occurs over a one- to two-year period.</p>	<p>Coordinate with Caltrans Native American Liaison on project initiation process status.</p>
<p>7. Caltrans project delivery process – Caltrans will develop preliminary and final design plans and environmental analysis. This occurs over a three- to six-year period.</p>	<p>Caltrans would accomplish this with tribal input as a stakeholder.</p>

Caltrans contact information

The contact for coordination with Caltrans District 11 is:

Native American Liaison

Caltrans, District 11 - Planning Division (MS-240)
 4050 Taylor Street
 San Diego, CA 92110
 Office: (619) 688-6807
 Cell: (619) 208-1104

County processes

The County of San Diego is responsible for the construction and maintenance of county transportation facilities. This chapter provides more information about the mission and operation of the County Planning and Development Services and Public Works Departments, and the General Plan and CIP processes. Later in the chapter, details of strategy steps to include new projects into the next update of the General Plan and CIP are provided.

The County Planning and Development Services Department is responsible for long-range land use planning, including the County General Plan and Zoning Ordinance, which determine how the county will grow. Their mission is:

Through operational excellence and attention to customer service, we strive to balance community, economic, and environmental interests to ensure the highest quality of life for the public of San Diego County.

The County Department of Public Works (DPW) consists of four divisions responsible for a variety of activities. These range from the construction and maintenance of roads and highways in the unincorporated areas of the county to the management of the region's sanitation and flood control districts. Their responsibilities also include construction, operation, and maintenance of regional general aviation airports, such as McClellan-Palomar Airport in Carlsbad and Gillespie Field in El Cajon. Their mission statement is:

- *Preserve and enhance public safety and quality of life through reliable, cost effective infrastructure.*
- *Foster partnerships that strengthen relationships with communities and industry.*
- *Provide quality and responsive service through highly motivated, professional, and knowledgeable staff in a safe and fair work environment.*
- *Continually improve quality of service through optimal resource management.*

Overview of County of San Diego Planning Process for the mobility element of the General Plan

The Mobility Element of the General Plan identifies the general location and extent of existing and proposed major roads, transportation routes, terminals, and other public utilities and facilities. It is correlated with the Land Use Element of the General Plan.

The Mobility Element identifies the county road network, much of which currently exists, to be developed in the unincorporated county during the implementation of this General Plan so that future rights-of-way can be preserved for future motorized and non-motorized roadway purposes.

The March 2016 General Plan Annual Progress Report summarizes the planning activities for the unincorporated portions of San Diego County from January 1 to December 31, 2015. In addition to the required information such as the status of the General Plan and progress in its implementation, and ongoing and completed relevant planning activities, programs, and permits, it also includes information on housing.

Other planning documents include:

- **Active transportation plan** – The County of San Diego has initiated an update to the Bicycle Transportation Plan and Pedestrian Area Plans and will create a combined active transportation plan in support of efforts to promote active transportation options through pedestrian and bicycle improvements in the unincorporated county. Development of the plan includes and analysis of existing pedestrian and bicycle conditions.
- **Community Trails Master Plan** – The County Trails Program will be utilized to develop a system of interconnected regional and community trails and pathways. These trails and pathways are intended to address an established public need for recreation and transportation but will also provide health and quality of life benefits associated with hiking, mountain biking, and horseback riding throughout the county's biologically diverse environments. The County Trails Program involves both trail development and management on public, semi-public, and private lands. The Community Trails Master Plan will be the implementing document for the trails program and contains adopted individual community trails and pathways plans.

County of San Diego Capital Improvement Program

The CIP consists of improvements to roads and bridges; eight county-owned and operated airports and airstrips; flood control facilities in unincorporated developed areas; and wastewater facilities owned and operated by the county. Funds for the CIP are approved by the Board of Supervisors through a yearly Operational Plan in the DPW Detailed Work Program. In a typical fiscal year, approximately 25 projects are in construction with about 70 other projects in various stages of development. The Detailed Work Program budget for fiscal year 2016-2017 is over \$69 million. Funding for transportation improvements in the CIP comes from a variety of sources including:

- **Statewide Highway Users Tax Account** – The "gas tax" is the primary source of funds for the overall county road maintenance and safety improvement program. The state of California collects 27.8 cents for every gallon of gasoline sold. The state distributes money back to California counties based on the number of registered vehicles and miles of roads maintained. This money becomes a special revenue fund called the Road Fund, which must be used for road and transportation purposes.
- **TransNet** – A local, half-cent gasoline sales tax was approved by San Diego County voters in 2004 and became effective in 2008. It provides over \$500 million for projects in unincorporated San Diego County over 40 years and will end in 2048. *TransNet* is dedicated to specific road improvement projects approved by SANDAG, which is designated as the regional planning authority.

- **Transportation Impact Fee** – The TIF program provides funding for construction of transportation facilities needed to support traffic generated by new development and to meet state law requirements. The county will collect TIF as part of the building permit process.
- **FHWA** – FHWA provides funding for specific roads and bridges. FHWA funding is administered through Caltrans and includes several grant programs. The Highway Bridge Program (HBBR and HBP) is used to replace or rehabilitate county bridges.
- **Community Development Block Grants** – Federal funds to small cities and counties are provided for community development and economic development activities such as sidewalks.
- **Developer fees** – Funds are provided to the county directly by private land developers to mitigate impacts within the county.
- **Other grants** – Several other state and federal grants are used to partially fund road improvement projects.
- **Indian Gaming Special Distribution Funds** – Created for local government agencies impacted by tribal gaming, these funds are used to supplement road improvement projects to mitigate traffic impacts near Native American casinos and gaming establishments.

Projects in the Five-Year CIP include the following categories:

- Maintenance
- Road reconstruction
- Bike lanes/pathways
- Traffic signals
- Intersection improvements
- Sidewalks
- Drainage improvements
- Bridges

The county's Five-Year CIP has been developed to provide a sense of which potential CIP projects are contemplated for future budget periods. The plan is not a firm, absolute list of funded projects. Each project sheet shows a potential source of funding. As design requirements, budgets, and priorities change, the planned projects may also move within the plan or perhaps drop out entirely. Likewise, this list is not all-inclusive. Unexpected requirements often cause unforeseen projects to be inserted into the design and execution process. The projects are based on input from a wide variety of sources including community planning groups, county staff, traffic experts, and guidance from regional planning documents and the Board of Supervisors.

Process to add a transportation project to the County of San Diego General Plan mobility element and CIP

To effectively partner with the County of San Diego to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Define a project that enhances safety
2. Document analysis of justification
3. Include project in General Plan
4. Secure additional funding sources
5. Include project in the CIP

Define a project that enhances safety – The county is an entity that manages critical roadways in unincorporated San Diego County. As such, its focus is on the safety, state-of-good-repair, and efficiency of this network. Projects that enhance safety or the condition of the County network are likely to have one or more of the following features:

- Arterials or collectors
- Major intersections
- Improvement of roadway condition
- High crash rate location
- Interim condition compared to planned build-out

Large-scale and regional projects should investigate other jurisdictional partners.

Document analysis of justification – Once tribal communities agree on a project that is not currently in the General Plan or CIP that enhances safety or roadway conditions that could be a strong candidate for inclusion in the General Plan or CIP, they should undertake a process of project justification to prove safety or condition need. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the county level. For a roadway project, justification may include an analysis of crash data. A roadway condition justification may include a pavement condition index score of segments of the roadway. Justification for a widening project may show existing and future truck traffic.

Include project in General Plan – Although the General Plan is updated only periodically, a progress report is issued annually.

Secure additional funding sources – Documentation of justification provides objective evidence to the County of San Diego as to why the project is important while also showing that the tribal stakeholders have “skin in the game.” In some cases, some type of cost sharing may be desirable, depending on the project and what specific need it serves. Finally, the justification planning process will open up more possibilities for external funding sources as the project will be better defined and more competitive in grant processes.

Include project in the CIP – A brief overview of the steps to add a transportation project to the County of San Diego General Plan Mobility Element and CIP and advance the project through construction are summarized in Table 2.11. An example of how a project that was identified in the Mobility Needs Assessment Survey, Project Number 62b, Shoulder Widening at Valley Center Road from Cole Grade Road to Lake Wohlford Road, could be advanced through the planning process is described as an example.

For projects where Caltrans highway intersection improvements would include intersecting County roads, Caltrans would be the lead agency, and the County would be a responsible agency.

Depending on the nature and location of a future project, other areas of compliance with State and County regulations including avoiding impacts to waste water facilities and compliance with storm water regulations and design features may be required.

Table 2.11 – Steps to add a project to the County of San Diego mobility element of the General Plan and CIP

Steps	Example project/comments
<p>1. Identify project</p> <ul style="list-style-type: none"> a. Project description b. Type of roadway (arterial, state route or interstate, freight route) c. Benefits/justification for the project d. Is it currently included in any transportation plans? 	<p>Project 62b: Shoulder Widening on Valley Center Road from Cole Grade Road to Lake Wohlford Road</p> <ul style="list-style-type: none"> • Project description: Requested in the San Pasqual Tribe Mobility Needs Survey, although the project would also improve transportation for the Rincon Tribe. • Type of roadway: Project is on a county road. Part of the road borders the San Pasqual Reservation area. • Benefits/justification: <ul style="list-style-type: none"> ◦ Project improves safety ◦ Provides more options for active transportation • Currently included in any plans: An adjacent segment, Valley Center Road from Cole Grade Road to ¾ mile east of Cole Grade Road, is contained in the County of San Diego CIP.
<p>2. Reach out to partners</p>	<ul style="list-style-type: none"> • Coordinate with County of San Diego, SANDAG tribal liaison, SCTCA liaison, and Tribal TWG to discuss project and desire to add to the next update of the Mobility Element of the General Plan and CIP.
<p>3. Project planning process</p>	<ul style="list-style-type: none"> • Coordinate with County of San Diego Liaison on process to incorporate the project into the DSMP. • Include this project in the next update of the San Pasqual Tribes transportation plan.
<p>4. Identify funding – Identify potential funding source and a timeframe for design and construction, in conjunction with the County of San Diego.</p>	<p>Identify options for funding, possibly through safety grants or active transportation funding sources.</p>
<p>5. Design – The county would develop preliminary and final design plans and environmental analysis.</p>	<p>San Pasqual Tribe would be a stakeholder in the process.</p>
<p>6. Construction – The county will solicit bids for construction.</p>	<p>The County of San Diego would accomplish this with tribal input as a stakeholder.</p>

County of San Diego contact information

Contacts for the Mobility Element of the General Plan and CIP are:

County of San Diego Chief of Advance Planning, Planning & Development Services
 (858) 694-2960 or (800) 411-0017

County of San Diego Public Works CIP Manager
 (858) 694-2822

Regional processes

SANDAG serves as the Metropolitan Planning Organization for the region, joining elected officials from all 18 cities and the County of San Diego as a regional council of governments. One of its primary responsibilities is regional transportation planning. This section provides information about the mission and operation of SANDAG, as well as steps to define the process to propose inclusion of a transportation project in the RTP and to facilitate regional coordination.

SANDAG overview

SANDAG Board of Directors and Policy Advisory Committee meetings provide the public forums and decision points for significant regional issues such as growth, transportation planning and construction, environmental management, housing, open space, air quality, energy, fiscal management, binational topics, economic development, and public safety. The SANDAG Board of Directors establishes policies, adopts plans, allocates transportation funds, and develops programs to address regional issues.

SANDAG's mission statement is:

The 18 cities and county government are SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation; and provides information on a broad range of topics pertinent to the region's quality of life.

SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments. Supplementing these voting members are advisory representatives from Imperial County, the US Department of Defense, Caltrans, San Diego Unified Port District, Metropolitan Transit System, North County Transit District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico. Policy Advisory Committees assist the Board of Directors in carrying out the agency's work program. A professional staff of planners, engineers, and research specialists assists the Board of Directors.

SANDAG develops a Tribal Consultation Plan for each cycle of the Regional Plan based on feedback from tribal leaders

Jurisdiction and responsibilities

As the regional transportation planning agency, SANDAG adopts the RTP (long-range plan) and Regional Transportation Improvement Program (RTIP), the five-year programming of state, local, and federal transportation funds.

SANDAG is the designated regional transportation commission and administers the local half-percent sales tax, *TransNet*, for transportation purposes (approximately \$287 million in FY 2016).

SANDAG's overall authority also includes roles as a congestion management agency, regional information system, regional transportation demand program administration, Freeway Service Patrol, and more.

Overview of regional transportation planning process

The Regional Planning Committee and the Transportation Committee provide oversight for the preparation and implementation of the Regional Plan. The objective of the Regional Plan is to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

SANDAG is required by law to update its RTP every four years. In recent years, SANDAG combined its two most important planning documents—the Regional Comprehensive Plan (RCP), and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS)—into one document within the Regional Plan, which was adopted by the SANDAG Board in 2015.

The Regional Plan is an overarching blueprint for the San Diego region. It combines a big-picture vision for how the region will grow over the next 35 years, with an implementation program to help make that vision a reality.

Transportation projects in the Regional Plan include the following project types:

- Transit facilities
- Managed lanes/toll lane projects
- Highway projects
- Operational improvements
- Managed lane connectors
- Freeway connectors
- Active transportation projects
- Arterial projects—Arterial projects are road widening and improvement projects located on regional arterials in San Diego County. The regional arterial system is shown in Figure 2.5.
- Freight and goods movement process—SANDAG currently has a goods movement strategy.

The next update of the Regional Plan is anticipated to be adopted in 2019, and, under current law, will be followed by updates every four years. Preparation of the updated Regional Plan is a two- to three-year-long process. Early stages of plan development include developing a public involvement plan, establishing goals and objectives, conducting a growth forecast for the region, and preparing cost estimates for projects. Next, alternative transportation network scenarios are developed and analyzed. A preferred scenario is approved. A draft Regional Plan is prepared and goes through a public comment period before it is finalized and approved.

There are opportunities for public involvement in key milestones of Regional Plan development, including engaging in public workshops and presentations, attending working group and committee meetings, and participating in public comment periods. Additionally, through a government-to-government framework with the tribal nations in the region, SANDAG develops a Tribal Consultation Plan for each cycle of the Regional Plan based on feedback from tribal leaders regarding their needs. Past components of the Tribal Consultation Plan have included informational sessions to clarify the planning process; surveys on policy issues; policy workshops and preparation of a policy position paper; and a Regional Tribal Summit between the SANDAG and SCTCA Boards to determine areas of cooperation and concern. This study is a step in identifying transportation needs through the Tribal Mobility Needs Assessment Survey, and the Strategy is a completed near-term action identified in the Regional Plan.

Figure 2.5 – Regional arterial system



Process to add a transportation project to the RTP

To effectively partner with SANDAG to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Identify and clearly define a project of regional significance
2. Document analysis of justification
3. Secure additional funding sources
4. Propose inclusion of project in the RTP

Identify project of regional significance – SANDAG is an entity that serves the transportation needs of the region. As such, its focus is on projects of regional significance that have impacts on regional connectivity. Projects of regional significance are likely to have one or more of the following features:

- Highways
- Arterial roadways
- Rail grade separations
- Primary freight routes
- Border crossings/connections
- Regional active transportation connections
- Intraregional transit service

Tribal communities should focus on these projects that enhance regional connectivity when engaging SANDAG as a potential partner. SANDAG is also a potential partner on regional active transportation projects and transit/TDM projects. Smaller scale projects, projects with more immediate needs, and safety projects should pursue partnership with other jurisdictions.

One of the keys to using SANDAG partnership to help address specific tribal transportation needs is the inclusion of the project in the RTP. Projects in the RTP have the support of the SANDAG Board for inclusion in the planned transportation network in either the Revenue Constrained Plan or the Unconstrained Transportation Network. Projects in the constrained plan have funding sources identified to deliver the project in-full using *TransNet* regional transportation tax dollars and/or other funding sources. The constrained plan is similar to a CIP with a high level of certainty of the project actually being completed. Projects in the unconstrained plan have the support of the regional government but have yet to identify a funding source to complete the project. While the unconstrained plan is much like a regional transportation “needs list,” these projects will be the focus of future funding efforts and are re-evaluated in each cycle. Some concepts move the constrained network and some times concepts stay in for a time, are later deemed infeasible or too costly or technology or another consideration has made the project not viable or no longer relevant.

Document analysis of justification – Once tribal communities agree on a project not currently in the RTP that enhances regional connectivity that could be a strong candidate for inclusion in the RTP, they should undertake a process of project justification to prove regional significance. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the regional level. For a roadway project, justification may include an analysis of congestion at existing and future levels. An active transportation justification may show gaps in the current and planned network along with current usage patterns. Justification for a transit project may show gaps in existing service, ridership on comparable services, and/or documentation of latent demand.

Secure additional funding sources – Documentation of justification provides objective evidence to the SANDAG board as to why the project is important while also showing that the tribal stakeholders have “skin in the game,” or a stake in the process. Finally, the justification in the planning process will open up more possibilities for external funding sources as the project will be better defined and more competitive in grant processes. Having external funding sources identified and secured further enhances the chances of inclusion in the RTP constrained plan and subsequent funding support.

Propose project for inclusion in the RTP – This step involves working with SANDAG, who will evaluate the project with other competing projects.

SANDAG contact information

Ways for tribal communities/working groups/SCTCA to get in contact with SANDAG are summarized in Table 2.12 below.

Table 2.12 – SANDAG coordination methods

Staff level	SANDAG has an assigned tribal liaison within its regional planning staff. The current tribal liaison’s contact information can be obtained by reaching out to the SANDAG office.
Technical level	The Working Group provides 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. Further details including meeting dates, agendas, and locations can be found on the SANDAG website.
Committee and leadership level	<p>The Working Group reports to the Borders Committee, which engages in oversight of planning and programming activities that impact the San Diego region’s borders with Orange, Riverside, and Imperial Counties; Mexico; and tribal nations.</p> <p>The Working Group also reports to the Transportation Committee, which advises the Board on transportation-related policy matters, including <i>TransNet</i> project decisions, consolidated transportation responsibilities, and the development and implementation of the RTP.</p> <p>The Borders Committee and Transportation Committee report to the SANDAG Board of Directors.</p>

SANDAG Tribal Liaison

SANDAG
 401 B Street, Suite 800
 San Diego, CA 92101
 (619) 699-1909

SANDAG Regional Plan Project Manager

SANDAG
 401 B Street, Suite 800
 San Diego, CA, 92101
 (619) 699-1900

2.5. Other potential funding sources for transportation improvement projects

This section summarizes a range of transportation funding sources by mode. Table 2.13 summarizes transportation funding sources for roadway and transportation safety projects, Table 2.14 addresses transit projects, and Table 2.15 focuses on active transportation projects.

Table 2.13 – Funding sources for roadway and safety projects

Program name	Agency	Description	Eligible projects	Website reference
Federal Lands Access Program (FLAP)	FLAP, FHWA	Provides funds for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to, federal lands.	<ul style="list-style-type: none"> • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities • Operation and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/flap/ca/
Federal Lands Transportation Program (FLTP)	FHWA	The FLTP funds projects that improve access within the federal estate (national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands) on transportation facilities in the national federal lands transportation inventory and owned and maintained by the federal government.	<ul style="list-style-type: none"> • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities • Operations and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/fltp/

Program name	Agency	Description	Eligible projects	Website reference
Senate Bill 1, The Road Repair and Accountability Act of 2017	The California Transportation Commission is developing an implementation plan and guidelines	<p>Funds made available by the program for the Local Streets and Roads and SHOPP allocations can be used (1) to satisfy match requirements of a state or federal program or (2) for projects that include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Road maintenance and rehabilitation. • Safety projects. • Railroad grade separations. • Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project. • Traffic control devices. • If a city's or county's pavement condition index meets or exceeds 80, they may use the funds for other transportation purposes. 	<p>Funding is available for the following programs:</p> <ul style="list-style-type: none"> • Active Transportation Program Augmentation • Local Partnership Program • State Highway Operation and Protection Program (SHOPP) • State Transportation Improvement Program (STIP) • Local Streets & Roads (Approximately \$1.5b per year) • Solutions for Congested Corridors Program • Trade Corridor Enhancement Account • Traffic Congestion Relief Program (TCRP) 	catc.ca.gov/programs/SB1.html
Highway Safety Improvement Program (HSIP)	FHWA	<p>The HSIP is a core federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.</p>	<p>Any project on a public road, trail, or path that is consistent with the state's Strategic Highway Safety Plan and corrects a safety problem is eligible for HSIP funding. Eligible projects include:</p> <ul style="list-style-type: none"> • Intersection improvements • Construction of shoulders • Traffic calming • Improvements for bicyclists, pedestrians, and individuals with disabilities • Minimum standards of retro-reflectivity of traffic signs and pavement markings 	dot.ca.gov/hq/LocalPrograms/hsip.html

Program name	Agency	Description	Eligible projects	Website reference
Indian Community Development Block Grant (ICDBG)	The Office of Native American Programs (ONAP) HUD's Office of Public and Indian Housing	The purpose of the ICDBG program is the development of viable Indian and Alaska Native communities including the creation of decent housing, suitable living environments, and economic opportunities primarily for persons with low- and moderate- incomes as defined in 24 CFR 1003.4. Applicants can use these funds for a multitude of community development purposes.	<p>ICDBG can provide funding for the following categories:</p> <ul style="list-style-type: none"> • Housing • Community features: Infrastructure construction, e.g., roads, water, and sewer facilities, and single or multipurpose community buildings • Economic development • Imminent threat grants: Funds must be used to remove imminent threats to health or safety (i.e., asbestos removal, home repairs due to floods, mold remediation, etc.) • Single purpose grants: Awarded on a competition basis pursuant to the terms published in an annual Notice of Funding Availability 	<p>portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/ih/grants/icdbg</p>

Program name	Agency	Description	Eligible projects	Website reference
National Highway Performance Program (NHPP)	FHWA	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.	<ul style="list-style-type: none"> • Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS roadways and bridges • Bridge and tunnel inspection and evaluation • A project to reduce the risk of failure of critical NHS infrastructure • Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for a federal-aid highway or bridge not on the NHS, if the project is in the same corridor and in proximity to a fully access-controlled NHS route • Construction of a transit project eligible for assistance • Bicycle transportation and pedestrian walkways • Highway safety improvements • Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs • Infrastructure-based ITS capital improvements • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species • Environmental mitigation related to NHPP projects • Construction of publicly owned intracity or intercity bus terminals 	www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm

Program name	Agency	Description	Eligible projects	Website reference
Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	FHWA	The FAST Act establishes the NSFLTP program to provide funding for the construction, reconstruction, and rehabilitation of nationally-significant projects on federal or tribal lands. Costs associated with project design are not eligible.	<p>Eligible projects must:</p> <ul style="list-style-type: none"> • Be located on federal lands transportation facility, federal lands access transportation facility, or tribal transportation facility • Have completed the National Environmental Policy Act (NEPA) process, as demonstrated by a completed record of decision, finding of no significant impact, or categorical exclusion determination • Have an estimated cost of at least \$25 million (with priority consideration for projects with an estimated cost of at least \$50 million) 	<p>www.fhwa.dot.gov/fastact/factsheets/nsfltpfs.cfm</p>
Surface Transportation Block Grant Program (STBGP)	FHWA/ADOT	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	<p>States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include:</p> <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	<p>www.fhwa.dot.gov/specialfunding/stp/</p>

Program name	Agency	Description	Eligible projects	Website reference
Transportation Investment Generating Economic Recovery (TIGER) Grants	U.S. DOT	The TIGER Discretionary Grant program provides a unique opportunity for the U.S. DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.	Funding is eligible for: <ul style="list-style-type: none"> • Highway or bridge projects eligible under title 23, United States Code • Public transportation projects eligible under chapter 53 of title 49, United States Code • Freight rail projects • High speed and intercity passenger rail projects • Port infrastructure investments 	transportation.gov/tiger
USDA Rural Business Development Grants (RBDG)	US Department of Agriculture	RBDG is a competitive grant designed to support targeted technical assistance, training, and other activities leading to the development or expansion of small and emerging private businesses in rural areas that have fewer than 50 employees and less than \$1 million in gross revenues.	<ul style="list-style-type: none"> • Rural transportation improvements • Acquisition or development of land, easements, or rights-of-way • Construction, conversion, or renovation of buildings, plants, machinery, equipment, access streets and roads, parking areas, and utilities 	rd.usda.gov/programs-services/rural-business-development-grants
Road Safety Audits (RSA)	Caltrans	The RSA program conducts road safety audits on state, local, and tribal road facilities. An RSA is defined as a formal examination of user safety of a future or existing roadway by an independent multidisciplinary audit team, which includes qualified and experienced members.	Corridors and intersections that experience significant safety issues	transportation.gov/safer-people-safer-streets/road-safety-assessments
U.S. Department of Health and Human Services, Administration for Native Americans, Social and Economic Development Strategies Programs	U.S. Department of Health and Human Services	Tribes and tribal organizations – calculated with a formula.	Planning, Infrastructure, Non-Infrastructure, Safe Routes to School, Recreational Trails	acf.hhs.gov/ana/grants/funding-opportunities

Program name	Agency	Description	Eligible projects	Website reference
U.S. Department of Health and Human Services, Administration for Native Americans, Sustainable Employment and Economic Development Strategies Programs	U.S. Department of Health and Human Services	Tribes and tribal organizations, calculated with a formula. \$400,000 award ceiling per budget period; \$100,000 award floor per budget period. 20 percent matching funds required.	Planning, Non-Infrastructure, Safe Routes to School, Recreational Trails	acf.hhs.gov/ana/grants/funding-opportunities

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

Table 2.14 – Funding sources for transit projects

Program name	Agency	Description	Eligible projects	Website reference
Bus and Bus Facilities Program (Section 5339)	Federal Transit Administration (FTA)/Caltrans Division of Rail and Mass Transportation	The Grants for Buses and Bus Facilities program makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally-recognized Indian tribes that operate fixed route bus service.	Capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities	transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	FTA	The purpose of the program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).	<ul style="list-style-type: none"> • Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement • Mobility Management is eligible for 100 percent of 5310 funding 	transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

Program name	Agency	Description	Eligible projects	Website reference
Federal Lands Access Program (FLAP)	FLAP, FHWA	The FLAP provides funds for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to, federal lands. Priority is given to projects accessing high-use federal recreation sites or federal economic generators.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities • Operation and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/flap/ca/
Federal Lands Transportation Program (FLTP)	FHWA	The FLTP funds projects that improve access within the federal estate (national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands) on transportation facilities in the national federal lands transportation inventory and owned and maintained by the federal government.	Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities • Operations and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/fltp/
Rural Public Transportation Program (Section 5311)	FTA/Caltrans Division of Rail and Mass Transportation	This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Funds may be used for public transit services operating: within small urban and rural communities, among small urban and rural communities, or between small urban and rural communities and urbanized areas (cities of 50,000 or more).	An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. Examples of eligible activities include capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.	transit.dot.gov/funding/grants/rural-transportation-assistance-program-5311b3

Program name	Agency	Description	Eligible projects	Website reference
Rural Transit Assistance Program (RTAP)	FTA/Cal ACT	The RTAP provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. Eligible recipients include states, local governments, and providers of rural transit services.	States may use RTAP funds to support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services. Training opportunities are provided through online and classroom training, national and local conferences, workshops, webinars, audio conferences, and free National RTAP training products. RTAP technical assistance may include operational or management assistance, coordination plans, strategic planning, training materials, transit conference scholarships, workshops, webinars, reports, studies, surveys, planning, programming, and/or funding assistance.	dot.ca.gov/drmt/rtap.html
Surdna Foundation Grants	Surdna Foundation	The Sustainable Environments Program supports transportation systems and transit solutions that give people affordable and reliable options to get to work, school, and home while minimizing impacts on the environment and maximizing equitable economic opportunities.	The foundation funds a wide range of projects through their sustainable environments projects. Project preference is given to efforts that: <ul style="list-style-type: none"> • Improve conditions and opportunities for communities that rely on public transportation • Integrate transportation system improvements with other infrastructure needs (for example, transportation solutions that provide for stormwater management and/or help with regional food supply distribution and delivery) • Build next generation infrastructure capacity and expertise among state and local leaders • Collect and distribute success stories and lessons learned to key leaders 	surdna.org/grants/grants-overview.html

Program name	Agency	Description	Eligible projects	Website reference
Surface Transportation Block Grant Program	FHWA/Caltrans	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	<p>States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include:</p> <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/
Transportation Investment Generating Economic Recovery (TIGER) grants	U.S. DOT	The TIGER Discretionary Grant program provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.	<p>Eligible applicants for TIGER Discretionary Grants are state, local, and tribal governments, including US territories, transit agencies, port authorities, MPOs, and other political subdivisions of state or local governments. Funding is eligible for:</p> <ul style="list-style-type: none"> • Highway or bridge projects eligible under title 23, United States Code • Public transportation projects eligible under chapter 53 of title 49, United States Code • Freight rail projects • High speed and intercity passenger rail projects • Port infrastructure investments 	transportation.gov/tiger

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

Table 2.15 – Funding sources for active transportation projects

Program name	Agency	Description	Eligible projects	Website reference
Partnerships to Improve Community Health (PICH)	Centers for Disease Control and Prevention (CDC)	PICH is a three-year initiative that supports implementation of evidence-based strategies to improve the health of communities and reduce the prevalence of chronic disease. Awardees will address, in their communities, chronic conditions in tobacco use and exposure, poor nutrition, physical inactivity, and lack of access to opportunities for chronic disease prevention, risk reduction, and disease management.	Eligible transportation-related improvements include projects that improve community designs to make streets safe for pedestrians, bicyclists, and public transit users (e.g., neighborhood slow zones, community-wide traffic calming)	cdc.gov/nccdphp/dch/programs/partnerships/toimprovecommunityhealth
PeopleForBikes Community Grant Program	FTA	The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the US. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development; from city or county agencies or departments; and from state or federal agencies working locally.	Projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives	peopleforbikes.org/pages/community-grants
Recreational Trails Program (RTP)	FHWA	The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	<ul style="list-style-type: none"> • Maintenance and restoration of existing trails • Development and rehabilitation of trailside and trailhead facilities and trail linkages • Purchase and lease of trail construction and maintenance equipment • Construction of new trails (with restrictions for new trails on federal lands) • Acquisition of easements or property for trails • Assessment of trail conditions for accessibility and maintenance 	www.fhwa.dot.gov/environment/recreational_trails/

Program name	Agency	Description	Eligible projects	Website reference
Surface Transportation Block Grant Program (STBGP)	FHWA/ADOT	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	<p>States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include:</p> <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/
Transportation Alternatives Program (TAP)	FHWA	FAST Act replaced the TAP program with a set-aside of fund under the STBGP. The TA set-aside encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	<ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Safe routes projects for non-drivers • Construction of turnouts and overlooks • Community improvement activities including vegetation management and historic preservation • Environmental mitigation activity 	www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
Active Transportation Program (ATP)	Caltrans	The ATP consolidates various transportation programs - including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs - into a single program	Projects that encourage increased use of active modes of transportation such as biking and walking	catc.ca.gov/programs/ATP.htm

Program name	Agency	Description	Eligible projects	Website reference
Caltrans Sustainable Transportation Planning Grant Program	Caltrans	New grant funding through Senate Bill 1	<p>Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans. Sustainable Communities Project Types:</p> <ul style="list-style-type: none"> • Active transportation plans • Studies that advance a community's effort to reduce transportation related greenhouse gases • Complete Streets Plans • First Mile / Last Mile project development planning • Jobs and affordable housing proximity studies • Studies that evaluate accessibility and connectivity of the multimodal transportation network 	dot.ca.gov/hq/tpp/grants.html
Urban Greening Grant Program	State of California – California Natural Resources Agency	The Urban Greening Grant Program will focus on reducing greenhouse gases while establishing and enhancing parks and open space; using natural solutions to improve air and water quality and reduce energy consumption; and creating more walkable and bikeable trails.	<p>Projects must include at least one of the following project activities:</p> <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use from strategically planting trees to shade buildings • Reduce commute, non-recreational, and recreational vehicle miles travelled by constructing bicycle paths, bicycle lanes, or pedestrian facilities 	sgc.ca.gov/Grant-Programs/UGG-Program.html

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

2.6. Resources

Best practices for intraregional tribal transportation strategies

The transportation network does not stop at the reservation boundary.³ Tribes own and maintain transportation systems, and many tribal communities include significant regional employment, commercial, and recreational destinations. As part of this study, research was conducted to review best practices of regional planning agencies in coordinating with tribal communities on long-range and regional transportation concerns and projects. The review included several case studies of tribal coordination and consultation, particularly with respect to long-range transportation planning. Other documents reviewed included the Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State (2015) and the FHWA publication Tribal Transportation Best Practices Guidebook (2009).

The FHWA provides case studies of tribal consultation and coordination case studies through their website at: www.fhwa.dot.gov/planning/processes/tribal/case_studies/.

Key findings of the review on coordination and consultation practices for regional long-range transportation planning were:

- A designation as “regionally significant” may make a project more competitive for funding.
- A consultation plan/policy is important in government-to-government coordination.
- The TIP development process is an important opportunity for tribal projects to be considered and possibly designated as regionally significant.
- A memorandum of understanding (MOU) or agreement can establish a framework for collaboration.
- Tribal involvement in an MPO can yield tangible results and benefits to the tribe in terms of influence on planning studies and projects that directly address tribal transportation needs.
- Regularly scheduled meetings between state planning officials and tribal leadership build trust and develop working relationships. The presence of decision makers from state, federal, and tribal governments at annual meetings provides a high level of commitment to project planning from all parties.
- A forum to link tribal plans from several smaller tribes is an effective means to streamline the consultation process.

Literature, case studies, and key takeaways from their experiences are summarized in Table 2.16.

3 (2015), Retrieved May 30, 2017, Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State from wsdot.wa.gov/NR/rdonlyres/AF92A7AE-75B2-4CD9-9D64-C4C5FE78A214/0/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.pdf

Table 2.16 – Literature review of state, MPO, and tribal coordination in transportation planning

Study or case study name	Key takeaways
<p>(2015), Washington Indian Transportation Policy Advisory Committee</p> <p>wsdot.wa.gov/sites/default/files/2017/01/17/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.PDF</p>	<ul style="list-style-type: none"> • Develop a Consultation Policy/Plan: MPOs and RTPOs should have an adopted policy for consulting with tribes that includes how the tribal governments and agencies will work together on transportation planning concerns, how notification about upcoming planning activities will be given, and the types of outreach activities that will occur. • Long-Range Transportation Plan Collaboration: Tribes should be consulted to ensure their economic development and transportation needs/projects are included resulting in a MPO LRTP plan that accurately reflects the region’s needs. Any advisory committee responsible for developing the plan should include a tribal representative(s), and all member and non-member tribes should have the opportunity to comment on the draft plan. • Collaboration on Transportation Improvement Programs (TIP): The TIP development process is also an important opportunity for tribal projects to be considered and possibly designated as regionally significant. Each MPO/RTPO has criteria and a process for determining which projects are regionally significant. Being designated as “regionally significant” may make the project more competitive for funding.
<p>Case study: Sitka Tribe of Alaska Works with local government to improve roadways for transit Use</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/sitka.cfm</p>	<ul style="list-style-type: none"> • The Borough of Sitka and the Sitka Tribe signed an MOU in the 1990s that established a framework for collaboration between the local government and the tribe. The MOU guides the decision-making process related to tribal projects and agreements, and identifies tribal and municipal liaisons.
<p>Case study: Tribe, town, county, and state collaborate on Ignacio Area corridor access plan</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/southern_ute.cfm</p>	<ul style="list-style-type: none"> • In order to address safety and tribal and non-tribal development in the Highway 172 corridor, the Southern Ute Indian Tribe's Tribal Council authorized the development of a corridor access plan, which included many regional stakeholders. The positive relationships that have formed and continue to grow have improved the overall communication between the tribe and its partner governments.

Study or case study name	Key takeaways
<p>Arizona: Building technical capacity for improved tribal consultation and communication</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/arizona.cfm</p>	<ul style="list-style-type: none"> • Providing a forum to link tribal planners from several smaller tribes is an effective means to streamline the consultation process. Members with access to less funding and fewer opportunities for involvement find a community in which to share ideas. • Coordinating tribal consultation notices and procedures across sections has successfully minimized overlap and confusion. Successful practices and knowledge of tribal concerns are being shared among staff to create procedural continuity in the future. • Assignment of tribal liaison responsibilities to positions within state DOTs can lead to strong working relationships and development of trust between state DOT staff and tribal planners; these in turn can lead to tangible project results. With trust and results, these relationships solidify and support continuing participation in consultation between individual tribes and the state.
<p>Case study: Bangor Area, Maine – Technical assistance and coordination between a tribe and MPO</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/bangor.cfm</p>	<ul style="list-style-type: none"> • Personal relationships can help initiate and contribute to coordination processes. The role of individuals is often critical in building relationships. • Tribes are often hesitant to participate in an MPO due to concerns about tribal sovereignty. However, a tribe does not diminish its sovereignty by participating in an MPO and can benefit from the relationship. • Knowledge sharing and capacity building can occur formally through planning and policy meetings, and informally through project tours and discussions.
<p>Case study: North Central New Mexico – Development of a regional transit district (RTD)</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/newmexico.cfm</p>	<ul style="list-style-type: none"> • Emphasizing the link between mobility and economic development throughout the region solidified support for the North Central Regional Transit District (NCRTD) project early on. The NCRTD held public meetings at each member's jurisdiction to explain the benefits of an RTD and obtained written commitments signed by member governments. • Involvement of unbiased facilitators at committee meetings was a successful means to develop trust among members. Structuring the by-laws to require participation of both tribal members and non-tribal members in the governing positions demonstrated the NCRTD's commitment to decision-making.
<p>Case study: New Mexico – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/new_mexico.cfm</p>	<ul style="list-style-type: none"> • New Mexico DOT established a Tribal Liaison Program, including the Statewide Transportation Improvement Program and Long-Range Transportation Plan. • The tribal liaison makes use of several strategies, including attending monthly or quarterly meetings between NMDOT district staff and tribal planning staff, assisting NMDOT Districts and headquarters staff in communicating with the tribes, providing support to tribes applying for state and federal grant funding, and directly responding to concerns from tribal entities.

Study or case study name	Key takeaways
<p>Case study: South Dakota – State/tribal planning coordination meetings to achieve results</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/dakota.cfm</p>	<ul style="list-style-type: none"> • Regularly scheduled meetings between state planning officials and tribal leadership have been key to building trust and developing working relationships. • The presence of decision makers from state, federal, and tribal governments at annual meetings provides a high level of commitment to project planning from all parties. • Innovative financing agreements, such as those involving "forward funding," may give tribes more resources to use on substantial projects by using bonds on future BIA funds. Through coordination with state transportation departments, such flexible funding arrangements may allow tribes to identify and support enhancements that might not be realized otherwise. • Interactions outside formal annual meetings can also be important in developing trust and helping to communicate evolving needs and ongoing issues.
<p>Case study: Thurston County, Washington – Partnership between tribes and an MPO</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/thurston.cfm</p> <p>Case Study: Washington State – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/washington.cfm</p>	<ul style="list-style-type: none"> • In some cases, one-on-one interviews may provide more complete information than other methods, and face-to-face meetings have generally proved more successful in establishing trust with tribes. Regular communication is essential in maintaining cooperative relationships. • All parties involved in tribal coordination should take an active approach to problem solving. Tribal lands are often located along state highways, some of which are very congested, and engagement is key to successful coordination. • Comprehensive community plans that set forth the tribe's economic development goals are important. • Tribal involvement in a metropolitan planning organization can yield tangible results and benefits to the tribe in terms of influence on planning studies and projects that directly address tribal transportation needs. Additionally, support from the political strata can ensure that tribal needs and concerns are heard.
<p>Case study: Wisconsin – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/wisconsin.cfm</p>	<ul style="list-style-type: none"> • Wisconsin Department of Transportation’s five regional tribal liaisons ensure that each tribe has a close, personal relationship with their main point of contact for transportation issues.

Study or case study name	Key takeaways
<p>Tribal Transportation Best Practices Guidebook, FHWA Office of Planning, Publication FHWA – HEP-10-005, December 2009</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/bestpractices_guidebk.cfm#best</p>	<ul style="list-style-type: none"> • Common best practices from case studies were: <ul style="list-style-type: none"> ◦ Leadership – All of the tribal transportation programs were guided by the vision and direction of a working group, a program director, or both. ◦ Problem identification – All of the tribal transportation managers in the case studies focused on solving a clearly and concisely defined problem. ◦ Resource allocation – To achieve the tribal transportation program goal and objectives, the managers allocated an effective mix of staffing, funding and/or technical resources. ◦ Creative problem solving – The tribal managers in the case studies successfully stepped “out of the box” in developing creative solutions to address their program needs and to solve problems. ◦ Collaboration and partnership – The tribal managers in the case studies reached outside of their tribal organizations to external agencies and officials for assistance and support. This enhanced the tribal program, supplied additional program resources, and produced good will among the agencies. The collaboration built lasting and respectful agency relationships. ◦ Communication – The tribal managers effectively communicated the purpose of their program to the audience that it served.

2.7. Toolbox planning and funding

This section describes considerations and approaches in planning transportation projects. Table 2.17 summarizes these considerations, or “toolbox tactics,” with a description of the tactic, advantages of the tactic, a brief description of how the tactic is included in the Strategy database, and reference links.

Table 2.17 – Toolbox tactics

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Complete Streets	A “complete street” is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility	As roads are improved, more transportation users can benefit from a project if a complete streets approach is used. It also supports reduction of greenhouse gas emissions.	--	dot.ca.gov/transplanning/ocp/complete-streets.html (Link includes a complete streets toolbox)
State scenic routes	California's Scenic Highway Program was created to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. Official designation requires a local governing body to enact a Corridor Protection Program that protects and enhances scenic resources along the highway.	Helps to enhance and protect scenic resources along the highway.	The database includes routes that are eligible as state scenic highways	dot.ca.gov/design/lap/livability/scenic-highways/index.html
Identification of safety projects and justification	Each year under the FAST Act, 2 percent of the available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally-recognized tribes through a competitive, discretionary program.	Eligible projects for the TTP Safety Fund under the FAST Act include development and revision of transportation safety plans, crash data improvement, road safety audits, and infrastructure improvements.	The database includes projects identified as safety projects	flh.fhwa.dot.gov/programs/ttp/safety/ttspf.htm

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Climate resiliency	There are several funding grant opportunities for projects that address climate change, or climate change elements. Examples are smart growth projects and clean transportation. These increase fuel efficiency and access to transit, biking, and walking options, while constraining the growth of high-carbon fossil fuels for transportation.	Although grant opportunities vary, projects with these elements can open new funding opportunities.	The spreadsheet tool identifies active transportation projects	tribalclimateguide.uoregon.edu/funding?combine=transportation&field_geography_tid=All&=Apply
Multijurisdictional coordination	This is a general strategy to partner among tribes, local governments, or Caltrans to increase the likelihood of project implementation.	More partners can increase the likelihood of implementation and provide opportunities for cost-sharing.	The ITTS Strategy database identifies road owner, opportunity for partnership, tribal government noting the transportation need, and if it is planned or programmed in jurisdiction plans	N/A
Matching funds/tribal infrastructure bank	Providing matching funds is a requirement for certain grants. This strategy could involve contributions to an infrastructure bank to implement smaller projects that have regional or multijurisdictional benefit.	Third party donations allow states to apply the value of third party-donated funds, land, material, or services toward their nonfederal share of project costs.	The ITTS Strategy database identifies road owner, opportunity for partnership, tribal government noting the transportation need, and if it is planned or programmed in jurisdiction plans	N/A
Intelligent Transportation System Improvements (ITS)	ITS improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. ITS encompasses a broad range of wireless and wired communications-based information and electronics technologies.	ITS projects can have priorities for funding since they upgrade efficiency, functionality, and safety without adding capacity. These types of projects may be more easily funded.	May be covered in project description	dot.ca.gov/hq/LocalPrograms/ITS/ITS.htm

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Senate Bill 1, Gas Tax	<p>The money comes from a 12-cent increase in the base gasoline excise tax and a new transportation improvement fee based on vehicle value. Other money will come from paying off past transportation loans, Caltrans savings, and new charges on diesel fuel and zero-emission vehicles.</p> <p>The bulk of the revenue raised will go to various state and local road programs, as well as public transit, goods movement, and traffic congestion.</p> <p>The measure, Senate Bill 1, sets ambitious goals. By the end of 2027, it says least 98 percent of state highway pavement should be in good or fair condition, at least 90 percent of culverts should be in good or fair condition, and at least 500 bridges must be fixed.</p>	New transportation funding source.	Identifies “early action” projects that are contained in jurisdiction plans/programs	<p>leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1</p> <p>(This link is a text of the Senate bill)</p>
Right-of-way relinquishments	The removal of a state highway, either in whole or in part, from the SHS requires a relinquishment approved by the California Transportation Commission (CTC).	<p>There are several benefits to relinquishing facilities that are no longer required to serve regional and statewide needs:</p> <ul style="list-style-type: none"> • An increase in local agencies’ responsiveness to community interest in the administration, planning, construction, and operation of facilities, resulting in a cost savings to taxpayers by eliminating the need for state encroachment permits • A reduction of on-going maintenance costs for the state • A reduction in tort liability for the state • A decrease in state incident response efforts • A decrease in competition for capital funds for regional and statewide improvements 	N/A	<p>dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt25.pdf</p> <p>(This links talks about Caltrans relinquishments)</p>

Appendices - Public outreach process



A1. Project public participation process

An ongoing public outreach program was conducted during the course of the study.

Project Development Team

A project development team (PDT) was formed to lead the project. The PDT includes representatives from SANDAG, Southern California Tribal Chairmen's Association (SCTCA), the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG), Caltrans, the County of San Diego, and the consultant team. The purpose of the PDT was to provide a regular point of contact with primary stakeholders to guide strategy development and communicate findings. The PDT generally met monthly and played a key role in the review of all project deliverables.

Interagency Technical Working Group on Tribal Transportation Issues

The Tribal TWG includes representatives of each of the tribal governments in San Diego County in addition to the stakeholders represented in the PDT. The Tribal TWG was consulted for policy level decision making and regularly convened every two months.

Southern California Tribal Chairmen's Association / SANDAG Policy Advisory Committees

Periodic updates on the Strategy were presented to the SCTCA, where they were informed of the process and asked to provide input on various elements of the project, including the design of the survey instrument and tribal goals, as well as the method for conducting the survey. The tribal chairs identified a point of contact for each tribe to be the principal intermediary for the projects. Periodic updates were also provided to the SANDAG Transportation and Borders Committees.

Meetings summary

Table A.1 provides a summary of the meetings that occurred during the study.



Introductory presentation at September 7, 2016, workshop

Table A.1 – Project Development Team and Tribal TWG meetings

Meeting date	Time and location	Topics discussed
Project Development Team meetings		
12/21/2015	1 to 2 p.m. SANDAG office	Project overview
2/16/2016	3:30 to 5 p.m. SANDAG office	Data needs
3/3/2016	3:30 to 5 p.m. SANDAG office	Mobility Needs Assessment Survey review and discussion
5/11/2016	10:30 a.m. to 12:30 p.m. SANDAG office	Discuss Mobility Needs Assessment Survey findings and hold workshop
7/20/2016	2 to 3 p.m. SANDAG office	Discuss and review information for July 27, 2016, Working Group meeting
8/22/2016	2:30 to 3:30 p.m. SANDAG office	Survey memorandum
9/14/2016	1 to 2 p.m. SANDAG office	Workshop debrief
11/04/2016	9:30 to 11 a.m. SANDAG office	Project screening tool discussion
1/11/2017	9 to 10:30 a.m. SANDAG office	Strategy format
3/2/2017	1 to 2:30 p.m. SANDAG office	Discuss final report organization
3/30/2017	10:30 am to 12 p.m. SANDAG office	Review draft report and actions
5/10/2017	10 to 11:30 a.m. SANDAG office	Review strategic actions and agency processes
6/29/2017	1 to 2:30 p.m. SANDAG office	Discuss document structure and strategies
Working Group meeting presentations		
1/27/2016	1 to 3 p.m. Pala Casino Spa and Resort	Project introduction
4/4/2016	9 a.m. to 12 p.m. Viejas Tribal Hall	Survey discussion and review
7/27/2016	10 a.m. to 12 p.m. San Pasqual Tribal Hall	Survey results
9/7/2016	10 a.m. to 1 p.m. Barona Valley Ranch Resort and Casino	Workshop to review projects, project status, and project screening tool

Meeting date	Time and location	Topics discussed
11/30/2016	10 a.m. to 12 p.m. Rincon Tribal Hall	Meeting to discuss project screening tool and preferences for project sorting
1/25/2017	10 a.m. to 12 p.m. Jamul Indian Village	Workshop on Intraregional Tribal Transportation Strategy. The Working Group was asked to examine some alternative ways of organizing the strategic document using different criteria. The strategic document will be developed based on direction provided by the Working Group.
4/12/2017	10 a.m. to 12 p.m. San Pasqual Tribal Hall	Review draft outline, agency processes and strategies
SCTCA Board meetings		
8/18/2015	10 a.m. Cocina Del Charro - Escondido	Overview of project and subsequent Working Group agenda
1/19/2016	10 a.m. Cocina Del Charro - Escondido	Project update
3/22/2016	10 a.m. Cocina Del Charro - Escondido	Project update
4/19/2016	10 a.m. Cocina Del Charro - Escondido	Distribution of Mobility Needs Survey
7/19/2016	10 a.m. Cocina Del Charro - Escondido	Update on survey progress
9/20/2016	10 a.m. Cocina Del Charro - Escondido	Project update
SCTCA Executive Board meetings		
8/14/2015	Pala Reservation	Overview of project and work plan presentation

A2. Tribal Mobility Needs Assessment Survey coordination

As part of the Tribal Mobility Needs Assessment Survey process, one-on-one meetings were conducted to provide more detailed explanation of the surveys and to discuss and record transportation needs, when requested. Table A.2 summarizes the meetings that were held.

Table A.2 – Mobility Needs Assessment Survey coordination meetings

Tribe	Tribal meeting representative	Meeting date
Barona	Sheilla Alvarez, Director of Intergovernmental Affairs and Boxie Phoenix, Tribal Elder	June 3, 2016
Campo	Marcus Cuero, Treasurer	June, 2016
Ewiiapaayp	Robert Pinto Sr., Tribal Chair	June, 2016
Iipay Nation	Virgil Perez, Tribal Chair	June, 2016
Jamul	Erica Pinto, Tribal Chair	May 25, 2016
La Jolla	Thomas Rodriguez, Tribal Chair and Mark Lofton, Tribal Vice Chair	June 17, 2016
La Posta	Eric LaChappa, Secretary/Treasurer and Javaughn Miller, Tribal Administrator	May 5, 2016
Los Coyotes	Shane Chapparosa, Spokesperson	June/July, 2016
Manzanita	Angela Elliott Santos, Tribal Chair and Johnny Elliott, Councilmember	June 22, 2016
Mesa Grande	Mark Romero, Former Chair	August, 2016
Pala	Howard Maxcy Jr., Tribal Vice Chair and Shasta Gaughen, Environmental Director and Tribal Historic Preservation Officer	May 24, 2016
Pauma	Dale Brush, Tribal Council Member at Large	June, 2016
Rincon	Bo Mazzetti, Chairman and Alfonso Kolb Sr., Councilmember	June 16, 2016
San Pasqual	Allen Lawson, Tribal Chair, David Toler, Councilman and Andrew Orosco, Jr, Tribal Planning Department Director	June 17, 2016
Sycuan	Sid Morris, Director of Development	June, 2016
Viejas	Ray Teran, Grants Administrator and Darwin Tewanger, Director of Public Works	June 3, 2016

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