# *Interagency Technical Working Group on Tribal Transportation Issues Agenda*

**Wednesday, March 30, 2022**
**10 a.m.**
****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) meeting scheduled for Wednesday, March 30, 2022, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Government Code Section 54953(e), Assembly Bill 361 (Rivas, 2021), and the COVID-19 Emergency Temporary Standards issued by the California Department of Industrial Relations. Tribal TWG members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

To participate via Zoom webinar, click the link to join the meeting: https://zoom.us/j/92421449012

Webinar ID: 924 2144 9012

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**Public Comments:** Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference March 30 Tribal TWG meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Tuesday, March 29, 2022, will be provided to members prior to the meeting. If you desire to provide live verbal comment during the meeting, please join the Zoom meeting by computer or phone and use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those joining via a computer and by the last three digits of for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made via email or orally per the instructions above.

Welcome to SANDAG. Members of the public may speak to Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) on any item at the time the Tribal TWG is considering the item. Public speakers are limited to three minutes or less per person. The Tribal TWG may only take action on any item appearing on the agenda.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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**Vision Statement**

*Pursuing a brighter future for all.*

**Mission Statement**

*We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

**Our Commitment to Equity**

*We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

*We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.*

*We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.*

# Interagency Technical Working Group on Tribal Transportation Issues

Wednesday, March 30, 2022

| Item No. | | Action |
|---|---|---|
| 1. | Welcome and Introductions | |
| 2. | Public Comments/Communications/Member Comments<br>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) on any issue within the jurisdiction of the Tribal TWG that is not on this agenda. Public speakers are limited to three minutes or less per person. Tribal TWG members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment. | |
| +3. | Approval of Meeting Minutes | Approve |
| | +3A. September 29, 2021, Meeting Minutes | |
| | +3B. December 1, 2021, Meeting Minutes | |
| 4. | Co-Chairs' Report<br>*Chair Erica Pinto, Jamul Indian Village of California*<br>*Antoinette Meier, SANDAG*<br>Co-Chairs of the Tribal TWG will share updates from their respective agency's meetings relevant to the mission of the working group. | Information |
| | Reports | |
| 5. | REAP 2.0 - Overview and Discussion<br>*Tuere Fa'aola, SANDAG*<br>*Department of Housing and Community Development Staff*<br>SANDAG is preparing to receive up to $43 million in grant funding from the California Department of Housing and Community Development through the REAP 2.0 program to implement the 2021 Regional Plan and help further affordable and fair housing throughout the region. SANDAG staff and representatives from the Department of Housing and Community Development (HCD) will present an overview of REAP 2.0 and the competitive pots of funding set-aside for non-metropolitan planning organization (MPO) regions and tribal nations. The Tribal TWG will have an opportunity to provide feedback on the competitive pots of funding set-aside for non-MPO regions and tribal nations. | Discussion |

6. Highway Safety Improvement Grant Program — Information

*Richard Ke, Caltrans*

The California local HSIP program funds local highway safety improvement projects. The applicant must be a city, a county, or a tribal government federally recognized by California. Caltrans staff will overview the program and guide the tribes on the application process.

+7. Interregional Tribal Transportation Strategy Update — Information

*Precious Nicanore, Kimley-Horn*

*Mike Connolly, Southern California Tribal Chairmen's Association*

This report will provide an update to the Interregional Tribal Transportation Strategy.

+8. Regional Digital Equity Strategy and Action Plan – Early Actions — Information

*Krystal Ayala, SANDAG*

Staff will provide an overview of the Regional Digital Equity Strategy and Action Plan along with an update of early actions underway to expand digital communications infrastructure in the region.

9. Jamul Climate Vulnerability for Transportation Study — Information

*Juan Garcia and Syndi Smallwood, Jamul Indian Village Tribal Government*

Jamul Indian Village conducted vulnerability assessments and developed adaptation plans focused on the Tribe's transportation resources and assets.

+10. San Vicente Comprehensive Multimodal Corridor Plan Update — Information

*Melina Pereira, Caltrans*
*Mimi Morisaki, SANDAG*

Staff will provide an update on the San Vicente Comprehensive Multimodal Corridor Plan and an overview of the draft inventory of transportation solutions for the corridor.

11. Upcoming Meetings

Tribal TWG members are asked to discuss future agenda items related to the scope of the working group. The Tribal TWG meets on a quarterly basis, the June 2022 meeting will be in-person hosted by one of the Tribal Nations.

12. Adjournment

+ next to an item indicates an attachment

SANDAG

# Interagency Technical Working Group on Tribal Transportation Issues

Item: **3A**

March 30, 2022

Action: **Approve**

## September 29, 2021, Meeting Minutes

Co-Chair Erica Pinto (Jamul) called the meeting of the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) to order at 10:04 a.m.

### 1. Welcome and Introductions

Co-Chair Pinto welcomed Tribal TWG members to the meeting and announced this is potentially the last time to meet virtually. Chair Pinto introduced Tribal Chair Mike Connolly, Southern California Tribal Chairmen's Association (SCTCA). Tribal Chair Connolly led the group in a blessing.

Co-Chair Pinto and Senior Regional Planner Jane Clough facilitated self-introductions. Tribal Nations represented were Barona Band of Mission Indians, Jamul Indian Village of California, La Posta Band of the Kumeyaay Nation, Manzanita Band of the Kumeyaay Nation, Pala Band of Mission Indians, San Pasqual Band of Diegueño Indians, and Viejas Band of Kumeyaay Nation.

Absent: Campo Kumeyaay Nation, La Jolla Band of Luiseño Indians, Pauma Band of Luiseño Indians, and Mesa Grande Band of Mission Indians, Rincon Band of Luiseño Indians, and Sycuan Band of the Kumeyaay Nation.

### 2. Public Comments/Communications/Member Comments

There were no public comments on this item.

### 3. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Shasta Gaughen (Pala Band of Mission Indians) and a second by Raymond Teran (Viejas Band of Kumeyaay Nation), the Tribal TWG approved the minutes from its June 30, 2021, meeting.

The motion passed.

Yes: Co-Chair Pinto, Tribal TWG Vice Chair Andrew Orosco Jr. (San Pasqual Band of Diegueño Indians), Chairman Raymond Welch (Barona Band of Misson Indians), Lisa Haws (Manzanita Band of the Kumeyaay Nation), Shasta Gaughen, and Raymond Teran.

No: None.

Abstain: None.

Absent: Campo Kumeyaay Nation, La Jolla Band of Luiseño Indians, La Posta Band of the Kumeyaay Nation, Pauma Band of Luiseño Indians, Mesa Grande Band of Mission Indians, Rincon Band of Luiseño Indians, and Sycuan Band of the Kumeyaay Nation.

## Chair's Report

### 4. Chair's Report (Information)

Co-Chair Pinto shared updates from her respective agency meetings relevant to the mission of the Tribal TWG.

Shasta Gaughen commented on location of the art for beautification project will be placed.

Action: Information only.

## Consent

### 5. Regional Digital Equity Strategy (Information)

Senior Regional Planner Krystal Ayala presented an overview on the Draft Regional Digital Equity Strategy and an update of early action initiatives to bridge the digital divide.

Action: Information only.

## Reports

### 6. Draft Environmental Impact Report for San Diego Forward: The Regional Plan and Its Sustainable Communities Strategy (Discussion)

Associate Regional Planner Kirsten Uchitel provided an overview on the draft Environmental Impact Report for San Diego Forward: The 2021 Regional Plan.

Action: Discussion only.

### 7. San Vicente Comprehensive Multimodal Corridor Plan (Information)

Melina Pereira (Caltrans) provided an update on the progress of the San Vicente Comprehensive Multimodal Corridor Plan and an overview of the draft inventory of transportation solutions for the corridor.

Action: Information only.

### 8. Technical Update of the Intraregional Tribal Transportation Strategy (Information)

Matt Horton (Kimley-Horn) provided an update on the status of the technical updated of the Intraregional Tribal Transportation Strategy.

Action: Information only.

### 9. State Route 94 Multi-Use Pathway Feasibility Study (Information)

Associate Regional Planner Madai Parr provided an update on the State Route 94 Multi-Use Pathway Feasibility Study.

Andrew Orosco spoke about the sustainable communities grant and feasibility study.

Action: Information only.

## 10. Tribal Transportation and Climate Adaptation Planning at Pala and Jamul (Information)

Environmental Director/THPO Shasta Gaughen presented an overview on the process and road map used for the Pala Band of Mission Indians and Jamul Indian Village's climate-focused tribal transportation adaptation plan.

Action: Information only.

## 11. Upcoming Meetings (Discussion/Possible Action)

The next Tribal TWG meeting is tentatively scheduled for December 2021. The Tribal TWG discussed and decided to meet virtually on December 15, 2021, at 10 a.m.

## 12. Adjournment

Chair Pinto adjourned the meeting at 12:05 p.m.

Meeting Start Time: 10:04 a.m.
Meeting Adjourned Time: 12:05 p.m.

# Confirmed Attendance at SANDAG Interagency Technical Working Group on Tribal Transportation Issues Meeting

September 29, 2021

| Jurisdiction | Name | Attended | Vote-Minutes |
|---|---|---|---|
| Jamul Indian Village | Erica Pinto, Co-Chair | Yes | |
| | Michael Hunter, Alternate | No | |
| Barona Band of Mission Indians | Chairman Raymond Welch | Yes | |
| | Sheilla Alvarez, Alternate | Yes | |
| Campo Kumeyaay Nation | Gary Connolly | No | |
| | Chairman Marcus Cuero, Alternate | No | |
| Ewiiaapaayp Band of the Kumeyaay Nation | William Micklin | No | |
| Iipay Nation of Santa Ysabel | Bernice Paipa | No | |
| Inaja-Cosmit Band of Indians | N/A | N/A | |
| Kwaaymii Laguna Band of Mission Indians | N/A | N/A | |
| La Jolla Band of Luiseño Indians | Norma Contreras | No | |
| | John Beresford, Alternate | No | |
| La Posta Band of the Kumeyaay Nation | James Hill | Yes | |
| | N/A | N/A | |
| Los Coyotes Band of Cahuilla/Cupeño Indians | Ray Chapparosa | No | |
| | Alvinia Fletcher, Alternate | No | |
| Manzanita Band of the Kumeyaay Nation | Angela Elliott Santos | N/A | |
| | Lisa Haws, Alternate | Yes | |
| Mesa Grande Band of Mission Indians | Mike Linton | No | |
| | Jesse Morales | N/A | |
| Pala Band of Mission Indians | Robert Smith | No | |
| | Shasta Gaughen, Alternate | Yes | |
| | Chris Nejo, Alternate | Yes | |
| Pauma Band of Luiseño Indians | Temet Aguilar | No | |
| | Venessa Brown | No | |
| Rincon Band of Luiseño Indians | Bo Mazzetti | No | |
| | John Constantino | No | |
| | Joseph Linton | No | |
| San Luis Rey Band of Mission Indians | N/A | N/A | |
| San Pasqual Band of Diegueño Mission Indians | Andrew Orosco, Jr., Vice Chair | Yes | |
| | Steven Cope | N/A | |
| Sycuan Band of the Kumeyaay Nation | Cody Martinez | No | |
| | Adam Day | No | |
| | Anna Rzepko | No | |
| Viejas Band of Kumeyaay Nation | John Christman | No | |
| | Victor Woods | No | |
| | Ray Teran, Alternate | Yes | |

| Jurisdiction | Name | Attended | Vote-Minutes |
|---|---|---|---|
| **Advisory Members** | | | |
| Southern California Tribal Chairman's Association (SCTCA) | Denis Turner | No | |
| | Mike-Connolly-Miskwish | Yes | |
| | Chris Devers | No | |
| Bureau of Indian Affairs, Southern California (BIA) | Steve Wilkie | No | |
| | Leonard Gilmore | N/A | |
| Caltrans (District 11) | Rafael Reyes | Yes | |
| | Anne Fox | No | |
| County of San Diego | Scott Christman | Yes | |
| | Richard Chin | Yes | |
| Metropolitan Transit System | Beverly Neff | Yes | |
| | Denis Desmond, Alternate | No | |
| North County Transit District | Karen Hayford | | |
| SANDAG | Coleen Clementson, Co-Chair | No | |
| | Jane Clough, Tribal Liaison, Tribal TWG Coordinator | Yes | |

| **Other Attendees** | | | |
|---|---|---|---|
| Amy Jackson, Kimley-Horn | David Nejo, SCAG | Carla Rodriguez | Jeremy Zagarella, Pala |
| Arnold San Miguel, SCAG | Felix Ketto, BIA | Chris Nejo, Pala | Leonardo Espelet |
| Beverly Neff, NCTD | Jacob Mandel, SDCBC | David Calkins | Matt Horton, Kimley-Horn |
| Matthew Rantanen, SCTCA | Nicholas Courtney | | |
| Melina Pereira, Caltrans | Roy Abboud, Caltrans | | |
| Naomi Willis, Kimley-Horn | | | |

| **SANDAG Staff** | | | |
|---|---|---|---|
| Adam Fiss | Catherine Matel | Kendall Reynolds | Rachel Kennedy |
| Allison Wood | Chris Velasco | Kirsten Uchitel | Signe Wurtz |
| Anna Lowe | Evelia Castellanos | Krystal Ayala | Tuere Fa'aola |
| Linda Cimmino | Lauren Lee | | |
| Madai Parra | | | |

SANDAG

# Interagency Technical Working Group on Tribal Transportation Issues

Item: **3B**

March 30, 2022

Action: **Approve**

# December 1, 2021, Meeting Minutes

Co-Chair Coleen Clementson (SANDAG) called the meeting of the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) to order at 1:18 pm.

## 1. Welcome and Introductions

Co-Chair Coleen Clementson welcomed Tribal TWG members to the meeting and announced the consideration of the 2021 Regional Plan by the Board of Directors at its December 10, 2021, meeting. Co-Chair Erica Pinto (Jamul Indian Village) was not present so Co-Chair Clementson introduced Tribal Vice Chair Andrew Orosco (San Pasqual Band of Mission Indians) to call on Chairman Robert Smith (Pala Band of Mission Indians) to lead the group in a blessing.

Co-Chair Orosco facilitated self-introductions. Tribal Nations represented were Iipay Nation of Santa Ysabel, La Jolla Band of Luiseño Indians, La Posta Band of the Kumeyaay Nation, Manzanita Band of the Kumeyaay Nation, Pala Band of Mission Indians, Rincon Band of Luiseño Indians, San Pasqual Band of Diegueño Indians, Sycuan Band of the Kumeyaay Nation, and Viejas Band of Kumeyaay Indians.

Absent: Campo Kumeyaay Nation, Jamul Indian Village, Los Coyotes Band of Cahuilla and Cupeño Indians, Mesa Grande Band of Mission Indians, and Pauma Band of Luiseño Indians.

## 2. Public Comments/Communications/Member Comments

Kelly Meyers (National Indian Justice Center) shared that she would like to submit a proposal for a zero-emission vehicle training project for tribal communities. National Indian Center sought a letter of support from Tribal TWG members and SANDAG.

Afsaneh Yavari (SafeTREC, UC Berkeley) announced that its program has funds to conduct Tribal Transportation Safety Assessments for ten California Tribes.

## 3. Approval of Meeting Minutes (Approve)

Due to lack of quorum this item was moved to a future meeting.

Action: None

**Co-Chair's Report**

## 4. Co-Chair's Report (Information)

Co-Chair Coleen Clementson shared updates about SANDAG's effort to advance tribal transportation projects.

Action: Information only.

## Reports

### 5. Tribal Transportation Early Action Project Selection (Discussion/Possible Action)

Southern California Tribal Chairman's Association Mike Connolly and Kimley-Horn Leo Espelet provided an overview on what SANDAG has committed to identify up to $5 million to advance one or more priority transportation projects identified by the tribal nations. Tribal TWG members were asked to consider the approach and recommend possible projects from the Intraregional Tribal Transportation Strategy that were highlighted through previous Tribal TWG efforts.

There were no public comments on this item.

Action: Discussion only.

### 6. Upcoming Meetings (Discussion/Possible Action)

The next Tribal TWG meeting was tentatively scheduled for March 2022. The Tribal TWG discussed and decided to meet in-person at Viejas in March at 10 a.m.

### 7. Adjournment

Vice Chair Orosco adjourned the meeting at 2:25 p.m.

Meeting Start Time: 1:18 p.m.
Meeting Adjourned Time: 2:25 p.m.

# Confirmed Attendance at SANDAG Interagency Technical Working Group on Tribal Transportation Issues Meeting

December 1, 2021

| Jurisdiction | Name | Attended | Vote-Minutes |
|---|---|---|---|
| Jamul Indian Village | Erica Pinto, Co-Chair | No | |
| | Michael Hunter, Alternate | No | |
| Barona Band of Mission Indians | Chairman Raymond Welch | No | |
| | Sheilla Alvarez, Alternate | No | |
| Campo Kumeyaay Nation | Gary Connolly | No | |
| | Chairman Marcus Cuero, Alternate | No | |
| Ewiiaapaayp Band of the Kumeyaay Nation | William Micklin | No | |
| Iipay Nation of Santa Ysabel | Bernice Paipa | Yes | |
| Inaja-Cosmit Band of Indians | N/A | N/A | |
| Kwaaymii Laguna Band of Mission Indians | N/A | N/A | |
| La Jolla Band of Luiseño Indians | Norma Contreras | Yes | |
| | John Beresford, Alternate | No | |
| La Posta Band of the Kumeyaay Nation | James Hill | Yes | |
| | N/A | N/A | |
| Los Coyotes Band of Cahuilla/Cupeño Indians | Ray Chapparosa | No | |
| | Alvinia Fletcher, Alternate | No | |
| Manzanita Band of the Kumeyaay Nation | Angela Elliott Santos | N/A | |
| | Lisa Haws, Alternate | Yes | |
| Mesa Grande Band of Mission Indians | Mike Linton | No | |
| | Jesse Morales | N/A | |
| Pala Band of Mission Indians | Robert Smith | Yes | |
| | Shasta Gaughen, Alternate | Yes | |
| | Chris Nejo, Alternate | Yes | |
| Pauma Band of Luiseño Indians | Temet Aguilar | No | |
| | Venessa Brown | No | |
| Rincon Band of Luiseño Indians | Bo Mazzetti | No | |
| | John Constantino | No | |
| | Joseph Linton | No | |
| San Luis Rey Band of Mission Indians | N/A | N/A | |
| San Pasqual Band of Diegueño Mission Indians | Andrew Orosco, Jr., Vice Chair | Yes | |
| | Steven Cope | | |
| Sycuan Band of the Kumeyaay Nation | Cody Martinez | No | |
| | Adam Day | No | |
| | Anna Rzepko | No | |
| Viejas Band of Kumeyaay Nation | John Christman | No | |
| | Victor Woods | No | |
| | Ray Teran, Alternate | Yes | |

| Jurisdiction | Name | Attended | Vote-Minutes |
|---|---|---|---|
| **Advisory Members** | | | |
| Southern California Tribal Chairman's Association (SCTCA) | Denis Turner | No | |
| | Mike-Connolly-Miskwish | Yes | |
| | Chris Devers | No | |
| Bureau of Indian Affairs, Southern California (BIA) | Steve Wilkie | No | |
| | Leonard Gilmore | Yes | |
| Caltrans (District 11) | Rafael Reyes | Yes | |
| | Anne Fox | No | |
| County of San Diego | Scott Christman | Yes | |
| | Richard Chin | Yes | |
| Metropolitan Transit System | Beverly Neff | Yes | |
| | Denis Desmond, Alternate | No | |
| North County Transit District | Karen Hayford | No | |
| SANDAG | Coleen Clementson, Co-Chair | Yes | |
| | Jane Clough, Tribal Liaison, Tribal TWG Coordinator | Yes | |

**Other Attendees**

Afsaneh Yavari, UC-Berkeley
Jeremy Zagarella, Pala
Leonardo Espelet, Kimley-Horn
Matt Horton, Kimley-Horn

**SANDAG Staff**

Catherine Matel
Evelia Castellanos
Paul La Farga
Terrance Green
Tuere Fa'aola

Final

# Intraregional Tribal Transportation Strategy
## 2021 UPDATE

MARCH 2022

SANDAG in partnership with the Southern California Tribal Chairman's Association SCTCA

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Hon. Joel Anderson, Supervisor
(A) Hon. Nora Vargas, Supervisor

**Advisory Members**
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(A) Gustavo Dallarda, District 11 Director
(A) Ann Fox, Deputy Director
**Metropolitan Transit System**
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(A) Hon. Vivian Moreno
**North County Transit District**
Hon. Jewel Edson
(A) Hon. Priya Bhat-Patel
(A) Hon. Corinna Contreras
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David Aguirre, Director, Imperial County Transportation Commission
(A) Vacant
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(A) Steve Chung, Navy Region Southwest
**Port of San Diego**
Hon. Joe Stuyvesant, President/Chief Executive Officer
(A) Hon. Sandy Naranjo, Commissioner
**San Diego County Water Authority**
Mel Katz, Director
(A) Consuelo Martinez
(A) Hon. Mona Rios
**Southern California Tribal Chairmen's Association**
Hon. Cody Martinez, Chairman,
Sycuan Band of the Kumeyaay Nation
Hon. Erica Pinto, Chairwoman,
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Southern California Tribal Chairmen's Association

SCTCA

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Bo Mazzetti

**Vice Presentident**
Erica Pinto

**Chairman of the Board**
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Chairwoman, Norma M. Contreras

**La Posta Band of Mission Indians**
Chairperson, Gwendolyn Parada

**Los Coyotes Band of Cahuilla and Cupeño Indians**
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**Manzanita Band of the Kumeyaay Nation**
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**Mesa Grande Band of Mission Indians**
Chairman, Jesse Morales

**Morongo Band of Mission Indians***
Chairman, Charles Martin

**Pala Band of Mission Indians**
Chairman, Robert Smith

**Pauma Band of Luiseño Indians**
Chairman, Temet A. Aguilar

**Rincon Band of Luiseño Indians**
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Chairman, Ken Ramirez

**San Pasqual Band of Mission Indians**
Chairman, Stephen W. Cope

**Santa Rosa Band of Cahuilla Indians***
Tribal Chair, Lovina Redner

**Soboba Band of Luiseño Indians***
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**Sycuan Band of the Kumeyaay Nation**
Chairman, Cody Martinez

**Torres Martinez Desert Cahuilla Indians***
Chairman, Thomas Tortez, Jr.

**Viejas Band of Kumeyaay Indians**
Chairman, John Christman

**indicates tribes not within San Diego County borders*

# Acknowledgments

# Acknowledgments

Our thanks to the members and alternates of the Interagency Technical Working Group on Tribal Transportation Issues, particularly those members who served on the Project Development Team.

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*The 2021 Update of Intraregional Tribal Transportation Strategy was funded by SCTCA.*

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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. The Strategy was completed in 2018 and consisted of the following components:

- **Process** - documents the process and outreach performed with members of the Tribal Working Group (Working Group)
- **Project Screening Tool** - compiles the identified tribal projects from the 2018 effort including description, location, and estimated cost
- **Strategies and Actions** - describes the four strategies and its corresponding actions to help achieve the transportation vision and goals of the Working Group

One of the on-going actions identified in the 2018 Strategy was periodic updates, particularly, to the project screening tool and document to ensure the Strategy stays current and effective. Due to completed planning and transportation studies by tribes and the 2021 San Diego Regional Plan, it was necessary to complete an update of the Strategy. The update was performed between April 2021 and March 2022 and is referred to as the 2021 Strategy Update.

## The 2021 Strategy Update

The 2021 Strategy Update was an effort to make the 2018 Strategy and its components current and document tribal successes since 2018. Through the update, modifications and revisions were made to reflect current mobility needs in the project screening tool and the list of strategies and actions.

To reflect the process and outcomes of the 2021 Strategy Update, this document is split into two major parts:

1. **Part I - The Process**
   The Process section includes an overview of the context and goals of the update, as well as details of how the Strategy was updated 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.
2. **Part II - The Strategy**
   The Strategy section is the result of the collaboration and conversations that took place during the 2021 update. This section contains a list of strategies with updated 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.

# 2021 Strategy Update: At a Glance

# 2021 Strategy Update Summary

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. The Strategy was completed in 2018 and updated in 2021 to ensure the Strategy stays current and effective.

With recent completed planning and transportation studies by tribes and the 2021 San Diego Regional Plan, it was necessary to update the Strategy. The update was performed between April 2021 and March 2022 and is referred to as the 2021 Strategy Update. Through the update, modifications and revisions were made to reflect current mobility needs in the project screening tool and the list of strategies and actions.

## Process

**Needs Assessment**
- Individual Meetings
- Document Scan

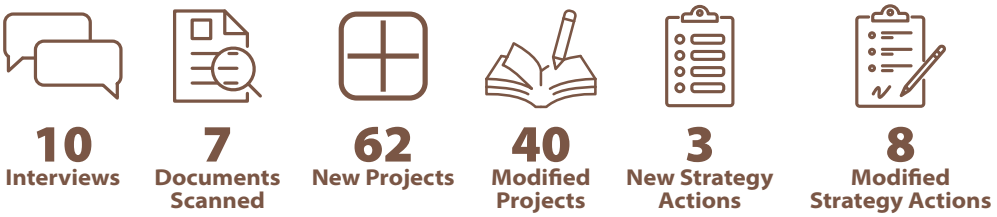
**Project Screening Tool Update**
- Add/modify projects based on needs assessment
- Review of new/modified projects by tribes
- Update/develop costs

**Strategies Assessment**
- Review & assess 2018 strategies/actions
- Review of new/modified actions by tribes

**Early Action Projects**
- Develop methdology & recommend early action projects

**2021 Strategy Update**
- Document Strategy Update incorporating tribal feedback

## Quick Stats



**10** Interviews

**7** Documents Scanned

**62** New Projects

**40** Modified Projects

**3** New Strategy Actions

**8** Modified Strategy Actions

**170** Projects in Concept/Planning

**11** Projects in Preliminary Design

**5** Projects in Final Design

**2** Projects in Construction

**5** Projects Completed

| Regional Plan | County CIP | CountyGeneral Plan | Caltrans State Highway Operations and Protection Program | Caltrans District Systems Management Plan |
|---|---|---|---|---|
| 15 | 4 | 11 | 9 | 14 |

**Tribal Only Projects** 159

# Part 1 – The process

# 1. The process

## 1.1. Introduction

San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), adopted in December of 2021, re-envisions the regional transportation system that connects people to where they want to go. The 2021 Regional Plan provides a long-term blueprint for the San Diego region to help meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The plan is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system, a sustainable pattern of growth and development, and innovative demand and management strategies.

To support the mobility needs of federally-recognized tribal nations whose reservations are in the sparsely-populated eastern rural areas of the region, the 2021 Regional Plan identified transportation improvements along Rural Corridors, mostly located along state routes traversing the eastern two-thirds of the region. The list of Rural Corridors projects includes key projects identified in the 2018 Intraregional Tribal Transportation Strategy (Strategy)1. A link to the 2018 Strategy can be found in Appendix A1.

Between April 2021 and March 2022, SCTCA and SANDAG along with members of the Interagency Technical Working Group (Working Group) partnered to perform an update to the 2018 Strategy, referred to as the 2021 Strategy Update. This update was an effort to make the components of the 2018 Strategy reflect current mobility needs for tribes. The 2021 Strategy Update included:

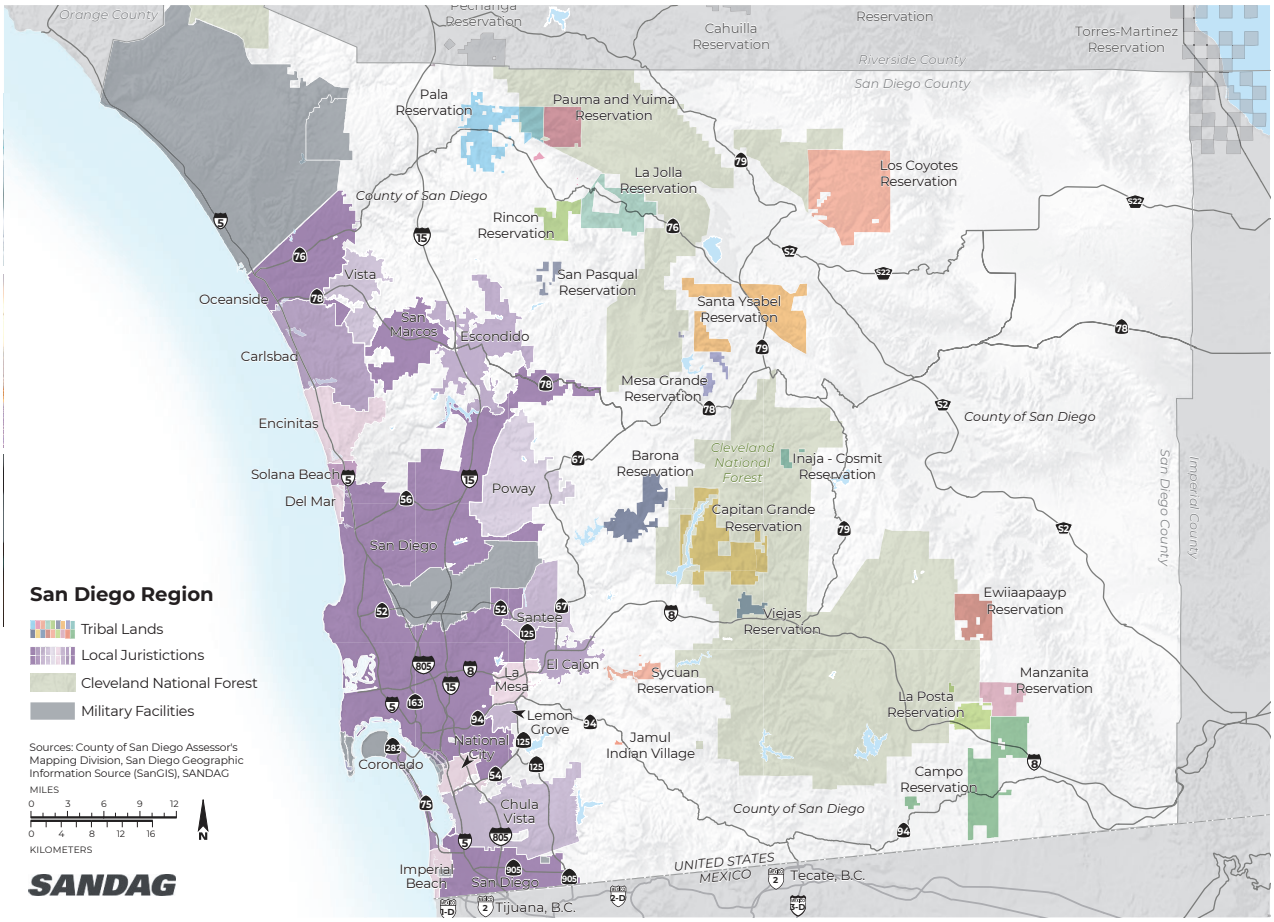
- One-on-one virtual interviews, meetings, and workshops with tribes to review and assess the components of the 2018 Strategy including the project screening tool and strategies;
- Modifications to the project screening tool and geospatial data to reflect tribal feedback on projects and additional projects lifted from tribal plans completed since 2018;
- Update of project costs to reflect current dollars; and
- Identification of tribal early action projects based on tribal feedback and preferences

### 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 SANDAG partnered with the Southern California Tribal Chairmen's Association (SCTCA), County of San Diego, North County Transit District (NCTD), Metropolitan Transit System (MTS), Caltrans, Bureau of Indian Affairs (BIA), and tribal nations in the region to develop the 2018 Strategy.

## Figure 1.1 – Tribal lands in San Diego region




*Source: 2021 Regional Plan*

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 |
| Ewiiaapaayp | Ewiiaapaayp 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 2021 Strategy Update

Due to completed planning and transportation studies by tribes since the 2018 Strategy and the 2021 San Diego Regional Plan, it was necessary to complete an update of the Strategy. The update was performed between April 2021 and March 2022. The 2021 Strategy Update 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 the update, which identifies current tribal multimodal needs.

The 2021 Strategy Update included:

- Individual virtual interviews, meetings, and workshops with tribes to review and assess the components of the 2018 Strategy including the project screening tool and strategies;
- Modifications to the project screening tool and geospatial data to reflect tribal feedback on projects and additional projects lifted from tribal plans completed since 2018;
- Update of project costs to reflect current dollars; and
- Identification of tribal early action projects based on tribal feedback and preferences

## Objectives of the 2021 Strategy Update

- Understand the current existing conditions for tribal multimodal transportation facilities in a regional context
- Update and add new transportation projects in the project screening tool that will improve tribal mobility
- Reflect current costs for identified projects
- Determine the status of identified transportations projects
- Review and update the strategies and actions for improving tribal multimodal access to the regional transportation system
- Identify tribal early action projects
- Provide updated funding opportunities
- Acknowledge the successes achieved since the adoption of the 2018 Strategy

## Timeline of the 2021 Strategy Update

### SPRING 2021

- Work with tribal communities to determine if the projects in the inventory tool are current
- Review and incorporate information from new tribal documents and plans

### SUMMER 2021

- Update inventory and maps to incorporate tribal feedback
- Assess previous strategies and provide modifications with tribes

### FALL 2021

- Review and update associated project costs
- Finalize inventory and strategies
- Develop tribal early action projects

### WINTER 2022

- Document 2021 Strategy Update

## Project tribal consultation and coordination

This was a collaborative effort between SANDAG, SCTCA, and tribal nations. Tribal coordination and consultation were critical elements in the update. Coordination and consultation occurred at multiple levels during the update, including policy-level feedback, Working Group discussions and input, and individual meetings with tribal representatives when appropriate. The coordination and consultation occurred both virtually and in-person.

### *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 process and participated in workshops at key decision-making points. Major topics brought to the SCTCA Board included introduction of the project, introduction of the 2021 update, an update on the results of the one-on-one meetings with individual tribes, a report on the database tool and potential project grouping, and recommendations for the tribal early action projects.

### *Working Group – Advisory level*

The Working Group established in 2006 includes all the key stakeholders needed to complete the 2021 Strategy Update. The Working Group served as the Project Advisory Group and convened multiple times to provide feedback and guidance on the update . 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

*A workshop was held in August 2021 to review, assess, and update the strategies and actions in the 2018 Strategy for the update.*

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 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.

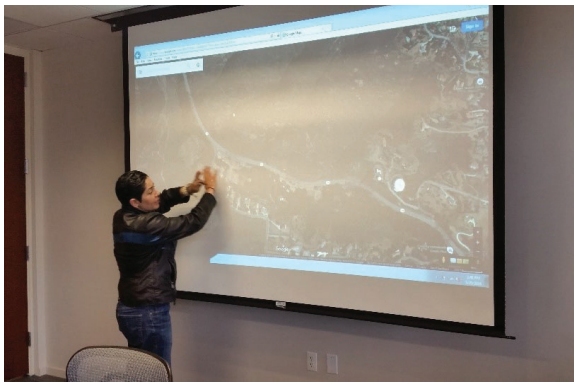
For the purposes of the Strategy, the Working Group met with increased frequency to provide opportunities for members to receive a technical update and provide feedback on recommended modifications as part of the 2021 Strategy Update.

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 2021 Strategy Update:

- April 2021 - the Working Group received an introduction to the 2021 Strategy Update including background information, overview of the update need, process/timeline, and next steps
- June 2021 - the Working Group received an update on the progress of the 2021 Strategy Update including a report out of effort performed to date, status of the project screening tool, process/timeline update, and next steps
- August 2021 - the Working Group participated in a strategy assessment workshop to discuss and assess the strategies and actions of the 2018 Strategy and provide feedback on the recommended changes to the strategies and actions as part of the update
- September 2021 - the Working Group received an update on the schedule and findings from the strategy assessment workshop
- December 2021 - the Working Group discussed the tribal transportation early action project selection methodology and recommendations

The presentations at the Working Group meetings for the 2021 Strategy Update can be found in Appendix A2.

### *Meetings/workshops with tribal representatives – Individual level*



*Tribal Mobility Needs Assessment Survey meeting, May 2016*

One-on-one meetings were conducted virtually with tribal representatives during May 2021 to discuss the 2021 Strategy Update, their respective transportation plans, and review their respective projects in the project screening tool. Representatives from each tribe were reached out via email or phone to provide related transportation plans to the consultant team, schedule a virtual one-on-one meeting, and review provided maps and tables detailing projects from the project screening tool that were relevant for each tribe. Through the individual meetings, tribes provided essential project details, feedback on transportation modes and priorities most important to their governments, and information regarding revisions needed to the project inventory tool including revisions to previously identified projects and the addition of new projects.

Additional details regarding the individual meetings/workshops with each tribe including template email invitation, status of meetings/workshops by tribe, agenda, notes, and material provided can be found in Appendix A3.

*Scan of provided tribal transportation plans - Individual level*

During the April 2021 Working Group update and the one-on-one meetings, tribes were asked to provide their relevant transportation plans to the consultant team as part of the 2021 Strategy Update. Relevant transportation plans included:

- Long Range Transportation Plan
- Transportation Safety Plans
- Transit Plans
- Active Transportation Plan
- Resiliency Plans
- Mobility Plans
- Grant Applications
- Tribal Mitigation Plan

The provided tribal transportation plans were reviewed to identify modifications and updates to projects in the project inventory tool. Modifications included updates to project description and details and the addition of new projects since the 201 Strategy.

Additional details regarding the documents provided and reviewed can be found in Appendix A4.

*Review of 2021 Strategy Update modifications and revisions - Individual level*

The Working Group were provided redlines of the following material prior to review and provide edits and feedback:

Post Individual Meetings and Document Scan:

- Update project maps to review with the redlined table of projects
- Table of projects from the project screening tool for each individual tribe

Post Strategies Assessment Workshop

- Strategies and actions after the August 2021 Strategies Assessment Workshop

The redlines provided can be found in Appendix A5.

## 1.2. Context

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.

*2014 Tribal Summit, Barona Resort & Casino*

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 2018 Strategy and the 2021 Strategy Update. 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** |
| • Develop collaborative legislative agenda that benefits the region |
| **Transportation infrastructure** |
| • Identify corridors critical to tribal reservations and coordinate the funding and implementation of relevant studies<br>• Identify critical regional arterials serving tribal nations that should be included in the RTP<br>• Coordinate the incorporation of existing Tribal Transportation Plans (TTPs) into the current RTP |
| **Transit** |
| • Collaborate on the issue of reverse commuting for tribal enterprise employees and pursuing funding opportunities<br>• Collaborate on the pursuit of funding opportunities to implement the recommendations from the Tribal Transit Feasibility Study<br>• Collaborate on the development of a Tribal Transportation Management Association (TTMA) for increased tribal participation in TDM programs regionwide |
| **Transportation funding** |
| • Create opportunities for pooling/leveraging transportation funding for mutually important projects<br>• Collaborate and advocate for new transportation funding in the region, including transit and TDM<br>• Identify mechanisms for providing ongoing funding for new or additional transportation programs, including transit services and TDM |
| **Information sharing/technical assistance** |
| • Provide ongoing training to tribal governments on funding processes, transportation, and regional planning<br>• 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 strategies and actions identified in Part II for the 2021 Strategy update 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

The 2021 Regional Plan developed a multimodal plan of improvements for the San Diego County region that is broken up by corridor and type. The Plan identified 11 major corridors of travel in the San Diego region as well as improvements for each corridor. The Plan also identified improvements by Rural Corridors. The rural corridors are mostly located along state routes traversing the eastern two-thirds of the region. These rural corridors are economic corridors of connectivity for rural communities and the region's tribal nations as they provide access to jobs, education, and healthcare as well as needed infrastructure for the movement of goods, deliveries, and emergency vehicles. Map 1.1 shows the 11 major corridors of travel in the region, and map 1.2 shows the identified rural corridors of the region.

### Tribal corridors identified

Tribal reservations are located in rural areas of the county and along the rural corridors identified in the 2021 Regional Plan. For the purpose of examining long-range transportation issues in the Strategy, key transportation corridors were identified that provide transportation into and out of the reservations and include:

*Northern San Diego County region*

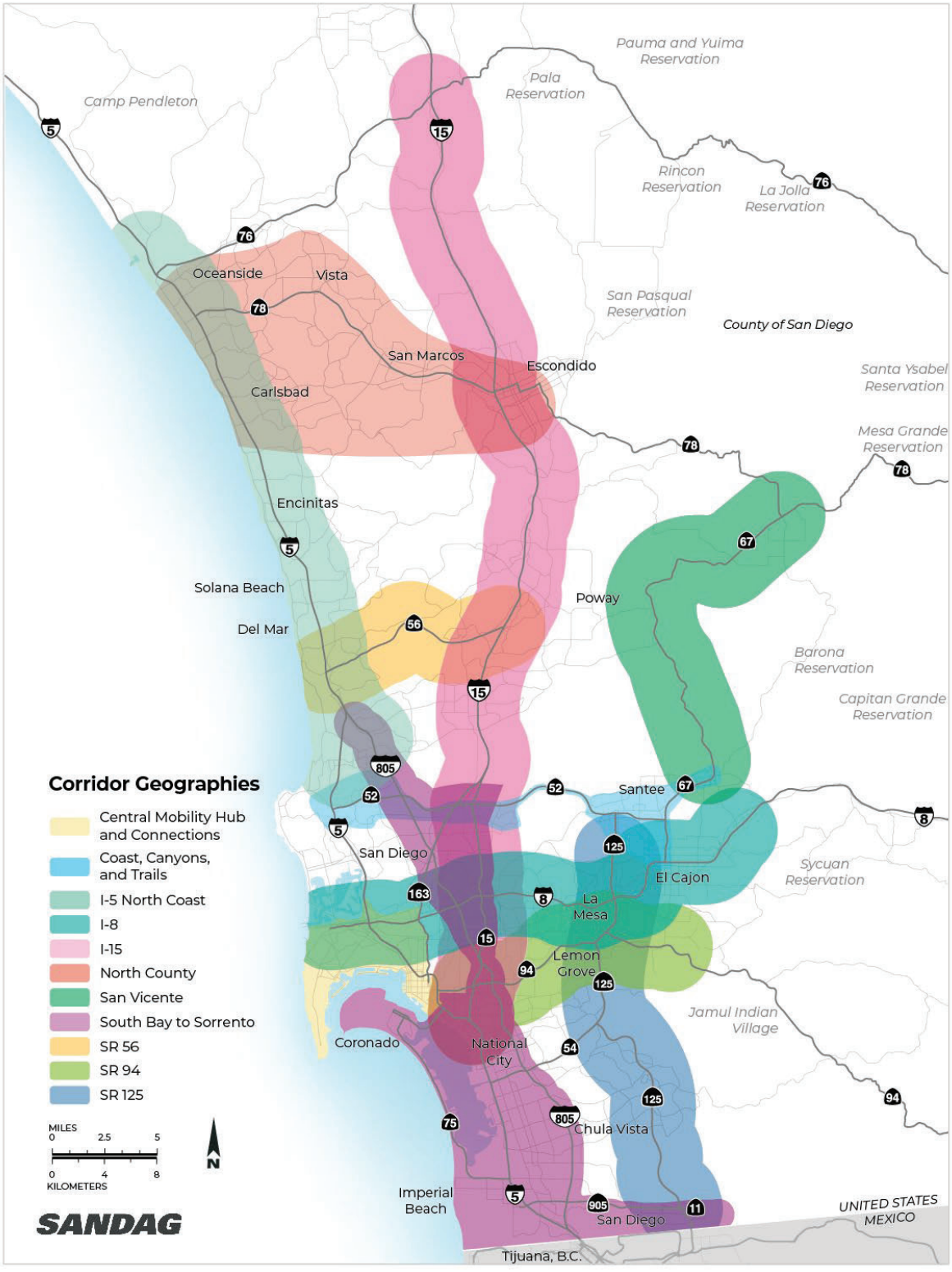
- State Route 76 (SR 76), which generally runs east-west in the northern area of the county.
- State Route 79 (SR 79), which generally runs north-south in the eastern half of the county.

*Southern San Diego County region*

- 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.

Maps 1.3 and 1.4 show the tribal corridors for the Strategy. The following sections describe these corridors and tribal transportation issues in these areas in more detail.

## Map 1.1 – Major Corridors of the San Diego Region




*Source: 2021 Regional Plan*

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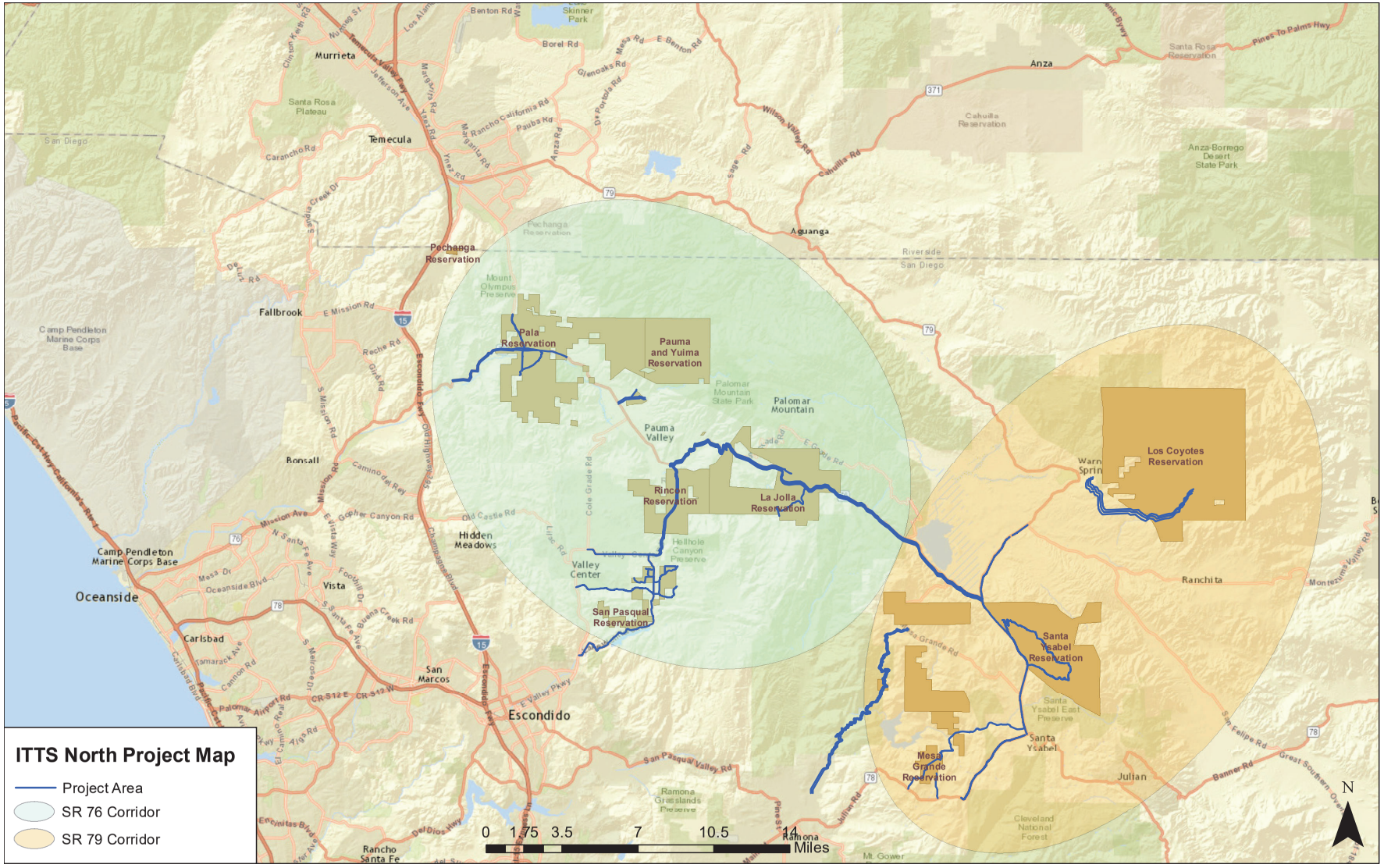
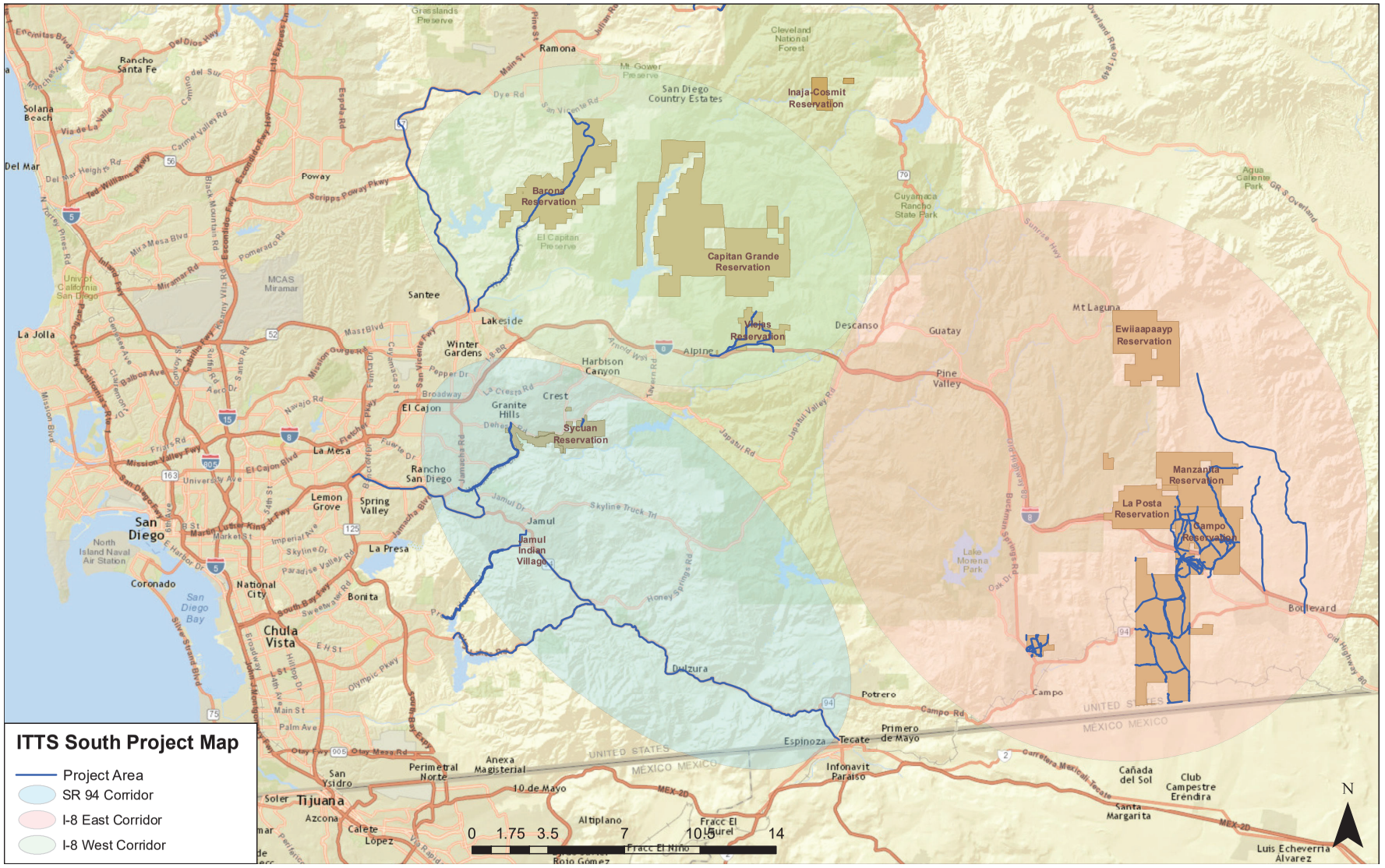
## Map 1.2 – Rural corridors in the San Diego Region

*Source: 2021 Regional Plan*

## Map 1.3 – Northern tribal corridor



## Map 1.4 – Southern tribal corridor



## Tribal transportation issues

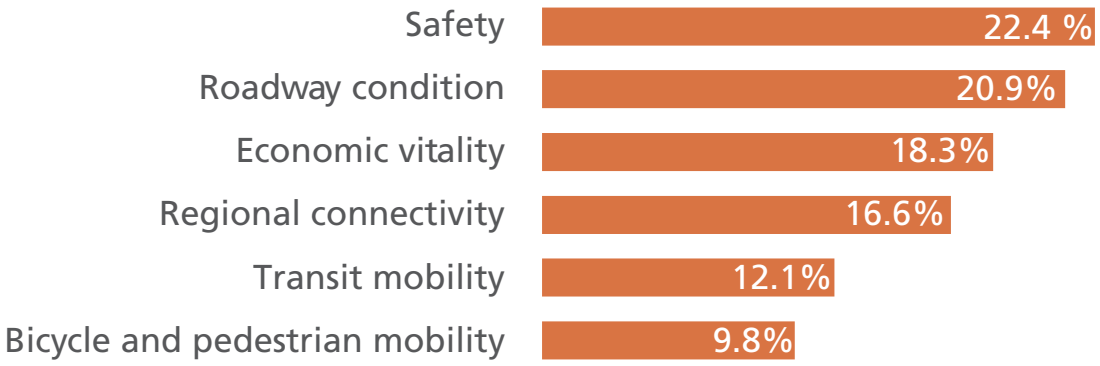
Tribal nations have unique transportation concerns. Many tribes, located in rural areas with a small population base, lack funding resources to maintain existing roads and address new improvements. In some cases, tribal roads are not built to the same standards as surrounding jurisdictions, which can 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 during the 2018 Strategy, are shown in Figure 1.2. The most important goal was improving safety, followed closely by improving roadway conditions, enhancing economic vitality, and improving regional connectivity. During the 2021 Strategy Update individual meetings, several tribes agreed that these goals areas are still of importance along with project readiness for future funding opportunities.

**Figure 1.2 – Relative importance of goal areas for transportation improvements**




*Source: Tribal Mobility Needs Assessment Survey (2018 Strategy)*

### *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 2018 Strategy, individual meetings with tribal representatives, and the document scan of tribal transportation plans.

## 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.

*Segments of roads in this area have alignments with multiple curves*

*Source: San Pasqual Band of Mission Indians*

### *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

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

*Source: San Pasqual Band of Mission Indians*

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 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

*Bicyclist on SR 76* *Source: Google Earth*

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. 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.

*SR 79, south of Santa Ysabel* *Source: Google Earth*

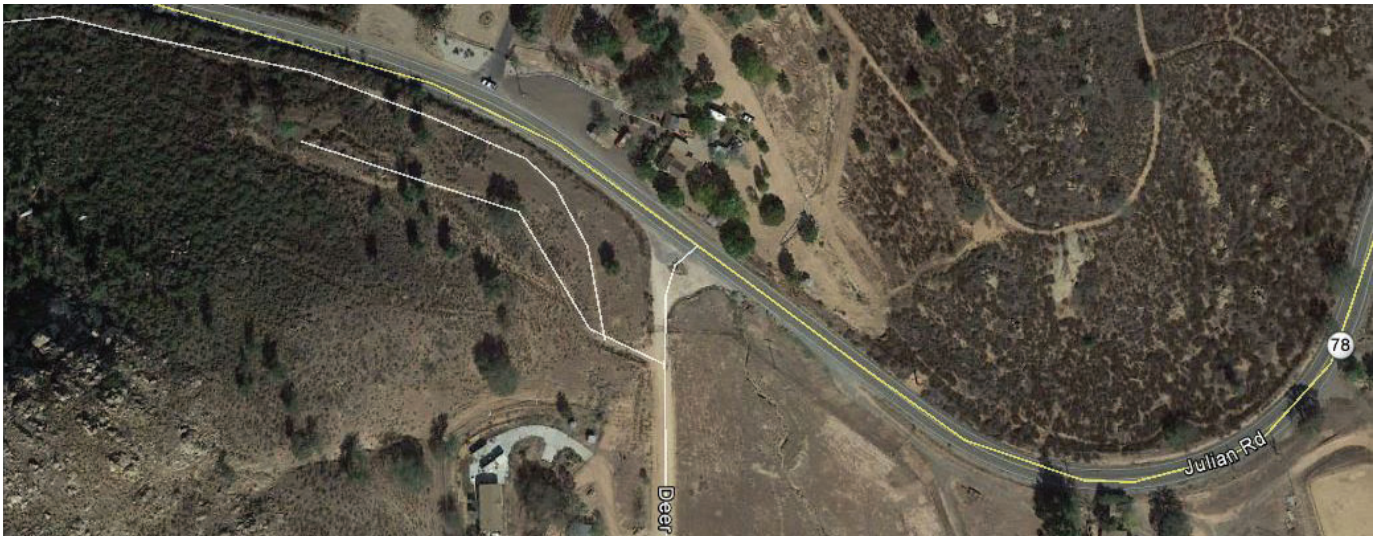
*Transportation issues*

**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/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, Ewiiaapaayp, 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.

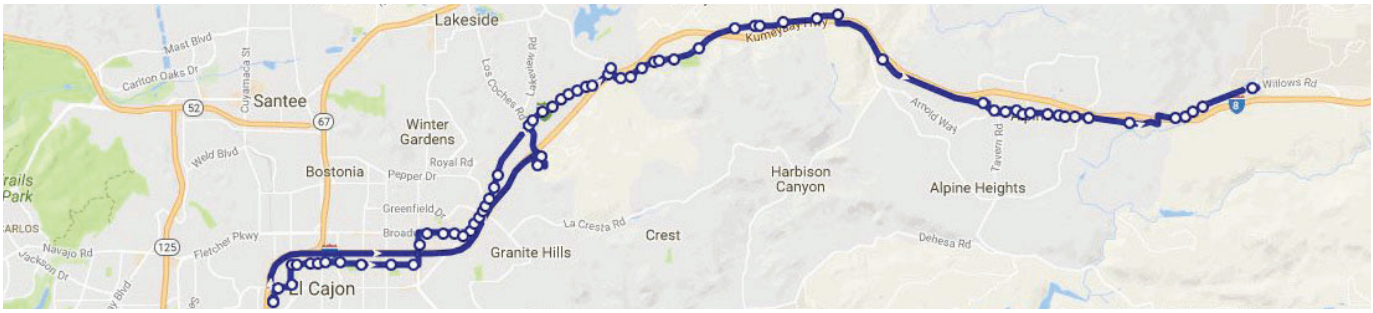
Road improvements to support mobility – In the corridor vicinity, lane widening needs were identified through the Tribal Mobility Needs Assessment Survey on segments of SR 67, Willows Road, and Ashwood Road. Widening of SR 67, from Mapleview Road to Gold Bar Lane, and Gold Bar Lane to Dye Road, is a 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*

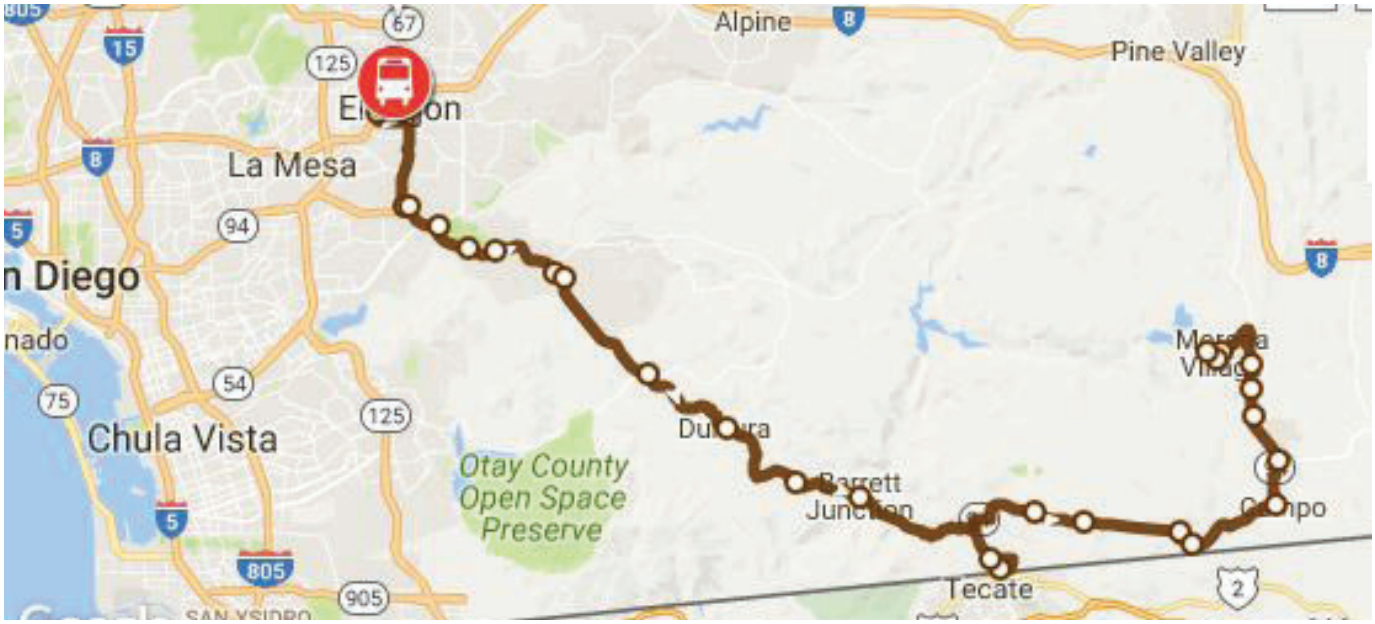
### *Transportation issues – I-8 east corridor*

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 though 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. Needs Assessment and Project Screening Tool Update

## Needs Assessment

The needs assessment for the 2021 Strategy Update consisted of ten (10) one-on-one individual meetings with tribes as well as a review of provided tribal transportation plans. One-on-one meetings were conducted with individual tribes to help confirm and update their respective projects. For these meetings, tribes reviewed and provided updates to their respective projects that were listed in the project screening tool. They also provided new projects that they would like to incorporate to continue addressing tribal transportation issues. Tribes also provided seven (7) recently completed planning studies for the consultant team to review and incorporate into the 2021 Strategy Update where applicable.

The needs assessment helped identify updates needed to the project screening tool including:

- Over 60 new transportation improvement projects
- Over 10 modified projects
- Over 3 new project types
- Status of projects identified in the 2018 Strategy and new projects from this update

Projects identified include roadway and intersection improvements, safety improvements, travel demand management, transit improvements, and bicycle and pedestrian facilities. Similar to the 2018 Strategy, 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

Current and new transportation projects that were identified in the northern San Diego County region are shown in Map 1.5. Current and new transportation projects that were identified in the southern San Diego County region are shown in Map 1.6. A list of modified and new projects for each tribe can be found in Appendix A5.

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 | | | Emerging Technology | |
| | Capital cost (2021) | Number | Capital cost (2021) | Number | Capital cost (2021) | O & M cost* | Number | Capital cost (2021) | Number |
| I-8 east | $96.1 M | 6 | $55.2 M | 3 | $0.5 M | $1.7 M | 3 | -- | 0 |
| I-8 west | $1,615.2 M | 24 | $6.5 M | 1 | $14.6 M | $5.0 M | 9 | $41.1 M | 5 |
| SR 76 | $1,374.4 M | 49 | $323.7 M | 16 | $25.3 M | $7.7 M | 11 | $5.7 M | 2 |
| SR 79 | $117.1 M | 23 | $471.8 M | 5 | $0.2 M | $0.4 M | 3 | $31.3 M | 1 |
| SR 94 | $994.3 M | 28 | $214.7 M | 4 | $0.2 M | $0.3 M | 2 | -- | 0 |
| **Total** | **$4,197.2 M** | **130** | **$1,071.8 M** | **29** | **$40.8 M** | **$15.1 M** | **28** | **$78.0 M** | **8** |

| | |
|---|---|
| **Capital cost grand total** | $5,387.7 M |
| **O & M cost grand total (annual)** | $15.1 M |
| **Number of projects grand total** | 199 |

**This is an estimated annual operations and maintenance cost estimate for one year.*

*Note:M = million*

Transportation projects that were identified as current or new during the Needs Assessment 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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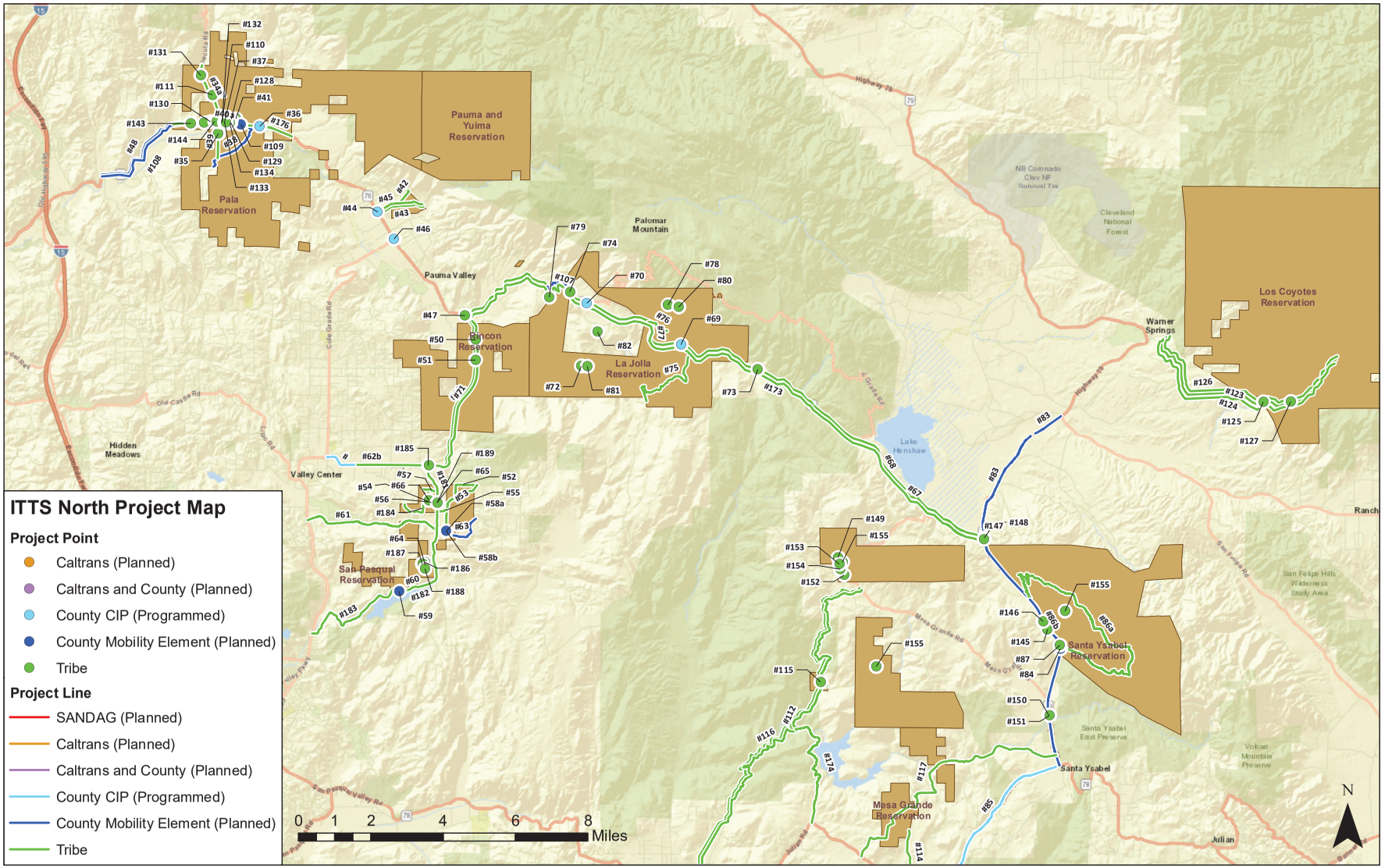
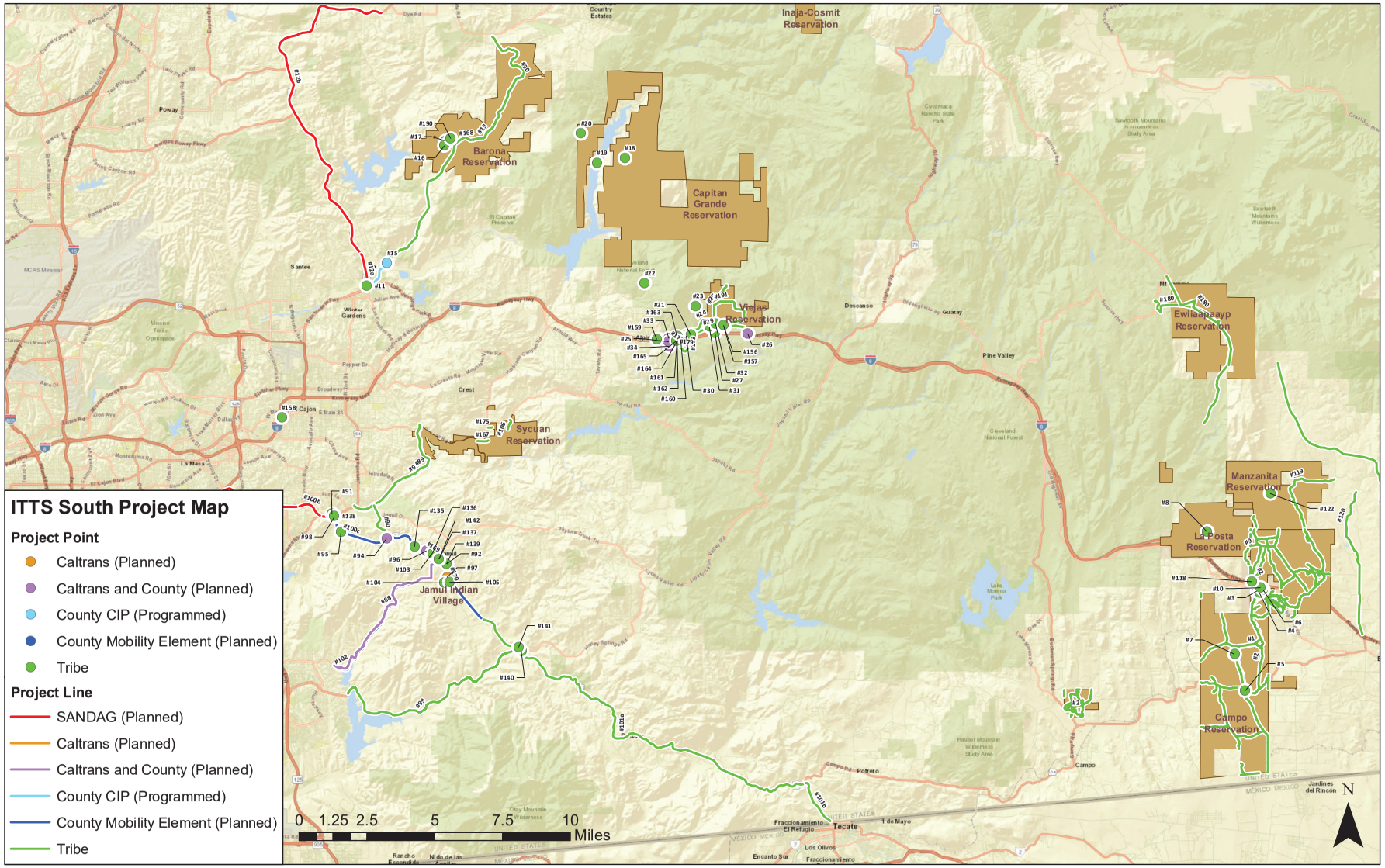
## Map 1.3 – Transportation projects identified in northern San Diego region



## Map 1.4 – Transportation projects identified in southern San Diego region



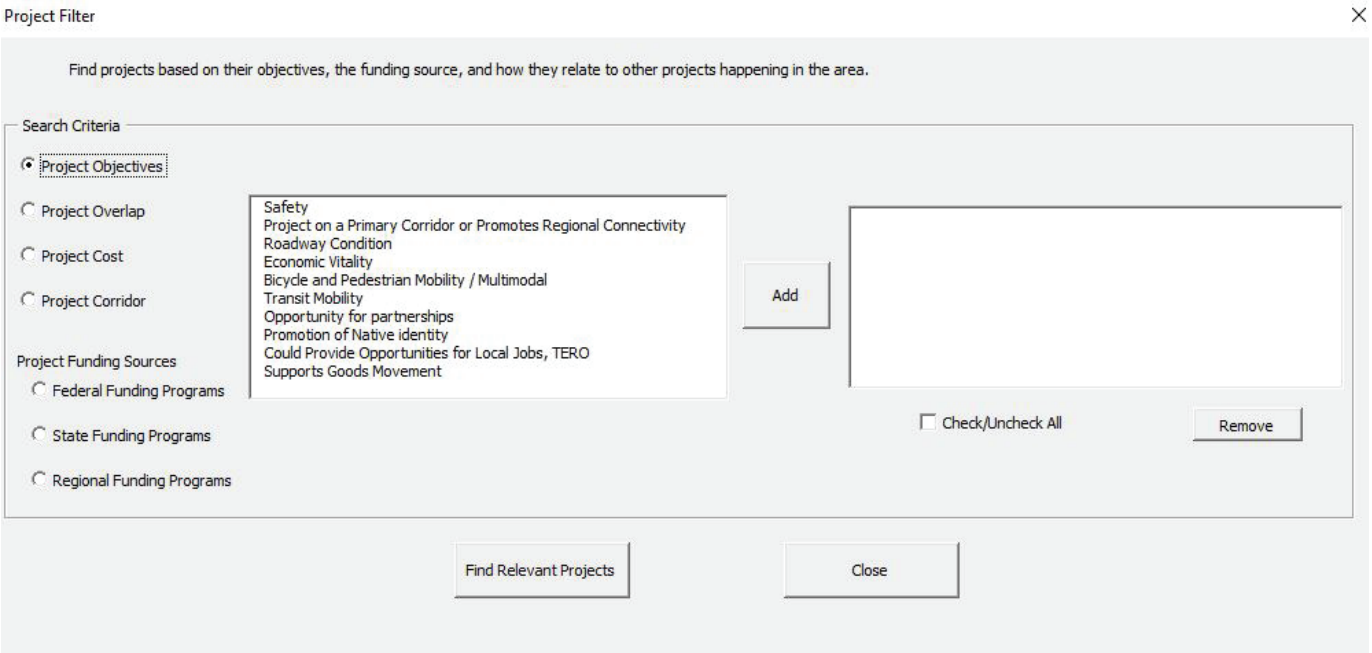
## Project screening tool

As part of the 2018 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:

- **Status** – This category identifies which projects are still current or should be archived due to completion or no longer relevant.
- **Project objectives** – Objectives were developed through 2018 Strategy process and include:
  - 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

***The interactive project screening tool allows for easy sorting of the 199 identified transportation improvement projects***

- **Project Readiness** – This category identifies at what phase of the project is in (concept/planning, planned, preliminary design, final design, under construction, and completed).
- **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 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 identified in the 2018 Strategy and contain re-occurring funding sources.




*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.

# Part 2 - The strategy

# 2. The strategy

## 2.1. Strategies and actions

The Strategy 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 identified in the 2018 Strategy were reviewed, assessed, and modified to better reflect tribal resources and needed. 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 strategic meetings with jurisdictional decision and policy makers** – The Working Group will request periodic meetings with decision makers from jurisdictional partners to communicate tribal priorities, discuss overlapping projects, and build trust and understanding with decision and policy makers. To effectively identify key jurisdictional decision and policy makers, a contact list will be developed and maintained. The Working Group will leverage staff at partner agencies to organize meetings with the decision and policy makers when tribal specific funding opportunities arise. | Working Group | Working Group | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Varies |

| Short term and on-going actions | Lead agency | Responsible party | Other agencies | Action timeline |
|---|---|---|---|---|
| **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. To streamline the process, the Working Group will include components of the Biannual Monitoring Report as standing Working Group agenda items to be able to pull and compile from. | SANDAG; Working Group Task Force | Working Group Task Force, SCTCA | Caltrans, County of San Diego, BIA, FHWA | Every two years |
| **Enhance Tribal Representation at Partner Agency Meetings and Projects** – Working Group members will attend agency committee meetings to keep up to date with the projects and goals of partner agencies to identify potential partnership opportunities. This is especially important during the Regional Plan development. Information will be reported back to the Working Group using an on-going agenda item of "Partnerships & Collaborations." | Volunteers from the Working Group | Working Group | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Varies |
| **Share success stories and lessons learned for Partnerships and Collaborations among the Working Group** – The Working Group will include an on-going agenda item of "Partnerships & Collaborations." This item would be an opportunity for members to share existing and future partnerships and collaborations. Individual tribal governments will be encouraged to announce partnerships and collaborations during the Working Group meeting and through an email. This allows documentation and sharing of partnerships. | SANDAG | Individual tribal governments | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Quarterly |

## 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 |
|---|---|---|---|---|
| **Develop a Working Group Task Force to identify partnership and funding opportunities to implement Tribal projects** – The Working Group will leverage planning efforts completed by partner agencies such as community plans and corridor plans to include Tribal projects. As new funding and partnership opportunities arise, the task force will use the project screening tool to identify projects that could be worth advancing. The task force will cooperatively annually review federal, state, regional and county plans. It is recommended for the task group to look at projects along identified corridors in the region that provide regional connection between Tribal communities and the rest of the region. | Volunteers from the Working Group | Working Group | Caltrans, County of San Diego, BIA, FHWA | Report out quarterly to the Tribal TWG |

| Short term and on-going actions | Lead agency | Responsible party | Other agencies | Action timeline |
|---|---|---|---|---|
| **Develop near-term or quick build projects that are critical to the success of tribal transportation and align with regional and state goals** – The task force will discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as "near-term" projects. These projects will align with regional and state goals, typical funding criteria such as safety and multi-modal connectivity, and be located on roads that Tribes identified as important in their LRTPs. These projects will clearly communicate the early actions of the Working Group. | Volunteers from the Working Group | Working Group, Task Force | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Annually |
| **Monitor partner agency websites, meeting agendas, and project lists to identify "parallel" efforts that may impact or align with tribal transportation needs and projects** – The Working Group will monitor the activities of partner agencies by reviewing their website, meeting agendas, and published project lists to identify projects that align with tribal transportation needs and represent an opportunity for collaborative planning. Information will be reported back during the Working Group meetings using the on-going agenda item "Parallel Efforts." When an opportunity for collaborative planning is identified, the Working Group will pursue a meeting with jurisdictional staff and/or decision makers. | Volunteers from the Working Group | Working Group, task force | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Varies |

## 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 |
|---|---|---|---|---|
| **Develop and maintain an online project screening tool that Working Group members can access and edit in "real-time"** – The project screening tool will live as an online interactive map with dashboard stat components that all the Working Group members have access to. The online tool will allow members to add new transportation projects from LRTPs and other Tribal transportation documents. Phasing will be a component of each project that members can edit/update as projects progress towards implementation. The tool will also include other components that allow members to filter projects quickly and efficiently to identify projects for funding and partnership opportunities. Projects considered to be "near-term" or quick build will also be identified. | SANDAG | Working Group; Individual Tribes | Caltrans, County of San Diego | Varies; A review for quality control should be completed 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 |

| Short term and on-going actions | Lead agency | Responsible party | Other agencies | Action timeline |
|---|---|---|---|---|
| **Develop and incorporate completed and updated 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 using available resources/tools and funding opportunities. Available resources, tools, and potential funding sources will be periodically distributed to the Tribes or be accessible through an online webpage. The LRTP is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts. The Working Group will maintain the status of each tribe's LRTP by including a "Plan Status Check" as an on-going Working Group agenda item for working group members to report out the status and need of tribal transportation documents such as the LRTP. The status of the LRTPs and its integration into the project inventory will be reviewed and updated periodically. | SANDAG; Working Group Task Force | 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) |
| **Create an online resource library for data resources, online tools, and applicable Tribal planning documents** – The Working Group will consider having a central location of relevant transportation planning resources and documents. The online resource library will list out readily available data and resources that the Tribe can filter and use to support tribal transportation projects in grant applications and other funding opportunities. This online library will also act as a library for Tribes to store their relevant transportation plans such as Tribal Transportation Safety Plans and LRTPs. | SANDAG | Individual tribal governments | SCTCA, BIA | Varies |

## Strategy #4: Create oppportunities 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 (**https://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 task force | Working Group task force | 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 |
| **Research and identify funding opportunities that align with Tribal projects and share funding opportunity with Tribal members** –The Working Group should review the funding matrix in the ITTS as well as research potentially new funding opportunities that align with projects in the inventory. These funding opportunities should be shared with the Working Group members through an on-going agenda item called "Funding Opportunities." Tribal members should attend relevant grant workshops to increase the successes of their application. If an application is successful, Tribal members should share their experience and process for developing the application with other members, especially for re-occurring funding opportunities. | SANDAG; Working Group Task Force | SANDAG | Caltrans, BIA, FHWA | Quarterly |

## 2.2. Tribal mobility needs project inventory

Projects reported and updated during the Needs Assessment were organized into the following categories:

- Roadway projects (Table 2.1)
- Transit projects (Table 2.2)
- Active transportation projects (Table 2.3)
- Emerging technology projects (Table 2.4)

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.

Ten of the projects identified through the Needs Assessment were requests for removal of projects from the project screening tool. 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 | 1.5 M | | | | | | ♦ |
| 5 | I-8 East | Campo | Signage and lighting at Church Rd / SR 80 | 0 | 0.1 M | | | | | | ♦ |
| 9 | I-8 East | La Posta | Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd | 3 | 4.5 M | | | | | | ♦ |
| 2a | I-8 East | Campo | Improve drainage at I-8 along reservation boundary | 3 | 4.5 M | ♦ | | | | | |
| 2b | I-8 East | Campo | Improve drainage at SR 94 from reservation boundary to reservation boundary | 3 | 4.5 M | ♦ | | | | | |
| 2c | I-8 East | Campo | Improve drainage at all roads | 54 | 81.0 M | | | | | | ♦ |
| 11 | I-8 West | Barona | Intersection improvements at SR 67 / Mapleview Rd | 0 | 45.0 M | | | | | | ♦ |
| 13 | I-8 West | Barona | Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd | 12 | 27.0 M | | | | | | ♦ |
| 14 | I-8 West | Barona | Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd | 1 | 28.5 M | | | | ♦ | | |
| 15 | I-8 West | Barona | Signal at Willow Rd / Ashwood Rd | 0 | 1.2 M | | | | ♦ | | |
| 18 | I-8 West | Capitan Grande | Closure: reduce and restrict access to reservation roads | 0 | 0.0 M | | | | | | ♦ |
| 21 | I-8 West | Viejas | Bridge repair at Willows Rd | 0 | 16.5 M | | | | | | ♦ |
| 24 | I-8 West | Viejas | Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd | 4 | 57.0 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | I-8 West | Viejas | Interchange improvements at I-8 / West Willows Rd interchange | 0 | 11.0 M | ♦ | ♦ | ♦ | | | |
| 26 | I-8 West | Viejas | Interchange improvements at I-8 / East Willows Rd interchange | 0 | 11.0 M | ♦ | ♦ | ♦ | | | |
| 27 | I-8 West | Viejas | New interchange at I-8 / Casa De Roca Way | 0 | 22.5 M | | | | | | ♦ |
| 28 | I-8 West | Viejas | Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd | 3 | 138.0 M | | | | | | ♦ |
| 29 | I-8 West | Viejas | Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange | 3 | 75.0 M | | | | | | ♦ |
| 33 | I-8 West | Ewiiaapaayp Band of Kumey | Signage at I-8 / Willows Rd WB off-ramp | 0 | 0.0 M | ♦ | ♦ | | | | |
| 34 | I-8 West | Ewiiaapaayp Band of Kumey | Signage at I-8 / Willows Rd EB off-ramp | 0 | 0.0 M | ♦ | ♦ | | | | |
| 118 | I-8 West | Manzanita | Interchange improvements at Crestwood Rd / I-8 interchange | 0 | 12.8 M | | | | | | ♦ |
| 119 | I-8 West | Manzanita | Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd | 8 | 51.0 M | | | | | | ♦ |
| 120 | I-8 West | Manzanita | Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd | 6 | 37.5 M | | | | | | ♦ |
| 121 | I-8 West | Manzanita | Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd | 15 | 97.5 M | | | | | | ♦ |
| 159 | I-8 West | Ewiiaapaayp Band of Kumey | Install signage indicating the use of east Willow Rd ramps for casino access | 0 | 0.2 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 160 | I-8 West | Ewiiaapaayp Band of Kumey | Install speed warning signage and pedestian signage along Willows Rd curve | 0 | 0.1 M | | | | | | ♦ |
| 191 | I-8 West | Viejas | Replace warning signage approaching 5 horizonal curves, restripe roadway, install rumble strips along Browns Rd between Viejas Grade Rd and Willows Rd | 5 | 0.3 M | | | | | | ♦ |
| 12a | I-8 West | Barona | Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln | 1 | 65.6 M | | | ♦ | | | |
| 12b | I-8 West | Barona | Lane widening at SR 67 from Gold Bar Ln to Dye Rd | 14 | 917.7 M | | | ♦ | | | |
| 35 | SR-76 | Pala | Bridge construction at San Luis Rey River Bridge | 0 | 17.3 M | | | | | | ♦ |
| 36 | SR-76 | Pala | Add turn lanes at SR 76 / Magee Rd / Pala Raceway | 0 | 2.3 M | | | | ♦ | | |
| 37 | SR-76 | Pala | Paving at various roads | 1 | 12.8 M | | | | | | ♦ |
| 38 | SR-76 | Pala | Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary | 2 | 12.8 M | | | | | ♦ | |
| 39 | SR-76 | Pala | Paving at various roads | 1 | 12.8 M | | | | | | ♦ |
| 42 | SR-76 | Pauma | General roadway improvements at Adams Dr from Adams Dr to Reservation Rd | 1 | 0.6 M | | | | | | ♦ |
| 43 | SR-76 | Pauma | General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd | 1 | 12.8 M | | | | | | ♦ |
| 44 | SR-76 | Pauma | Add turn lane at SR 76 / Pauma Reservation Rd | 0 | 1.0 M | | | ♦ | | | |
| 45 | SR-76 | Pauma | Street lights at Reservation Rd from Pala Rd to Reservation Rd | 1 | 0.7 M | | | | | | ♦ |
| 46 | SR-76 | Pauma | Traffic signal at Cole Grade Rd / SR 76 | 0 | 0.9 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 | SR-76 | Rincon | Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd | 4 | 1.0 M | | | ♦ | | ♦ | |
| 50 | SR-76 | Rincon | Safety at Charter School near school zone | 0 | 0.0 M | | | | | | ♦ |
| 60 | SR-76 | San Pasqual | Turn lanes at Lake Wohlford Rd from Valley Center Road to Valley Center Road / S 6 | 8 | 225.0 M | | | | | ♦ | |
| 61 | SR-76 | San Pasqual | Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd | 4 | 57.0 M | | | | | | ♦ |
| 63 | SR-76 | San Pasqual | Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane | 2 | 25.5 M | | | | | ♦ | |
| 64 | SR-76 | San Pasqual | Signage and lighting at various locations | 0 | 0.3 M | | | | | | ♦ |
| 68 | SR-76 | La Jolla | Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd | 19 | 693.0 M | | ♦ | ♦ | | | |
| 69 | SR-76 | La Jolla | Roundabout / traffic calming at Senge Oaks Rd / SR 76 | 0 | 3.5 M | | | | | | ♦ |
| 70 | SR-76 | La Jolla | Roundabout/traffic calming at Palomar Mountain Rd / SR 76 | 0 | 6.0 M | | | | | | ♦ |
| 71 | SR-76 | Rincon | Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76 | 5 | 26.3 M | | | | | | ♦ |
| 72 | SR-76 | La Jolla | Signage, lighting at all intersections | 0 | 3.0 M | | | | | | ♦ |
| 73 | SR-76 | La Jolla | Gateway feature at Mesa Truck Trail / SR 76 | 0 | 0.0 M | | | | | | ♦ |
| 74 | SR-76 | La Jolla | Gateway feature at Harolds Rd / SR 76 | 0 | 0.0 M | | | | | | ♦ |
| 75 | SR-76 | La Jolla | Paving at Campground Rd from SR 76 to zip-line tower | 2 | 12.8 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 77 | SR-76 | La Jolla | Planning: trucking / freight study, speed and traffic study at SR 76 from SR 79 to Valley Center Rd | 0 | 0.1 M | | | | | | ♦ |
| 78 | SR-76 | La Jolla | Planning: develop address system | 0 | 0.1 M | | | | | | ♦ |
| 107 | SR-76 | La Jolla | Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd | 1 | 21.0 M | | | ♦ | | | |
| 108 | SR-76 | Pala | Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation | 4 | 60.0 M | | | ♦ | | | |
| 109 | SR-76 | Pala | Intersection improvements at SR 76 / Pala Mission Rd | 0 | 1.0 M | | | ♦ | | | |
| 110 | SR-76 | Pala | Intersection improvements at Pala Mission Rd / Pala Temecula Rd | 0 | 0.8 M | | | | | | ♦ |
| 111 | SR-76 | Pala | Safety at Pala Temecula Rd | 0 | 0.1 M | | | | | | ♦ |
| 129 | SR-76 | Pala | Construct bridge or box culvert over Trujillo Creek along Pala Mission Road | 0 | 7.0 M | | | | | | ♦ |
| 130 | SR-76 | Pala | Construct bridge or box culvert over Pala Creek along Pala Mission Road | 0 | 7.0 M | | | | | | ♦ |
| 131 | SR-76 | Pala | Construct bridge or box culvert over Pala Creek along Pala Temecula Road | 0 | 7.0 M | | | | | | ♦ |
| 143 | SR-76 | Pala | Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes | 0 | 0.2 M | | | | | | ♦ |
| 144 | SR-76 | Pala | Add traffic control signage at residential intersections along Pala Mission Road | 0 | 0.1 M | | | | | | ♦ |
| 173 | SR-76 | La Jolla | Widen SR-76 between SR-79 and Valley Center Rd | 20 | 24.0 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 176 | SR-76 | Pala | Widen shoulders along SR-76 to enhance safety for emergency response vehicles | 4 | 4.8 M | | | | | | ♦ |
| 177 | SR-76 | Pala | Drainage Improvements along Pala-Temecula Road between Arouba and SR-76 | 2 | 2.5 M | | | | | | ♦ |
| 182 | SR-76 | San Pasqual | Designate Lake Wohlford as a truck route and incorporate signage and pavement improvements such as rumble strips | 8 | 10.3 M | | | | | | ♦ |
| 183 | SR-76 | San Pasqual | Straighten Curves along Duro Road | 4 | 60.0 M | | | | | | ♦ |
| 184 | SR-76 | San Pasqual | Straighten curves Kunyaaw Path between Kewaak Wy and Old San Pasqual Rd | 1 | 15.8 M | | | | | | ♦ |
| 58b | SR-76 | San Pasqual | Restripe roadway and install signage improvements at Canal Rd / Paradise Mountain Rd | 2 | 0.2 M | | | | | | ♦ |
| 58 | SR-76 | San Pasqual | Realign intersection at Canal Rd / Paradise Mountain Rd | 0 | 2.7 M | | | | | | ♦ |
| 62b | SR-76 | San Pasqual | Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd | 2 | 23.0 M | | | | | | ♦ |
| 84 | SR-79 | Santa Ysabel | Turn lanes at SR 79 / Schoolhouse Canyon Rd | 0 | 1.0 M | ♦ | | ♦ | | | |
| 85 | SR-79 | Santa Ysabel | Turn lanes at SR 78 / Deer Canyon Dr | 4 | 4.2 M | | | | | | ♦ |
| 113 | SR-79 | Mesa Grande | Add traffic signal at Rancho Ballena Rd / SR 78 | 0 | 0.8 M | ♦ | ♦ | | | | |
| 114 | SR-79 | Mesa Grande | Paving at Rancho Ballena Rd from SR 78 to Tribe | 1 | 12.8 M | | | | | | ♦ |
| 116 | SR-79 | Mesa Grande | Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd | 13 | 3.8 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 123 | SR-79 | Los Coyotes | Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd | 7 | 60.0 M | | | | | | ♦ |
| 124 | SR-79 | Los Coyotes | Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd | 7 | 6.0 M | | | | | | ♦ |
| 125 | SR-79 | Los Coyotes | Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd | 0 | 0.1 M | | | | | | ♦ |
| 126 | SR-79 | Los Coyotes | Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd | 7 | 10.5 M | | | | | | ♦ |
| 145 | SR-79 | Santa Ysabel | Construct left/right turn lanes at SR-79/Epie Rd | 1 | 0.1 M | | | | | | ♦ |
| 146 | SR-79 | Santa Ysabel | Construct left/right turn lanes at SR-79/Driveway 0.26 miles north of Epie Hill Rd | 1 | 0.1 M | | | | | | ♦ |
| 147 | SR-79 | Santa Ysabel | Construct left/right turn lanes at SR-79/SR-76/Beresford Ln | 1 | 0.1 M | | | | | | ♦ |
| 148 | SR-79 | Santa Ysabel | Install mile marker signage at SR-79/Angels Crossing | 0 | 0.1 M | | | | | | ♦ |
| 149 | SR-79 | Santa Ysabel | Construct left/right turn lanes at Mesa Grande Rd/Angel Mountain Rd | 1 | 0.1 M | | | | | | ♦ |
| 150 | SR-79 | Santa Ysabel | Construct intersection improvements including adding left/right turn lanes at SR-79/ Santa Ysabel Mission Driveway | 0 | 0.1 M | | | | | | ♦ |
| 151 | SR-79 | Santa Ysabel | Add speed feedback signage at SR-79/Santa Ysabel Mission Driveway | 0 | 0.1 M | | | | | | ♦ |
| 152 | SR-79 | Santa Ysabel | Construct left/right turn lanes at Mesa Grande Rd/Quail Springs Rd | 1 | 0.1 M | | | | | | ♦ |
| 153 | SR-79 | Santa Ysabel | Install wayfinding signage along Mesa Grande Rd | 0 | 0.1 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 154 | SR-79 | Santa Ysabel | Install "slow down" signage and fire department signage approaching Mesa Grande Rd/ Mesa Truck Trail | 0 | 0.1 M | | | | | | ♦ |
| 174 | SR-79 | Mesa Grande | Widen roadway, pave, and update signage along Sutherland Dam Rd between SR-78 and Black Canyon Rd | 4 | 4.8 M | | | | | | ♦ |
| 178 | SR-79 | Ewiiaapaayp Band of Kumey | Pave a new roadway | 1 | 1.3 M | | | | | | ♦ |
| 179 | SR-79 | Ewiiaapaayp Band of Kumey | Pave a new roadway 0.5 miles south of Alpine Blvd and west of Star Valley Rd | 1 | 1.3 M | | | | | | ♦ |
| 180 | SR-79 | Ewiiaapaayp Band of Kumey | Pave Thing Valley Rd between Sunrise Hwy and Morris Ranch rd | 8 | 10.0 M | | | | | | ♦ |
| 91 | SR-94 | Jamul Indian Village | Intersection widening at SR 94 / Jamacha Rd | 0 | 2.3 M | | ♦ | | | | |
| 92 | SR-94 | Jamul Indian Village | Add acceleration lane at SR 94 / Maxfield Rd | 0 | 2.3 M | | ♦ | | | | |
| 93 | SR-94 | Jamul Indian Village | Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd | 5 | 127.5 M | | | | | | ♦ |
| 94 | SR-94 | Jamul Indian Village | Add turn lanes at SR 94 / Steele Canyon Rd | 0 | 4.5 M | | ♦ | | | | |
| 95 | SR-94 | Jamul Indian Village | Add turn lanes at SR 94 / Millar Ranch Rd | 0 | 1.5 M | | ♦ | | | | |
| 96 | SR-94 | Jamul Indian Village | Intersection improvements at SR 94 / Vista Diego Dr | 0 | 0.8 M | | ♦ | | ♦ | ♦ | |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 97 | SR-94 | Jamul Indian Village | Intersection improvements at SR 94 / Melody Rd / Daisy Dr | 0 | 8.0 M | | ♦ | ♦ | | | |
| 98 | SR-94 | Jamul Indian Village | Re-stripe at SR 94 /Jamacha Rd | 0 | 0.1 M | | ♦ | | | | |
| 99 | SR-94 | Jamul Indian Village | Shoulders at Otay Lakes Rd from SR 94 to Wuseste Rd | 9 | 127.5 M | | | | | | ♦ |
| 102 | SR-94 | Jamul Indian Village | Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr | 5 | 150.0 M | | | | | ♦ | |
| 103 | SR-94 | Jamul Indian Village | Install traffic signal at SR 94 / Lyons Valley Rd | 0 | 0.8 M | | | | | | ♦ |
| 106 | SR-94 | Sycuan | Paving at Sycuan Rd from Dehesa Rd to Guard Gate on Sycuan Rd | 0 | 8.7 M | | | | | | ♦ |
| 135 | SR-94 | Jamul Indian Village | Intersection improvements (turn lanes) at SR-94/Vista Sage Ln | 0 | 2.3 M | | | | | | ♦ |
| 136 | SR-94 | Jamul Indian Village | Intersection improvements at SR-94/Indian Springs Dr/ Lyons Valley Rd | 0 | 12.8 M | | | | | | ♦ |
| 137 | SR-94 | Jamul Indian Village | Intersection improvements (intersection widening) at SR-94/Proctor Valley Rd | 0 | 12.8 M | | | | | | ♦ |
| 138 | SR-94 | Jamul Indian Village | Intersection improvements (restripe NB approach) at SR-94/ Jamacha Blvd | 0 | 0.1 M | | | | | | ♦ |
| 139 | SR-94 | Jamul Indian Village | Intersection improvements (restripe NB and SB approaches to include TWLTL) at SR-94/ Maxfield Rd | 0 | 0.1 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 140 | SR-94 | Jamul Indian Village | Install traffic signal at SR-94/ Otay Lakes Rd | 0 | 0.8 M | | | | | | ♦ |
| 141 | SR-94 | Jamul Indian Village | Intersection improvements to address sight distance concerns at SR-94/Honey Spring Rd | 0 | 0.2 M | | | | | | ♦ |
| 142 | SR-94 | Jamul Indian Village | Intersection improvements at SR-94/Jefferson St/Proctor Valley | 0 | 12.8 M | | | | | | ♦ |
| 167 | SR-94 | Sycuan | Connect residential neighborhoods via a new road east off of Sloane Canyon Road | 1 | 1.3 M | | | | | | ♦ |
| 171 | SR-94 | Jamul Indian Village | Widen SR-94 between Maxfield Rd and reservation boundary | 6 | 7.2 M | | | | | | ♦ |
| 175 | SR-94 | Sycuan | Provide new residential road to access future housing development east of Dehesa Rd south of Quail Haven Ln | 1 | 1.3 M | | | | | | ♦ |
| 100a | SR-94 | Jamul Indian Village | Lane widening at SR 94 from SR 125 to Avocado Blvd | 2.5 | 86.3 M | | | | | | |
| 100b | SR-94 | Jamul Indian Village | Lane widening at SR 94 from Avocado Blvd to Jamacha Rd | 1 | 51.8 M | | | | | | |
| 100c | SR-94 | Jamul Indian Village | Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd | 3 | 103.5 M | | | | | | |
| 101a | SR-94 | Jamul Indian Village | Shoulder widening; straightening at SR 94 from reservation to Tecate Rd | 18 | 252.0 M | | | ♦ | | | |
| 101b | SR-94 | Jamul Indian Village | Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing | 1 | 15.8 M | | | | | | ♦ |
| **Total roadway projects cost: $ 4,197.2 M** | | | | | | | | | | | |

## 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 | 0.2 M | 0.6 M | | | | | | ♦ |
| 7 | I-8 East | Campo | Service: continuous stops | 0.2 M | 0.6 M | | | | | | ♦ |
| 10 | I-8 East | La Posta | Service: 7-day transit service | 0.2 M | 0.5 M | | | | | | ♦ |
| 16 | I-8 West | Barona | Rideshare service: add rideshare service | 0.0 M | 0.1 M | | | | | | ♦ |
| 17 | I-8 West | Barona | Vanpool program: vanpool program at casino | 0.0 M | 0.1 M | | | | | | ♦ |
| 31 | I-8 West | Viejas | Vanpool program: vanpool program at casino | 0.0 M | 0.1 M | | | | | | ♦ |
| 32 | I-8 West | Viejas | Service: enhanced Route 864 | 0.5 M | 2.9 M | | | | | | ♦ |
| 41 | SR-76 | Pala | Rideshare: ridesharing or shuttles for casino employees | 0.2 M | 0.5 M | | | | | | ♦ |
| 51 | SR-76 | Rincon | Increased transit service on Route 388 | 0.3 M | 2.6 M | | | | | | ♦ |
| 65 | SR-76 | San Pasqual | New bus stop at Wohlford Rd and Kumeyaay Way | 0.2 M | 0.5 M | | | | | | ♦ |
| 66 | SR-76 | San Pasqual | New bus stop at government center | 0.2 M | 0.4 M | | | | | | ♦ |
| 79 | SR-76 | La Jolla | New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79 | 0.2 M | 0.8 M | | | | | | ♦ |
| 80 | SR-76 | La Jolla | Connection to high speed rail station location to be determined | 0.2 M | 0.8 M | | | | | | ♦ |
| 82 | SR-76 | La Jolla | Vanpool / shuttle | 0.0 M | 0.1 M | | | | | | ♦ |
| 87 | SR-79 | Santa Ysabel | New bus stop at tribal government facility | 0.2 M | 0.2 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 104 | SR-94 | Jamul Indian Village | Rideshare program: rideshare program at casino | 0.0 M | 0.1 M | | | | | | ♦ |
| 105 | SR-94 | Jamul Indian Village | New bus stop: bus stop at gaming facility; express service to downtown | 0.2 M | 0.2 M | | | | | | ♦ |
| 115 | SR-79 | Mesa Grande | Rideshare service on Black Canyon Road | 0.0 M | 0.1 M | | | | | | ♦ |
| 122 | I-8 West | Manzanita | Rideshare service: improve access to employment centers and local destinations | 0.0 M | 0.1 M | | | | | | ♦ |
| 127 | SR-79 | Los Coyotes | Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall | 0.0 M | 0.1 M | | | | | | ♦ |
| 157 | I-8 West | Viejas | Convert existing shuttle fleet to EV | 6.9 M | 0.1 M | | | | | | ♦ |
| 161 | I-8 West | Ewiiaapaayp Band of Kumey | Update transit fleet to EV | 6.9 M | 0.1 M | | | | | | ♦ |
| 186 | SR-76 | San Pasqual | Convert some of the existing approximate 20 vehicle fleet to EV | 23.0 M | 0.4 M | | | | | | ♦ |
| 188 | SR-76 | San Pasqual | Implement E-bikes and NEV infrastructure | 0.2 M | 0.8 M | | | | | | ♦ |
| 164 | I-8 West | Ewiiaapaayp Band of Kumey | Provide shuttles stop to clinic on Willows Rd | 0.2 M | 0.8 M | | | | | | ♦ |
| 165 | I-8 West | Ewiiaapaayp Band of Kumey | Improve frequency of transit stops at Little Ewiiaapaayp | 0.2 M | 0.8 M | | | | | | ♦ |
| 187 | SR-76 | San Pasqual | Implement a tribal microtransit system to transport community members to key destinations | 0.2 M | 0.8 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 189 | SR-76 | San Pasqual | Construct new bus turnaround to promote pedestrian safety near school zone at N Lake Wohlford Rd/ Kumeyaay Way | 0.8 M | 0.0 M | | | | | | ♦ |
| **Total transit projects capital cost: $40.8 M** | | | | | | | | | | | |
| **Total transit projects O&M cost: $15.1 M** | | | | | | | | | | | |

## 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 | 55.0 M | | | ♦ | | | |
| 4 | I-8 East | Campo | Add sidewalk at Church Rd from SR 80 to SR 94 | 4 | 0.1 M | | | | | | ♦ |
| 8 | I-8 East | La Posta | ATV trails: construct for safe movement through reservation | 0 | 0.1 M | | | | | | ♦ |
| 128 | SR-76 | Pala | Pedestrian bridge on Henderson Road between cemetery and sports complex | 0 | 4.0 M | | | | | | ♦ |
| 49 | SR-76 | Rincon | Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd | 5 | 75.0 M | | | | | | ♦ |
| 52 | SR-76 | San Pasqual | Construct trail at Oos Rd from East Canal Rd to East Canal Rd | 1 | 0.6 M | | | | | | ♦ |
| 53 | SR-76 | San Pasqual | Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd | 2 | 0.4 M | | | | | | ♦ |
| 54 | SR-76 | San Pasqual | Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd | 1 | 0.6 M | | | | | | ♦ |
| 55 | SR-76 | San Pasqual | Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path | 1 | 0.6 M | | | | | | ♦ |
| 56 | SR-76 | San Pasqual | Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way | 13 | 7.5 M | | | | | | ♦ |
| 57 | SR-76 | San Pasqual | Construct trail at Nyemii Pass Place from west end to casino | 13 | 7.5 M | | | | | | ♦ |
| 67 | SR-76 | La Jolla | Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd | 19 | 127.5 M | | | | | ♦ | |
| 83 | SR-79 | Santa Ysabel | Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd | 16 | 255.0 M | ♦ | | | | ♦ | |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 88 | SR-94 | Jamul Indian Village | Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr | 7 | 90.0 M | | ♦ | | | ♦ | |
| 89 | SR-94 | Sycuan | Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd | 5 | 69.0 M | | | | | | ♦ |
| 90 | SR-94 | Jamul Indian Village | Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr | 1 | 15.0 M | | | | | | ♦ |
| 112 | SR-79 | Mesa Grande | Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd | 13 | 195.0 M | | | | | | ♦ |
| 117 | SR-79 | Mesa Grande | Trail improvements from Casner Rd to Santa Ysabel Creek | 8 | 5.3 M | | | | | | ♦ |
| 132 | SR-76 | Pala | Construct sidewalk, ramps, and crosswalk improvements at the intersection of Pala Mission Road/Pala Temcula Road | 0 | 1.4 M | | | | | | ♦ |
| 133 | SR-76 | Pala | Add enhanced crosswalks at Pala Mission Rd/Pala Mission Circle | 0 | 0.6 M | | | | | | ♦ |
| 134 | SR-76 | Pala | Add enhanced crosswalks at Pala Temecula Rd/Robles Rd | 0 | 0.6 M | | | | | | ♦ |
| 168 | I-8 West | Barona | Add bike lane along Wildcat Canyon Rd between Willow Rd and San Vicente Rd | 13 | 6.5 M | | | | | | ♦ |
| 169 | SR-94 | Jamul Indian Village | Implement Class I bicycle facility along SR-94 between Jamacha Rd and the southeastern Jamul-Dulzura community boundary | 6 | 40.7 M | | | | | | ♦ |
| 181 | SR-76 | San Pasqual | Construct trail along N Lake Wohlford Rd between Kumeyaay Wy and Valley Center Rd | 2 | 1.1 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 34a | SR-76 | Pala | Add bike lane and sidewalks along Pala Mission Rd / Temecula Rd from Arouba to SR 76 | 3 | 50.7 M | | | | | | ♦ |
| 34b | SR-76 | Pala | Add bike lane at SR 76 from west reservation boundary to east reservation boundary | 3 | 40.0 M | | | ♦ | | ♦ | |
| 86a | SR-79 | Santa Ysabel | Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79 | 9 | 13.5 M | | | | | | ♦ |
| 86b | SR-79 | Santa Ysabel | Add sidewalk at SR 79 from BIA 52 to BIA 52 | 2 | 3.0 M | | | | | | ♦ |
| **Total active transportation projects cost: $1,071.8 M** | | | | | | | | | | | |

## Table 2.4 – Emerging technology 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 81 | SR-76 | La Jolla | Electric vehicle plug-ins | 0 | 0.2 M | | | | | | ♦ |
| 155 | SR-79 | Santa Ysabel | Install fiber optic system | 25 | 31.3 M | | | | | | ♦ |
| 156 | I-8 West | Viejas | Install EV charging stations | 0 | 1.6 M | | | | | | ♦ |
| 158 | I-8 West | Viejas | Install mobility hub enhancements including signage, at the El Cajon Trolley Station to connect travelers during the last mile | 0 | 5.5 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 162 | I-8 West | Ewiiaapaayp Band of Kumey | Install EV charging stations near clinic on Willows Rd | 0 | 1.1 M | | | | | | ♦ |
| 163 | I-8 West | Ewiiaapaayp Band of Kumey | Implement broadband connections and electrification of reservation | 0 | 31.3 M | | | | | | ♦ |
| 185 | SR-76 | San Pasqual | Create a designated mobility hub to provide service for reservation at Lake Wohlford Rd/Valley Center Rd | 0 | 5.5 M | | | | | | ♦ |
| 190 | I-8 West | Barona | Install EV charging stations | 0 | 1.6 M | | | | | | ♦ |
| **Total active transportation projects cost: $78.0 M** | | | | | | | | | | | |

## Amendments and changes to currently planned active transportation projects

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | I-8 West | Capitan Grande | Reduce and restrict access to reservation roads. Any trails that will cross over reservation lands should be removed or re-routed. | 0 | $0 M | | | | | | ♦ |
| 19 | I-8 West | Capitan Grande | Opposed planned trail development on tribal territory north of the reservoir | 0 | $0 M | | | | | | ♦ |
| 20 | I-8 West | Capitan Grande | Remove trail plan - opposed to facility planned on tribal lands | 0 | $0 M | | | | | | ♦ |
| 22 | I-8 West | Viejas | Remove trail plan - opposed to facility planned on tribal lands | 0 | $0 M | | | | | | ♦ |
| 23 | I-8 West | Viejas | Remove trail plan - opposed to facility planned on tribal lands | 0 | $0 M | | | | | | ♦ |
| **Total active transportation projects amendment cost: $0 M** | | | | | | | | | | | |

## Project summaries by corridor

Projects that were reported during the 2021 Strategy Update were organized by corridor in the following tables:

- SR 79 corridor (Table 2.5)
- SR 76 corridor (Table 2.6)
- I-8 east corridor (Table 2.7)
- I-8 west corridor (Table 2.8)
- SR 94 corridor (Table 2.9)

### Table 2.5 – 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | Santa Ysabel | Active Transportation | Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd | 16 | 255.0 M | ♦ | | | | ♦ | |
| 112 | Mesa Grande | Active Transportation | Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd | 13 | 195.0 M | | | | | | ♦ |
| 117 | Mesa Grande | Active Transportation | Trail improvements from Casner Rd to Santa Ysabel Creek | 8 | 5.3 M | | | | | | ♦ |
| 86a | Santa Ysabel | Active Transportation | Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79 | 9 | 13.5 M | | | | | | ♦ |
| 86b | Santa Ysabel | Active Transportation | Add sidewalk at SR 79 from BIA 52 to BIA 52 | 2 | 3.0 M | | | | | | ♦ |
| 155 | Santa Ysabel | Emerging Technology | Install fiber optic system | 25 | 31.3 M | | | | | | ♦ |
| 84 | Santa Ysabel | Roadway | Turn lanes at SR 79 / Schoolhouse Canyon Rd | 0 | 1.0 M | ♦ | | ♦ | | | |
| 85 | Santa Ysabel | Roadway | Turn lanes at SR 78 / Deer Canyon Dr | 4 | 4.2 M | | | | | | ♦ |
| 113 | Mesa Grande | Roadway | Add traffic signal at Rancho Ballena Rd / SR 78 | 0 | 0.8 M | ♦ | ♦ | | | | |

| 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 | 12.8 M | | | | | | ♦ |
| 116 | Mesa Grande | Roadway | Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd | 13 | 3.8 M | | | | | | ♦ |
| 123 | Los Coyotes | Roadway | Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd | 7 | 60.0 M | | | | | | ♦ |
| 124 | Los Coyotes | Roadway | Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd | 7 | 6.0 M | | | | | | ♦ |
| 125 | Los Coyotes | Roadway | Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd | 0 | 0.1 M | | | | | | ♦ |
| 126 | Los Coyotes | Roadway | Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd | 7 | 10.5 M | | | | | | ♦ |
| 145 | Santa Ysabel | Roadway | Construct left/right turn lanes at SR-79/Epie Rd | 1 | 0.1 M | | | | | | ♦ |
| 146 | Santa Ysabel | Roadway | Construct left/right turn lanes at SR-79/Driveway 0.26 miles north of Epie Hill Rd | 1 | 0.1 M | | | | | | ♦ |
| 147 | Santa Ysabel | Roadway | Construct left/right turn lanes at SR-79/SR-76/ Beresford Ln | 1 | 0.1 M | | | | | | ♦ |
| 148 | Santa Ysabel | Roadway | Install mile marker signage at SR-79/Angels Crossing | 0 | 0.1 M | | | | | | ♦ |
| 149 | Santa Ysabel | Roadway | Construct left/right turn lanes at Mesa Grande Rd/ Angel Mountain Rd | 1 | 0.1 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 150 | Santa Ysabel | Roadway | Construct intersection improvements including adding left/right turn lanes at SR-79/Santa Ysabel Mission Driveway | 0 | 0.1 M | | | | | | ♦ |
| 151 | Santa Ysabel | Roadway | Add speed feedback signage at SR-79/Santa Ysabel Mission Driveway | 0 | 0.1 M | | | | | | ♦ |
| 152 | Santa Ysabel | Roadway | Construct left/right turn lanes at Mesa Grande Rd/ Quail Springs Rd | 1 | 0.1 M | | | | | | ♦ |
| 153 | Santa Ysabel | Roadway | Install wayfinding signage along Mesa Grande Rd | 0 | 0.1 M | | | | | | ♦ |
| 154 | Santa Ysabel | Roadway | Install "slow down" signage and fire department signage approaching Mesa Grande Rd/Mesa Truck Trail | 0 | 0.1 M | | | | | | ♦ |
| 174 | Mesa Grande | Roadway | Widen roadway, pave, and update signage along Sutherland Dam Rd between SR-78 and Black Canyon Rd | 4 | 4.8 M | | | | | | ♦ |
| 178 | Ewiiaapaayp Band of Kumey | Roadway | Pave a new roadway | 1 | 1.3 M | | | | | | ♦ |
| 179 | Ewiiaapaayp Band of Kumey | Roadway | Pave a new roadway 0.5 miles south of Alpine Blvd and west of Star Valley Rd | 1 | 1.3 M | | | | | | ♦ |
| 180 | Ewiiaapaayp Band of Kumey | Roadway | Pave Thing Valley Rd between Sunrise Hwy and Morris Ranch rd | 8 | 10.0 M | | | | | | ♦ |
| 87 | Santa Ysabel | Transit | New bus stop at tribal government facility | 0 | 0.5 M | | | | | | ♦ |
| 115 | Mesa Grande | Transit | Rideshare service on Black Canyon Road | 0 | 0.1 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 127 | Los Coyotes | Transit | Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall | 0 | 0.1 M | | | | | | ♦ |

## Table 2.6 – 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 49 | Rincon | Active Transportation | Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd | 5 | 75.0 M | | | | | | ♦ |
| 52 | San Pasqual | Active Transportation | Construct trail at Oos Rd from East Canal Rd to East Canal Rd | 1 | 0.6 M | | | | | | ♦ |
| 53 | San Pasqual | Active Transportation | Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd | 2 | 0.4 M | | | | | | ♦ |
| 54 | San Pasqual | Active Transportation | Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd | 1 | 0.6 M | | | | | | ♦ |
| 55 | San Pasqual | Active Transportation | Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path | 1 | 0.6 M | | | | | | ♦ |
| 56 | San Pasqual | Active Transportation | Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way | 13 | 7.5 M | | | | | | ♦ |
| 57 | San Pasqual | Active Transportation | Construct trail at Nyemii Pass Place from west end to casino | 13 | 7.5 M | | | | | | ♦ |
| 67 | La Jolla | Active Transportation | Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd | 19 | 127.5 M | | | | | ♦ | |
| 128 | Pala | Active Transportation | Pedestrian bridge on Henderson Road between cemetery and sports complex | 0 | 4.0 M | | | | | | ♦ |
| 132 | Pala | Active Transportation | Construct sidewalk, ramps, and crosswalk improvements at the intersection of Pala Mission Road/Pala Temcula Road | 0 | 1.4 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 133 | Pala | Active Transportation | Add enhanced crosswalks at Pala Mission Rd/Pala Mission Circle | 0 | 0.6 M | | | | | | ♦ |
| 134 | Pala | Active Transportation | Add enhanced crosswalks at Pala Temecula Rd/Robles Rd | 0 | 0.6 M | | | | | | ♦ |
| 181 | San Pasqual | Active Transportation | Construct trail along N Lake Wohlford Rd between Kumeyaay Wy and Valley Center Rd | 2 | 1.1 M | | | | | | ♦ |
| 34a | Pala | Active Transportation | Add bike lane and sidewalks along Pala Mission Rd / Temecula Rd from Arouba to SR 76 | 3 | 50.7 M | | | | | | ♦ |
| 34b | Pala | Active Transportation | Add bike lane at SR 76 from west reservation boundary to east reservation boundary | 3 | 40.0 M | | | ♦ | | ♦ | |
| 81 | La Jolla | Emerging Technology | Electric vehicle plug-ins | 0 | 0.2 M | | | | | | ♦ |
| 185 | San Pasqual | Emerging Technology | Create a designated mobility hub to provide service for reservation at Lake Wohlford Rd/Valley Center Rd | 0 | 5.5 M | | | | | | ♦ |
| 35 | Pala | Roadway | Bridge construction at San Luis Rey River Bridge | 0 | 17.3 M | | | | | | ♦ |
| 36 | Pala | Roadway | Add turn lanes at SR 76 / Magee Rd / Pala Raceway | 0 | 2.3 M | | | | ♦ | | |
| 37 | Pala | Roadway | Paving at various roads | 1 | 12.8 M | | | | | | ♦ |
| 38 | Pala | Roadway | Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary | 2 | 12.8 M | | | | | ♦ | |
| 39 | Pala | Roadway | Paving at various roads | 1 | 12.8 M | | | | | | ♦ |
| 42 | Pauma | Roadway | General roadway improvements at Adams Dr from Adams Dr to Reservation Rd | 1 | 0.6 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 | Pauma | Roadway | General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd | 1 | 12.8 M | | | | | | ♦ |
| 44 | Pauma | Roadway | Add turn lane at SR 76 / Pauma Reservation Rd | 0 | 1.0 M | | | ♦ | | | |
| 45 | Pauma | Roadway | Street lights at Reservation Rd from Pala Rd to Reservation Rd | 1 | 0.7 M | | | | | | ♦ |
| 46 | Pauma | Roadway | Traffic signal at Cole Grade Rd / SR 76 | 0 | 0.9 M | | | | | | ♦ |
| 48 | Rincon | Roadway | Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd | 4 | 1.0 M | | | ♦ | | ♦ | |
| 50 | Rincon | Roadway | Safety at Charter School near school zone | 0 | 0.0 M | | | | | | ♦ |
| 60 | San Pasqual | Roadway | Turn lanes at Lake Wohlford Rd from Valley Center Road to Valley Center Road / S 6 | 8 | 225.0 M | | | | | ♦ | |
| 61 | San Pasqual | Roadway | Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd | 4 | 57.0 M | | | | | | ♦ |
| 63 | San Pasqual | Roadway | Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane | 2 | 25.5 M | | | | | ♦ | |
| 64 | San Pasqual | Roadway | Signage and lighting at various locations | 0 | 0.3 M | | | | | | ♦ |
| 68 | La Jolla | Roadway | Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd | 19 | 693.0 M | | ♦ | ♦ | | | |
| 69 | La Jolla | Roadway | Roundabout / traffic calming at Senge Oaks Rd / SR 76 | 0 | 3.5 M | | | | | | ♦ |
| 70 | La Jolla | Roadway | Roundabout/traffic calming at Palomar Mountain Rd / SR 76 | 0 | 6.0 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 71 | Rincon | Roadway | Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76 | 5 | 26.3 M | | | | | | ♦ |
| 72 | La Jolla | Roadway | Signage, lighting at all intersections | 0 | 3.0 M | | | | | | ♦ |
| 73 | La Jolla | Roadway | Gateway feature at Mesa Truck Trail / SR 76 | 0 | 0.0 M | | | | | | ♦ |
| 74 | La Jolla | Roadway | Gateway feature at Harolds Rd / SR 76 | 0 | 0.0 M | | | | | | ♦ |
| 75 | La Jolla | Roadway | Paving at Campground Rd from SR 76 to zip-line tower | 2 | 12.8 M | | | | | | ♦ |
| 77 | La Jolla | Roadway | Planning: trucking / freight study, speed and traffic study at SR 76 from SR 79 to Valley Center Rd | 0 | 0.1 M | | | | | | ♦ |
| 78 | La Jolla | Roadway | Planning: develop address system | 0 | 0.1 M | | | | | | ♦ |
| 107 | La Jolla | Roadway | Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd | 1 | 21.0 M | | | ♦ | | | |
| 108 | Pala | Roadway | Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation | 4 | 60.0 M | | | ♦ | | | |
| 109 | Pala | Roadway | Intersection improvements at SR 76 / Pala Mission Rd | 0 | 1.0 M | | | ♦ | | | |
| 110 | Pala | Roadway | Intersection improvements at Pala Mission Rd / Pala Temecula Rd | 0 | 0.8 M | | | | | | ♦ |
| 111 | Pala | Roadway | Safety at Pala Temecula Rd | 0 | 0.1 M | | | | | | ♦ |
| 129 | Pala | Roadway | Construct bridge or box culvert over Trujillo Creek along Pala Mission Road | 0 | 7.0 M | | | | | | ♦ |
| 130 | Pala | Roadway | Construct bridge or box culvert over Pala Creek along Pala Mission Road | 0 | 7.0 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 131 | Pala | Roadway | Construct bridge or box culvert over Pala Creek along Pala Temecula Road | 0 | 7.0 M | | | | | | ♦ |
| 143 | Pala | Roadway | Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes | 0 | 0.2 M | | | | | | ♦ |
| 144 | Pala | Roadway | Add traffic control signage at residential intersections along Pala Mission Road | 0 | 0.1 M | | | | | | ♦ |
| 173 | La Jolla | Roadway | Widen SR-76 between SR-79 and Valley Center Rd | 20 | 24.0 M | | | | | | ♦ |
| 176 | Pala | Roadway | Widen shoulders along SR-76 to enhance safety for emergency response vehicles | 4 | 4.8 M | | | | | | ♦ |
| 177 | Pala | Roadway | Drainage Improvements along Pala-Temecula Road between Arouba and SR-76 | 2 | 2.5 M | | | | | | ♦ |
| 182 | San Pasqual | Roadway | Designate Lake Wohlford as a truck route and incorporate signage and pavement improvements such as rumble strips | 8 | 10.3 M | | | | | | ♦ |
| 183 | San Pasqual | Roadway | Straighten Curves along Duro Road | 4 | 60.0 M | | | | | | ♦ |
| 184 | San Pasqual | Roadway | Straighten curves Kunyaaw Path between Kewaak Wy and Old San Pasqual Rd | 1 | 15.8 M | | | | | | ♦ |
| 58 | San Pasqual | Roadway | Realign intersection at Canal Rd / Paradise Mountain Rd | 0 | 2.7 M | | | | | | ♦ |
| 58b | San Pasqual | Roadway | Restripe roadway and install signage improvements at Canal Rd / Paradise Mountain Rd | 2 | 0.2 M | | | | | | ♦ |
| 62b | San Pasqual | Roadway | Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd | 2 | 23.0 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | Pala | Transit | Rideshare: ridesharing or shuttles for casino employees | 0 | 0.7 M | | | | | | ♦ |
| 51 | Rincon | Transit | Increased transit service on Route 388 | 0 | 2.9 M | | | | | | ♦ |
| 65 | San Pasqual | Transit | New bus stop at Wohlford Rd and Kumeyaay Way | 0 | 0.8 M | | | | | | ♦ |
| 66 | San Pasqual | Transit | New bus stop at government center | 0 | 0.6 M | | | | | | ♦ |
| 79 | La Jolla | Transit | New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79 | 0 | 1.0 M | | | | | | ♦ |
| 80 | La Jolla | Transit | Connection to high speed rail station location to be determined | 0 | 1.0 M | | | | | | ♦ |
| 82 | La Jolla | Transit | Vanpool / shuttle | 0 | 0.1 M | | | | | | ♦ |
| 186 | San Pasqual | Transit | Convert some of the existing approximate 20 vehicle fleet to EV | 0 | 23.4 M | | | | | | ♦ |
| 187 | San Pasqual | Transit | Implement a tribal microtransit system to transport community members to key destinations | 0 | 1.0 M | | | | | | ♦ |

## SR 76 corridor - completed projects

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 59 | San Pasqual | Roadway | Turn lanes at Duro Rd / Lake Wohlford Rd | 0 | -- | | | | | ♦ | |
| 76 | La Jolla | Roadway | Paving at Church Rd from BIA Rd 40 to SR 76 | 1 | -- | | | | | | ♦ |
| 47 | Rincon | Roadway | Roundabout at SR 76 / Valley Center Road | 0 | -- | | | | | | ♦ |
| 62a | San Pasqual | Roadway | Shoulder widening at Valley Center Rd from Cole Grade Rd to 3/4 mi east of Cole Grade Rd | 1 | -- | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 188 | San Pasqual | Transit | Implement E-bikes and NEV infrastructure | 0 | 1.0 M | | | | | | ♦ |
| 189 | San Pasqual | Transit | Construct new bus turnaround to promote pedestrian safety near school zone at N Lake Wohlford Rd/ Kumeyaay Way | 1 | 0.8 M | | | | | | ♦ |

## Table 2.7 – 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 | 55.0 M | | | ♦ | | | |
| 4 | Campo | Active Transportation | Add sidewalk at Church Rd from SR 80 to SR 94 | 4 | 0.1 M | | | | | | ♦ |
| 8 | La Posta | Active Transportation | ATV trails: construct for safe movement through reservation | 0 | 0.1 M | | | | | | ♦ |
| 3 | Campo | Roadway | Realignment at Golden Acre Way / SR 80 | 0 | 1.5 M | | | | | | ♦ |
| 5 | Campo | Roadway | Signage and lighting at Church Rd / SR 80 | 0 | 0.1 M | | | | | | ♦ |
| 9 | La Posta | Roadway | Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd | 3 | 4.5 M | | | | | | ♦ |
| 2a | Campo | Roadway | Improve drainage at I-8 along reservation boundary | 3 | 4.5 M | ♦ | | | | | |
| 2b | Campo | Roadway | Improve drainage at SR 94 from reservation boundary to reservation boundary | 3 | 4.5 M | ♦ | | | | | |
| 2c | Campo | Roadway | Improve drainage at all roads | 54 | 81.0 M | | | | | | ♦ |
| 6 | Campo | Transit | Service: continuous stop at Golden Acre Casino | 0 | 0.7 M | | | | | | ♦ |
| 7 | Campo | Transit | Service: continuous stops | 0 | 0.7 M | | | | | | ♦ |
| 10 | La Posta | Transit | Service: 7-day transit service | 0 | 0.7 M | | | | | | ♦ |

## Table 2.8 – 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 168 | Barona | Active Transportation | Add bike lane along Wildcat Canyon Rd between Willow Rd and San Vicente Rd | 13 | 6.5 M | | | | | | ♦ |
| 156 | Viejas | Emerging Technology | Install EV charging stations | 0 | 1.6 M | | | | | | ♦ |
| 158 | Viejas | Emerging Technology | Install mobility hub enhancements including signage, at the El Cajon Trolley Station to connect travelers during the last mile | 0 | 5.5 M | | | | | | ♦ |
| 162 | Ewiiaapaayp Band of Kumey | Emerging Technology | Install EV charging stations near clinic on Willows Rd | 0 | 1.1 M | | | | | | ♦ |
| 163 | Ewiiaapaayp Band of Kumey | Emerging Technology | Implement broadband connections and electrification of reservation | 0 | 31.3 M | | | | | | ♦ |
| 190 | Barona | Emerging Technology | Install EV charging stations | 0 | 1.6 M | | | | | | ♦ |
| 11 | Barona | Roadway | Intersection improvements at SR 67 / Mapleview Rd | 0 | 45.0 M | | | | | | ♦ |
| 13 | Barona | Roadway | Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd | 12 | 27.0 M | | | | | | ♦ |
| 14 | Barona | Roadway | Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd | 1 | 28.5 M | | | | ♦ | | |
| 15 | Barona | Roadway | Signal at Willow Rd / Ashwood Rd | 0 | 1.2 M | | | | ♦ | | |
| 21 | Viejas | Roadway | Bridge repair at Willows Rd | 0 | 16.5 M | | | | | | ♦ |
| 24 | Viejas | Roadway | Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd | 4 | 57.0 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | Viejas | Roadway | Interchange improvements at I-8 / West Willows Rd interchange | 0 | 11.0 M | ♦ | ♦ | ♦ | | | |
| 26 | Viejas | Roadway | Interchange improvements at I-8 / East Willows Rd interchange | 0 | 11.0 M | ♦ | ♦ | ♦ | | | |
| 27 | Viejas | Roadway | New interchange at I-8 / Casa De Roca Way | 0 | 22.5 M | | | | | | ♦ |
| 28 | Viejas | Roadway | Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd | 3 | 138.0 M | | | | | | ♦ |
| 29 | Viejas | Roadway | Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange | 3 | 75.0 M | | | | | | ♦ |
| 33 | Ewiiaapaayp Band of Kumey | Roadway | Signage at I-8 / Willows Rd WB off-ramp | 0 | 0.0 M | ♦ | ♦ | | | | |
| 34 | Ewiiaapaayp Band of Kumey | Roadway | Signage at I-8 / Willows Rd EB off-ramp | 0 | 0.0 M | ♦ | ♦ | | | | |
| 118 | Manzanita | Roadway | Interchange improvements at Crestwood Rd / I-8 interchange | 0 | 12.8 M | | | | | | ♦ |
| 119 | Manzanita | Roadway | Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd | 8 | 51.0 M | | | | | | ♦ |
| 120 | Manzanita | Roadway | Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd | 6 | 37.5 M | | | | | | ♦ |
| 121 | Manzanita | Roadway | Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd | 15 | 97.5 M | | | | | | ♦ |
| 159 | Ewiiaapaayp Band of Kumey | Roadway | Install signage indicating the use of east Willow Rd ramps for casino access | 0 | 0.2 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 160 | Ewiiaapaayp Band of Kumey | Roadway | Install speed warning signage and pedestian signage along Willows Rd curve | 0 | 0.1 M | | | | | | ♦ |

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

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | Capitan Grande | Active Transportation | Reduce and restrict access to reservation roads. Any trails that will cross over reservation lands should be removed or re-routed. | 0 | $0 k | | | | | | ♦ |
| 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 | | | | | | ♦ |

## I-8 west corridor - completed projects

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 30 | Viejas | Roadway | | 0 | -- | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 | Viejas | Roadway | Replace warning signage approaching 5 horizonal curves, restripe roadway, install rumble strips along Browns Rd between Viejas Grade Rd and Willows Rd | 5 | 0.3 M | | | | | | ♦ |
| 12a | Barona | Roadway | Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln | 1 | 65.6 M | | | ♦ | | | |
| 12b | Barona | Roadway | Lane widening at SR 67 from Gold Bar Ln to Dye Rd | 14 | 917.7 M | | | ♦ | | | |
| 16 | Barona | Transit | Rideshare service: add rideshare service | 0 | 0.1 M | | | | | | ♦ |
| 17 | Barona | Transit | Vanpool program: vanpool program at casino | 0 | 0.1 M | | | | | | ♦ |
| 31 | Viejas | Transit | Vanpool program: vanpool program at casino | 0 | 0.1 M | | | | | | ♦ |
| 32 | Viejas | Transit | Service: enhanced Route 864 | 0 | 3.3 M | | | | | | ♦ |
| 122 | Manzanita | Transit | Rideshare service: improve access to employment centers and local destinations | 0 | 0.1 M | | | | | | ♦ |
| 157 | Viejas | Transit | Convert existing shuttle fleet to EV | 0 | 7.0 M | | | | | | ♦ |
| 161 | Ewiiaapaayp Band of Kumey | Transit | Update transit fleet to EV | 0 | 7.0 M | | | | | | ♦ |
| 164 | Ewiiaapaayp Band of Kumey | Transit | Provide shuttles stop to clinic on Willows Rd | 0 | 1.0 M | | | | | | ♦ |
| 165 | Ewiiaapaayp Band of Kumey | Transit | Improve frequency of transit stops at Little Ewiiaapaayp | 0 | 1.0 M | | | | | | ♦ |

## Table 2.9 – SR 94 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 88 | Jamul Indian Village | Active Transportation | Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr | 7 | 90.0 M | | ♦ | | | ♦ | |
| 89 | Sycuan | Active Transportation | Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd | 5 | 69.0 M | | | | | | ♦ |
| 90 | Jamul Indian Village | Active Transportation | Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr | 1 | 15.0 M | | | | | | ♦ |
| 169 | Jamul Indian Village | Active Transportation | Implement Class I bicycle facility along SR-94 between Jamacha Rd and the southeastern Jamul-Dulzura community boundary | 6 | 40.7 M | | | | | | ♦ |
| 91 | Jamul Indian Village | Roadway | Intersection widening at SR 94 / Jamacha Rd | 0 | 2.3 M | | ♦ | | | | |
| 92 | Jamul Indian Village | Roadway | Add acceleration lane at SR 94 / Maxfield Rd | 0 | 2.3 M | | ♦ | | | | |
| 93 | Jamul Indian Village | Roadway | Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd | 5 | 127.5 M | | | | | | ♦ |
| 94 | Jamul Indian Village | Roadway | Add turn lanes at SR 94 / Steele Canyon Rd | 0 | 4.5 M | | ♦ | | | | |
| 95 | Jamul Indian Village | Roadway | Add turn lanes at SR 94 / Millar Ranch Rd | 0 | 1.5 M | | ♦ | | | | |
| 96 | Jamul Indian Village | Roadway | Intersection improvements at SR 94 / Vista Diego Dr | 0 | 0.8 M | | ♦ | | ♦ | ♦ | |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 97 | Jamul Indian Village | Roadway | Intersection improvements at SR 94 / Melody Rd / Daisy Dr | 0 | 8.0 M | | ♦ | ♦ | | | |
| 98 | Jamul Indian Village | Roadway | Re-stripe at SR 94 /Jamacha Rd | 0 | 0.1 M | | ♦ | | | | |
| 99 | Jamul Indian Village | Roadway | Shoulders at Otay Lakes Rd from SR 94 to Wuseste Rd | 9 | 127.5 M | | | | | | ♦ |
| 102 | Jamul Indian Village | Roadway | Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr | 5 | 150.0 M | | | | | ♦ | |
| 103 | Jamul Indian Village | Roadway | Install traffic signal at SR 94 / Lyons Valley Rd | 0 | 0.8 M | | | | | | ♦ |
| 106 | Sycuan | Roadway | Paving at Sycuan Rd from Dehesa Rd to Guard Gate on Sycuan Rd | 0 | 8.7 M | | | | | | ♦ |
| 135 | Jamul Indian Village | Roadway | Intersection improvements (turn lanes) at SR-94/Vista Sage Ln | 0 | 2.3 M | | | | | | ♦ |
| 136 | Jamul Indian Village | Roadway | Intersection improvements at SR-94/Indian Springs Dr/ Lyons Valley Rd | 0 | 12.8 M | | | | | | ♦ |
| 137 | Jamul Indian Village | Roadway | Intersection improvements (intersection widening) at SR-94/Proctor Valley Rd | 0 | 12.8 M | | | | | | ♦ |
| 138 | Jamul Indian Village | Roadway | Intersection improvements (restripe NB approach) at SR-94/Jamacha Blvd | 0 | 0.1 M | | | | | | ♦ |
| 139 | Jamul Indian Village | Roadway | Intersection improvements (restripe NB and SB approaches to include TWLTL) at SR-94/Maxfield Rd | 0 | 0.1 M | | | | | | ♦ |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 140 | Jamul Indian Village | Roadway | Install traffic signal at SR-94/Otay Lakes Rd | 0 | 0.8 M | | | | | | ♦ |
| 141 | Jamul Indian Village | Roadway | Intersection improvements to address sight distance concerns at SR-94/Honey Spring Rd | 0 | 0.2 M | | | | | | ♦ |
| 142 | Jamul Indian Village | Roadway | Intersection improvements at SR-94/Jefferson St/ Proctor Valley | 0 | 12.8 M | | | | | | ♦ |
| 167 | Sycuan | Roadway | Connect residential neighborhoods via a new road east off of Sloane Canyon Road | 1 | 1.3 M | | | | | | ♦ |
| 171 | Jamul Indian Village | Roadway | Widen SR-94 between Maxfield Rd and reservation boundary | 6 | 7.2 M | | | | | | ♦ |
| 175 | Sycuan | Roadway | Provide new residential road to access future housing development east of Dehesa Rd south of Quail Haven Ln | 1 | 1.3 M | | | | | | ♦ |
| 100a | Jamul Indian Village | Roadway | Lane widening at SR 94 from SR 125 to Avocado Blvd | 2.5 | 86.3 M | | | | | | |
| 100b | Jamul Indian Village | Roadway | Lane widening at SR 94 from Avocado Blvd to Jamacha Rd | 1 | 51.8 M | | | | | | |
| 100c | Jamul Indian Village | Roadway | Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd | 3 | 103.5 M | | | | | | |

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 101a | Jamul Indian Village | Roadway | Shoulder widening; straightening at SR 94 from reservation to Tecate Rd | 18 | 252.0 M | | | ♦ | | | |
| 101b | Jamul Indian Village | Roadway | Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing | 1 | 15.8 M | | | | | | ♦ |
| 104 | Jamul Indian Village | Transit | Rideshare program: rideshare program at casino | 0 | 0.1 M | | | | | | ♦ |
| 105 | Jamul Indian Village | Transit | New bus stop: bus stop at gaming facility; express service to downtown | 0 | 0.5 M | | | | | | ♦ |

## Tribal Early Action Projects

Projects that were identified as tribal early action projects during the 2021 Strategy Update are indicated in Table 2.10. Tribal early action projects are projects identified as potential projects for accelerated funding opportunities. The process to identify the tribal early action projects consisted of the following:

- Compiled potential project list using:
  - 2021 Regional Plan Rual Corridors (contains projects from the 2018 Strategy)
  - North-South Tribal Corridor List (projects identified by the Tribal Working Group in February 2020 for the the north and south subregions)
  - Query of projects in the project screening tool that are relatedto safety
- Developed 6 tactics to select projects
- Refine project list using a higher to lower scale after considering the following factors:
  - Potential Tribe Impact
  - Potential Environmental Issues
  - Potential Right-of-Way Concerns
  - Funding Resources Availability
  - Potential Outside Funding Sources
  - Previous Recommendation from Taskforce
- Review and discussion with tribal task force members

Details and material developed to identify the tribal early action projects can be found in Appendix A6.

### Table 2.10 – Tribal early action 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | Campo | Roadway | Signage and lighting at Church Rd / SR 80 | 0 | 0.1 M | | | | | | ♦ |
| 25 | Viejas | Roadway | Interchange improvements at I-8 / West Willows Rd interchange | 0 | 11.0 M | ♦ | ♦ | ♦ | | | |
| 108 | Pala | Roadway | Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation | 4 | 60.0 M | | | ♦ | | | |
| 109 | Pala | Roadway | Intersection improvements at SR 76 / Pala Mission Rd | 0 | 1.0 M | | | ♦ | | | |

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## Cost estimating process for projects in the 2021 Strategy Update

The development of the planning level costs estimates for the 2021 Strategy Update consisted of the following phases and steps.

### Previously identified projects in the 2018 Strategy

For previously identified projects in the 2018 Strategy, the previously developed planning level cost estimates were utilized and adjust to current dollars using the steps outlined below:

- Utilize the previously developed costs in 2018 and adjust to current dollars using the **Caltrans Construction Cost Index** (CCI)
- Review modifications made to projects from the 2018 Strategy and update cost elements associated with each modified project including project lengths, project description, and project type
- Review updated cost elements and adjust the cost estimate based on the methodology outlined for new projects recommended

### 2021 Regional Plan projects

For projects identified in the 2021 Regional Plan under the Rural Corridor improvements, the costs were taken from the 2021 Regional Plan.

### New projects recommended

For new projects identified during the 2021 Strategy Update, a similar process for developing planning level cost estimates was utilized. Each new project recommendation was reviewed to identify cost elements associated with each new project including project lengths, project description and project type. The basis for the project planning level cost estimates is described by project type.

### Cost estimating for roadway improvement projects

*Local or county routes*

Roadway improvement costs were 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 Caltrans Price Index for Selected Highway Construction Items Fourth Quarter ending December 31, 2021, which was assembled using the 2020 base year. The Price Index is based on quarterly data of bids opened in the specified quarter and provides the quarterly index and last 12 months' index for the current and previous years.

The adjustment of unit costs utilized the last 12 months' index in the fourth quarter of 2021 and 2021. In the fourth quarter of 2012, the last 12 months' index was 49.8 (on a scale of 100, with 2020 prices being 100 on the scale). In the fourth quarter of 2021, the price index was 82.10, which indicates a difference of 32.3 in the price index between 2012 and 2021. 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.

### Cost estimating for transit projects

Active transportation costs were developed for bike lanes, sidewalks, and trails

### Cost estimating for emerging technology projects

Emerging technology costs were developed for electic-vehicle charging and mobility hub improvements.

## 2.3. 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 **flh.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 **flh.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 **flh.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.

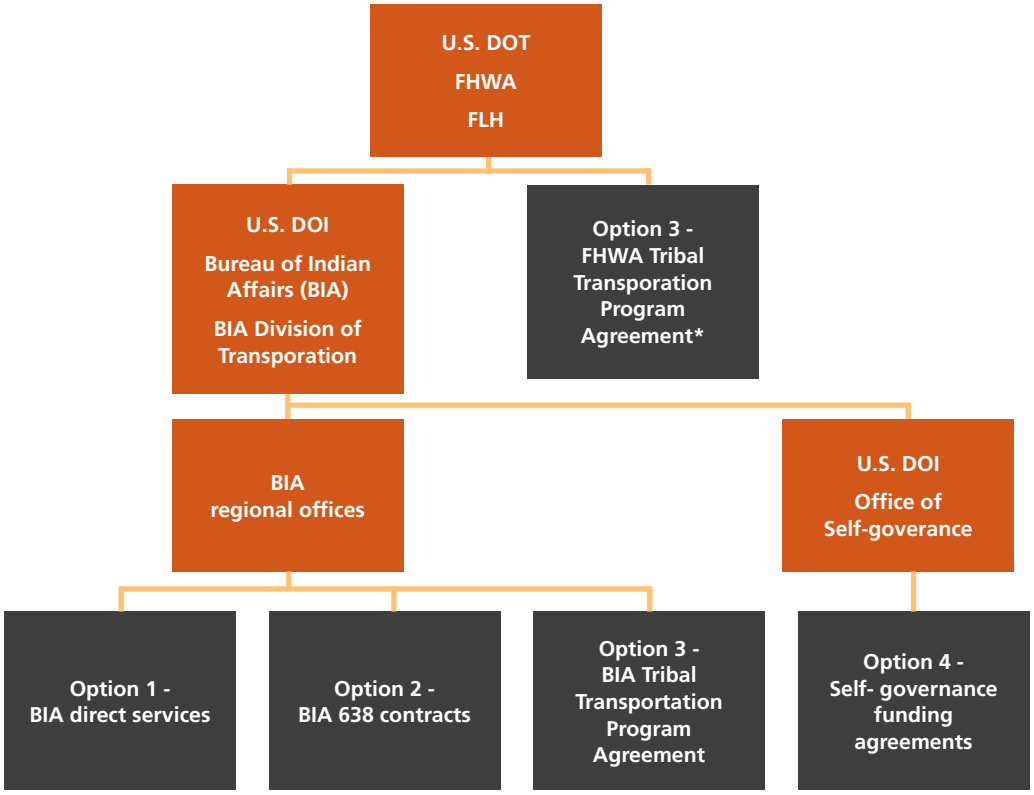
The Tribal Transit Program provides funding to federally-recognized tribes for expenses related to public transit projects in growing rural tribal communities. Eligible projects include capital projects, operating costs for public transportation, and the acquisition of public transportation services. 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.

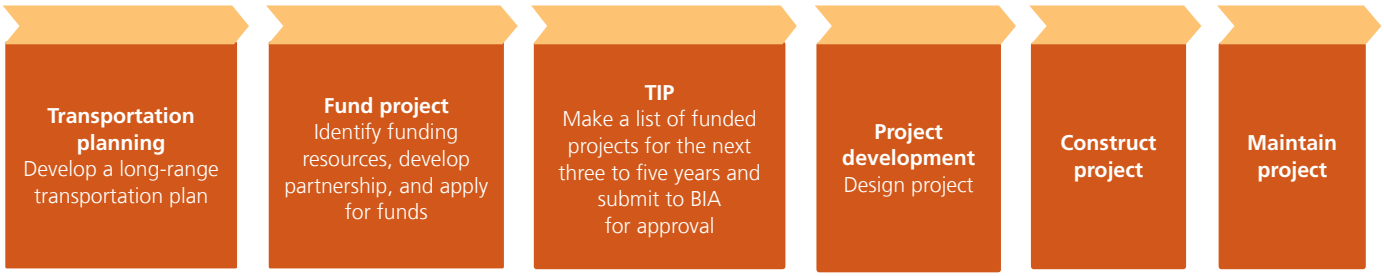
### *Federal planning process for project development*

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 2.11 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 2.11 – Requirements for long-range transportation plans

| Code of Federal Regulations section number | Topic | Summary |
|---|---|---|
| §170.411 | What may a long-range transportation plan include? | A long-range transportation plan may include:<br>• An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs;<br>• Trip generation studies, including determination of traffic generators due to land use;<br>• Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion;<br>• Measures that address health and safety concerns relating to transportation improvements;<br>• A review of the existing and proposed transportation system to identify the relationships between transportation and the environment;<br>• Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to tribal cultural preservation;<br>• Scenic byway and tourism plans;<br>• Measures that address energy conservation considerations;<br>• A prioritized list of short and long-term transportation needs; and<br>• An analysis of funding alternatives to implement plan recommendations. |
| §170.412 | How is the tribal IRR long-range transportation plan developed and approved? | The tribal IRR long-range transportation plan is developed by:<br>• A tribe working through a self-determination contract or self-governance agreement or other funding sources; or<br>• BIA upon request of, and in consultation with, a tribe.<br>During the development of the IRR long-range transportation plan, the tribe and BIA should jointly conduct a midpoint review.<br>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. |

| Code of Federal Regulations section number | Topic | Summary |
|---|---|---|
| §170.413 | What is the public's role in developing the long-range transportation plan? | 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:<br>For public meetings, BIA or a tribe must:<br>• 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;<br>• Provide at the meeting copies of the draft long-range transportation plan;<br>• Provide information on funding and the planning process; and<br>• Provide the public the opportunity to comment, either orally or in writing.<br>For public notices, BIA or a tribe must:<br>• 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<br>• 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? | 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:<br>• Review the IRR long-range transportation plan annually; and<br>• Update the plan every five years. |
| § 170.415 | What is pre-project planning? | Pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on IRRTIP. These activities include:<br>• Preliminary project cost estimates;<br>• Certification of public involvement;<br>• Consultation and coordination with states and/or MPOs for regionally significant projects;<br>• Preliminary needs assessments; and<br>• Preliminary environmental and archeological reviews.<br>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. |

*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.

## Contact information

**Transportation Planning Team Lead**

Central Federal Lands Highway Division

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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.

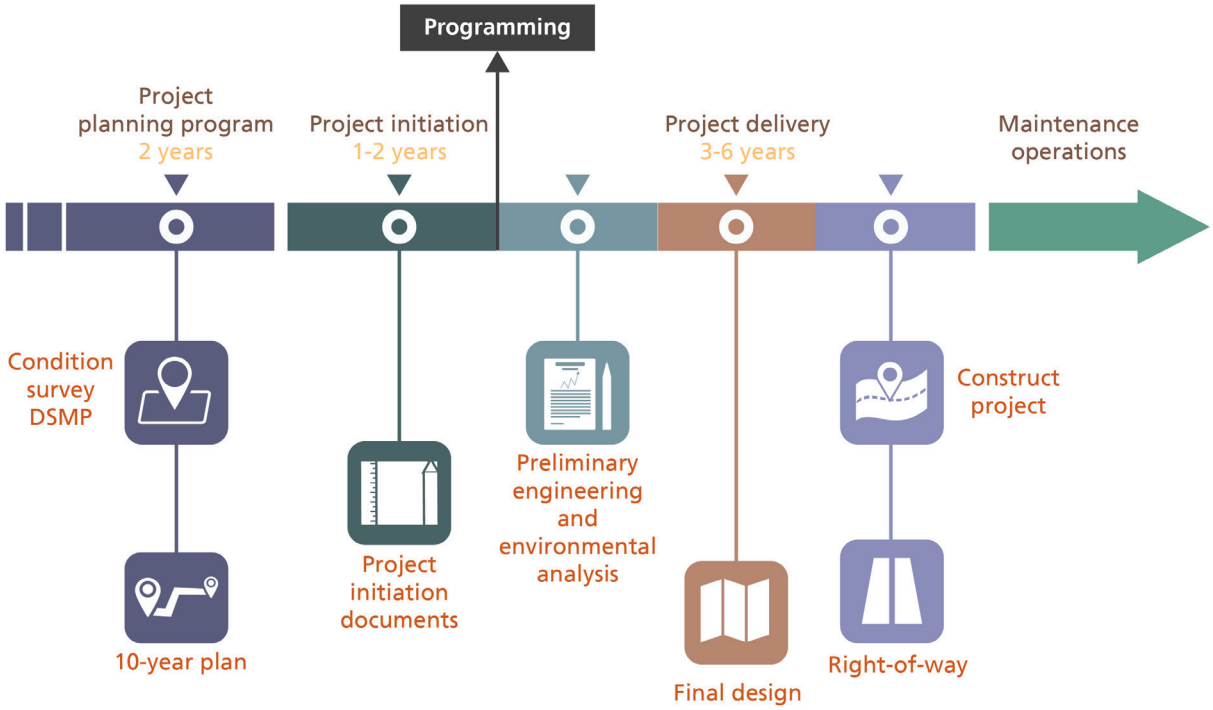
**District Profile** – The District Profile is a high-level overview of the District's current and future characteristics. It describes SHS routes, the overall transportation system, demographics, land use, transportation partners, planning efforts, and environmental factors.

**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.

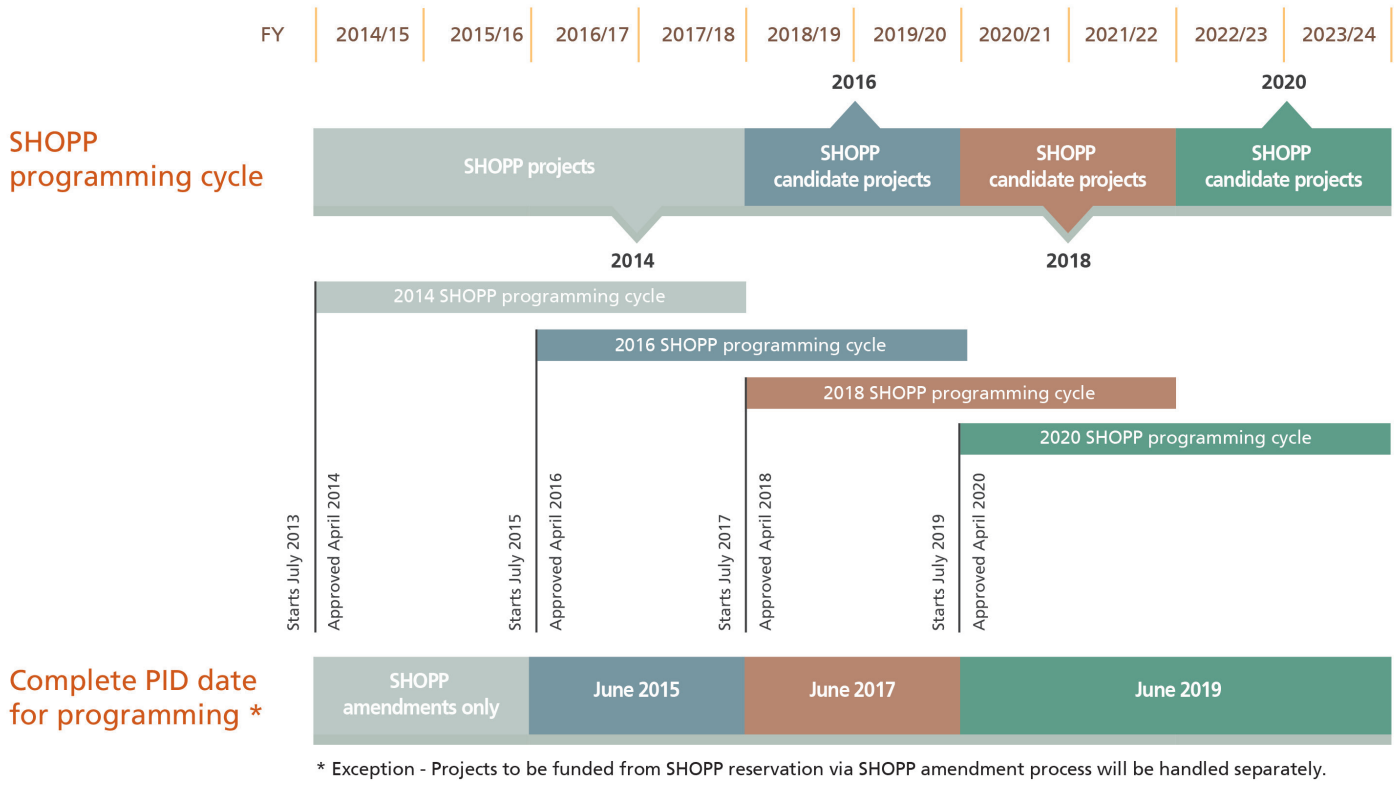
Project categories included in the Proposed 2016 SHOPP program (January 29, 2016) include:

- 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.

*Process to add a transportation project to the DSMP and SHOPP*

*Source: Adapted from Caltrans*

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

## Table 2.12 – Steps to add a project to the DSMP and SHOPP Program and advance it to construction

| Steps | Example project/comments |
|---|---|
| **1. Identify project**<br>a. Project description<br>b. Type of roadway (arterial, state route or interstate, freight route)<br>c. Benefits/justification for the project<br>d. Is it currently included in any transportation plans? | Project 118: Interchange improvements at Crestwood Road / I-8 interchange. The improvements requested are signage, safety, and lighting improvements.<br>• **Project description:** Requested in the Manzanita Tribe Mobility Needs Survey, although the project would improve transportation for the La Posta and Campo Tribes.<br>• **Type of roadway:** Project is on a state route, so Caltrans is the road owner.<br>• **Benefits/justification:**<br>◦ Project improves safety at interchange<br>◦ Provides more options for active transportation<br>◦ I-8 is a key transportation corridor and on the National Highway Freight Network<br>• **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:<br>◦ 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.<br>◦ Roadway rehabilitation (Between Pine Valley and Ocotillo, from east of Crestwood Road to the Imperial County line). This is a near-term improvement. |
| **2. Reach out to partners** | • 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. |

| Steps | Example project/comments |
|---|---|
| 3. **Preliminary planning** | • Include this project in the next update of the tribe's transportation plan, as well as plans for the La Posta and Campo Tribes.<br>• Caltrans completed an I-8 TCR in February 2016. |
| 4. **Identify funding** – Identify potential funding source and a timeframe for design and construction, in conjunction with Caltrans. | Main option for funding is Caltrans SHOPP funding. |
| 5. **Caltrans project planning process** – The project will be evaluated by Caltrans. | Coordinate with Caltrans Native American Liaison on process to incorporate the project into the DSMP. |
| 6. **Caltrans project initiation process** – Caltrans project initiation process occurs over a one- to two-year period. | Coordinate with Caltrans Native American Liaison on project initiation process status. |
| 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. | Caltrans would accomplish this with tribal input as a stakeholder. |

## 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, over 120 projects are active in various stages of completion. The Capital Improvement Program anticipated budget for Fiscal Year 2021-22 is over $150 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 2.13. 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 2.13 – Steps to add a project to the County of San Diego mobility element of the General Plan and CIP

| Steps | Example project/comments |
|---|---|
| **1. Identify project**<br>a. Project description<br>b. Type of roadway (arterial, state route or interstate, freight route)<br>c. Benefits/justification for the project<br>d. Is it currently included in any transportation plans? | Project 62b: Shoulder Widening on Valley Center Road from Cole Grade Road to Lake Wohlford Road<br>• **Project description:** Requested in the San Pasqual Tribe Mobility Needs Survey, although the project would also improve transportation for the Rincon Tribe.<br>• **Type of roadway:** Project is on a county road. Part of the road borders the San Pasqual Reservation area.<br>• **Benefits/justification:**<br>◦ Project improves safety<br>◦ Provides more options for active transportation<br>• **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. |
| **2. Reach out to partners** | • 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. |
| **3. Project planning process** | • Coordinate with County of San Diego Liaison on process to incorporate the project into the DSMP.<br>• Include this project in the next update of the San Pasqual Tribes transportation plan. |
| **4. Identify funding** – Identify potential funding source and a timeframe for design and construction, in conjunction with the County of San Diego. | Identify options for funding, possibly through safety grants or active transportation funding sources. |
| **5. Design** – The county would develop preliminary and final design plans and environmental analysis. | San Pasqual Tribe would be a stakeholder in the process. |
| **6. Construction** – The county will solicit bids for construction. | The County of San Diego would accomplish this with tribal input as a stakeholder. |

## 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.

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 Regional Plan, which was adopted by the SANDAG Board in December 2021.

The Regional Plan is an overarching blueprint for the San Diego region. It combines a big-picture vision for how the region will grow through 2050 and beyond, with an implementation program to help make that vision a reality.

Transportation projects in the 2021 Regional Plan include the following project types:

- Active Transportation
- Complete Corridor: Active Transportation and Demand Management/Smart Intersection Systemes
- Complete Corridor: Managed Lanes
- Complete Corridor: Managed Lanes Connectors and Direct Access Ramps
- Transit Leap
- Goods Movement

The next update of the Regional Plan is anticipated to be adopted in 2025, 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. The 2021 Strategy Update is a step in identifying transportation needs through the Needs Assessment that could inform the Regional Plan of tribal transportation needs.

## 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 2.14 below.

### Table 2.14 – 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** | 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.<br>The Working Group also reports to the Transportation Committee, which advises the Board on transportation-related policy matters, including *TransNet* project decisions, consolidated transportation responsibilities, and the development and implementation of the RTP.<br>The Borders Committee and Transportation Committee report to the SANDAG Board of Directors. |

**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

## 2.4. Other potential funding sources for transportation improvement projects

This section summarizes a range of transportation funding sources by mode. Table 2.15 summarizes transportation funding sources for roadway and transportation safety projects, Table 2.16 addresses transit projects, and Table 2.17 focuses on active transportation projects.

### Table 2.15 – 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. | • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities<br>• Operation and maintenance of transit facilities<br>• 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. | • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities<br>• Operations and maintenance of transit facilities<br>• 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 | 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:<br>• Road maintenance and rehabilitation.<br>• Safety projects.<br>• Railroad grade separations.<br>• 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.<br>• Traffic control devices.<br>• If a city's or county's pavement condition index meets or exceeds 80, they may use the funds for other transportation purposes. | Funding is available for the following programs:<br>• Active Transportation Program Augmentation<br>• Local Partnership Program<br>• State Highway Operation and Protection Program (SHOPP)<br>• State Transportation Improvement Program (STIP)<br>• Local Streets & Roads (Approximately $1.5b per year)<br>• Solutions for Congested Corridors Program<br>• Trade Corridor Enhancement Account<br>• Traffic Congestion Relief Program (TCRP) | catc.ca.gov/programs/SB1.html |
| Highway Safety Improvement Program (HSIP) | FHWA | 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. | 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:<br>• Intersection improvements<br>• Construction of shoulders<br>• Traffic calming<br>• Improvements for bicyclists, pedestrians, and individuals with disabilities<br>• 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. | ICDBG can provide funding for the following categories:<br>• Housing<br>• Community features: Infrastructure construction, e.g., roads, water, and sewer facilities, and single or multipurpose community buildings<br>• Economic development<br>• 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.)<br>• Single purpose grants: Awarded on a competition basis pursuant to the terms published in an annual Notice of Funding Availability | portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/ih/grants/icdbg |

| 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. | • Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS roadways and bridges<br>• Bridge and tunnel inspection and evaluation<br>• A project to reduce the risk of failure of critical NHS infrastructure<br>• 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<br>• Construction of a transit project eligible for assistance<br>• Bicycle transportation and pedestrian walkways<br>• Highway safety improvements<br>• Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs<br>• Infrastructure-based ITS capital improvements<br>• Environmental restoration and pollution abatement<br>• Control of noxious weeds and establishment of native species<br>• Environmental mitigation related to NHPP projects<br>• 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. | Eligible projects must:<br>• Be located on federal lands transportation facility, federal lands access transportation facility, or tribal transportation facility<br>• 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<br>• Have an estimated cost of at least $25 million (with priority consideration for projects with an estimated cost of at least $50 million) | **www.fhwa.dot.gov/fastact/factsheets/nsfltpfs.cfm** |
| 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. | 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:<br>• Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway<br>• Construction of new bridges and tunnels on a federal-aid highway<br>• Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors<br>• Transit capital projects<br>• Bicycle, pedestrian, and recreational trails<br>• Environmental mitigation efforts | **www.fhwa.dot.gov/specialfunding/stp/** |

| 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:<br>• Highway or bridge projects eligible under title 23, United States Code<br>• Public transportation projects eligible under chapter 53 of title 49, United States Code<br>• Freight rail projects<br>• High speed and intercity passenger rail projects<br>• 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. | • Rural transportation improvements<br>• Acquisition or development of land, easements, or rights-of-way<br>• 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** |
| Bipartisan Infrastructure Investment and Jobs Act | TBD | The act provides $973 billion over five years from FY 2022 through FY 2026, including $550 billion in new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience. In addition to providing authorizations for a wide variety of programs, the BIL also makes advanced appropriations over a number of years to several federal agencies. | Tribal Transportation Program ($2.9 billion)<br>Tribal Transportation Facility Bridge set-aside ($110 million)<br>Tribal High Priority Projects ($150 million)<br>Tribal Transportation Program Safety Fund<br>Road Maintenance under BIA<br>Climate Resilience and Adaption ($216 million)<br>Tribal Broadband Connectivity Program ($2 billion)<br>Water Infrastructure ($3.5 billion) | **TBD** |

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

## Table 2.16 – 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). | • Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs<br>• Acquisition of transportation services under a contract, lease, or other arrangement<br>• 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:<br>• Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities<br>• Operation and maintenance of transit facilities<br>• 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:<br>• Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities<br>• Operations and maintenance of transit facilities<br>• 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 as¬sistance, coordination plans, strategic planning, training materials, transit conference schol¬arships, 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:<br>• Improve conditions and opportunities for communities that rely on public transportation<br>• 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)<br>• Build next generation infrastructure capacity and expertise among state and local leaders<br>• 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. | 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:<br>• Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway<br>• Construction of new bridges and tunnels on a federal-aid highway<br>• Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors<br>• Transit capital projects<br>• Bicycle, pedestrian, and recreational trails<br>• Environmental mitigation efforts | **www.fhwa.dot.gov/specialfunding/stp/** |

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

## Table 2.17 – 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/partnershipstoimprovecommunityhealth** |
| 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. | • Maintenance and restoration of existing trails<br>• Development and rehabilitation of trailside and trailhead facilities and trail linkages<br>• Purchase and lease of trail construction and maintenance equipment<br>• Construction of new trails (with restrictions for new trails on federal lands)<br>• Acquisition of easements or property for trails<br>• 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. | 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:<br>• Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway<br>• Construction of new bridges and tunnels on a federal-aid highway<br>• Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors<br>• Transit capital projects<br>• Bicycle, pedestrian, and recreational trails<br>• 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. | • Bicycle and pedestrian facilities<br>• Safe routes projects for non-drivers<br>• Construction of turnouts and overlooks<br>• Community improvement activities including vegetation management and historic preservation<br>• 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 | Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans. Sustainable Communities Project Types:<br>• Active transportation plans<br>• Studies that advance a community's effort to reduce transportation related greenhouse gases<br>• Complete Streets Plans<br>• First Mile / Last Mile project development planning<br>• Jobs and affordable housing proximity studies<br>• 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. | Projects must include at least one of the following project activities:<br>• Sequester and store carbon by planting trees<br>• Reduce building energy use from strategically planting trees to shade buildings<br>• 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*

## 2.5. 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 2.18.

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**

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## Table 2.18 – Literature review of state, MPO, and tribal coordination in transportation planning

| Study or case study name | Key takeaways |
|---|---|
| (2015), Washington Indian Transportation Policy Advisory Committee<br>**wsdot.wa.gov/sites/default/files/2017/01/17/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.PDF** | • 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.<br>• 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.<br>• 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. |
| Case study: Sitka Tribe of Alaska Works with local government to improve roadways for transit Use<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/sitka.cfm** | • 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. |
| Case study: Tribe, town, county, and state collaborate on Ignacio Area corridor access plan<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/southern_ute.cfm** | • 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 |
|---|---|
| Arizona: Building technical capacity for improved tribal consultation and communication<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/arizona.cfm** | • 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.<br>• 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.<br>• 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. |
| Case study: Bangor Area, Maine – Technical assistance and coordination between a tribe and MPO<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/bangor.cfm** | • Personal relationships can help initiate and contribute to coordination processes. The role of individuals is often critical in building relationships.<br>• 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.<br>• Knowledge sharing and capacity building can occur formally through planning and policy meetings, and informally through project tours and discussions. |
| Case study: North Central New Mexico – Development of a regional transit district (RTD)<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/newmexico.cfm** | • 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.<br>• 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. |
| Case study: New Mexico – Tribal consultation process<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/new_mexico.cfm** | • New Mexico DOT established a Tribal Liaison Program, including the Statewide Transportation Improvement Program and Long-Range Transportation Plan.<br>• 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 |
|---|---|
| Case study: South Dakota – State/tribal planning coordination meetings to achieve results<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/dakota.cfm** | • Regularly scheduled meetings between state planning officials and tribal leadership have been key to building trust and developing working relationships.<br>• 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.<br>• 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.<br>• Interactions outside formal annual meetings can also be important in developing trust and helping to communicate evolving needs and ongoing issues. |
| Case study: Thurston County, Washington – Partnership between tribes and an MPO<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/thurston.cfm**<br>Case Study: Washington State – Tribal consultation process<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/washington.cfm** | • 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.<br>• 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.<br>• Comprehensive community plans that set forth the tribe's economic development goals are important.<br>• 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. |
| Case study: Wisconsin – Tribal consultation process<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/wisconsin.cfm** | • 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 |
|---|---|
| Tribal Transportation Best Practices Guidebook, FHWA Office of Planning, Publication FHWA – HEP-10-005, December 2009<br>**www.fhwa.dot.gov/planning/processes/tribal/case_studies/bestpractices_guidebk.cfm#best** | • Common best practices from case studies were:<br>◦ Leadership – All of the tribal transportation programs were guided by the vision and direction of a working group, a program director, or both.<br>◦ Problem identification – All of the tribal transportation managers in the case studies focused on solving a clearly and concisely defined problem.<br>◦ Resource allocation – To achieve the tribal transportation program goal and objectives, the managers allocated an effective mix of staffing, funding and/or technical resources.<br>◦ 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.<br>◦ 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.<br>◦ Communication – The tribal managers effectively communicated the purpose of their program to the audience that it served. |

## 2.6. Toolbox planning and funding

This section describes considerations and approaches in planning transportation projects. Table 2.19 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 2.19 – Toolbox tactics

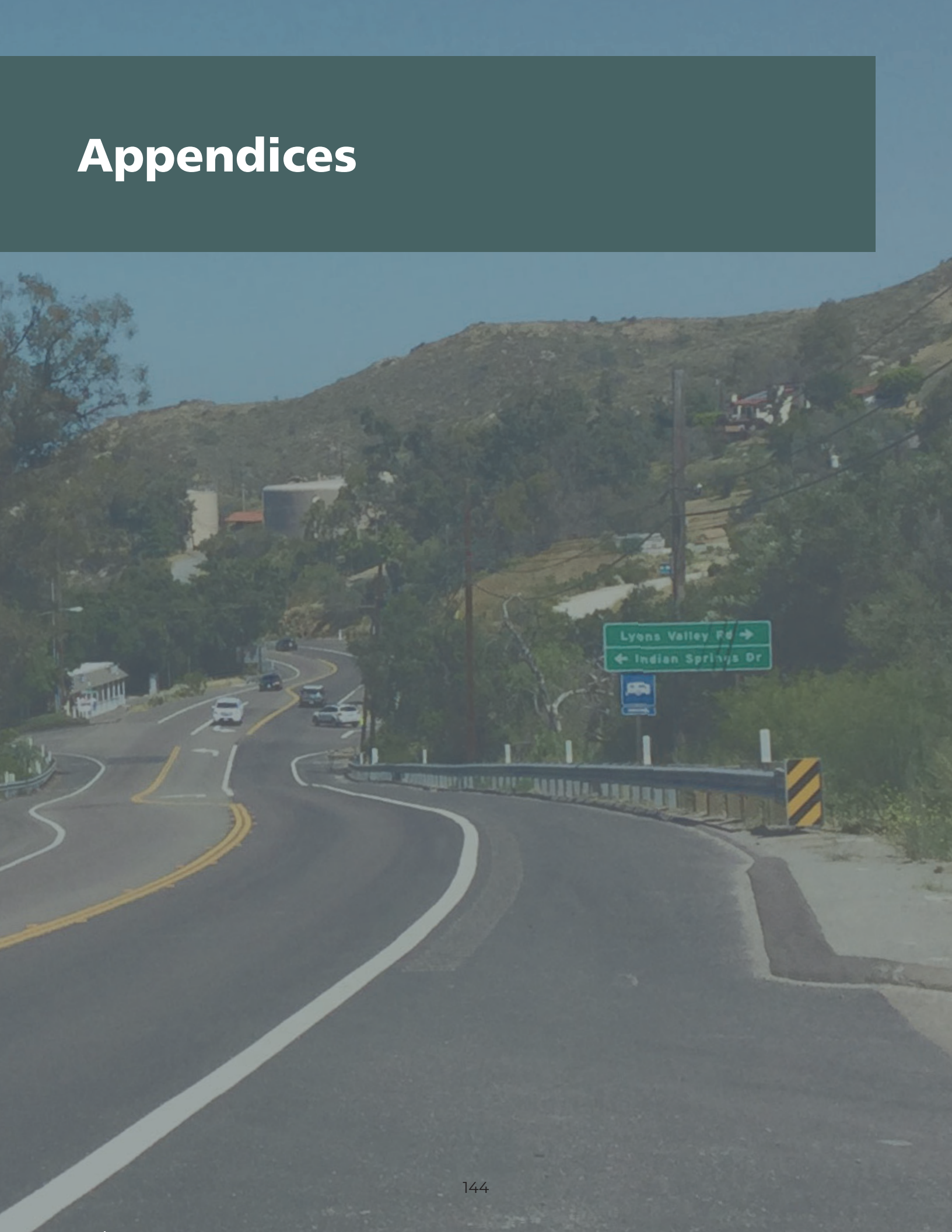
| Toolbox tactic | Description | Advantages | How is it covered in the strategy database | Reference for further information |
|---|---|---|---|---|
| Complete Streets | A "complete street" is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility 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/ttpsf.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 |

| Toolbox tactic | Description | Advantages | How is it covered in the strategy database | Reference for further information |
|---|---|---|---|---|
| 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** |
| Senate Bill 1, Gas Tax | 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.<br>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.<br>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. | New transportation funding source. | Identifies "early action" projects that are contained in jurisdiction plans/programs | **leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1**<br>(This link is a text of the Senate bill) |

| Toolbox tactic | Description | Advantages | How is it covered in the strategy database | Reference for further information |
|---|---|---|---|---|
| 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). | There are several benefits to relinquishing facilities that are no longer required to serve regional and statewide needs:<br>• 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<br>• A reduction of on-going maintenance costs for the state<br>• A reduction in tort liability for the state<br>• A decrease in state incident response efforts<br>• A decrease in competition for capital funds for regional and statewide improvements | N/A | **dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt25.pdf**<br>(This links talks about Caltrans relinquishments) |

# Appendices



# A1. 2018 Strategy

The 2018 Intraregional Tribal Transportation Strategy can be accessed using the following link: **https://www.sandag.org/uploads/publicationid/publicationid_4480_23377.pdf**

# A2. Tribal Working Group Presentations

# Intraregional Tribal Transportation Strategy Update

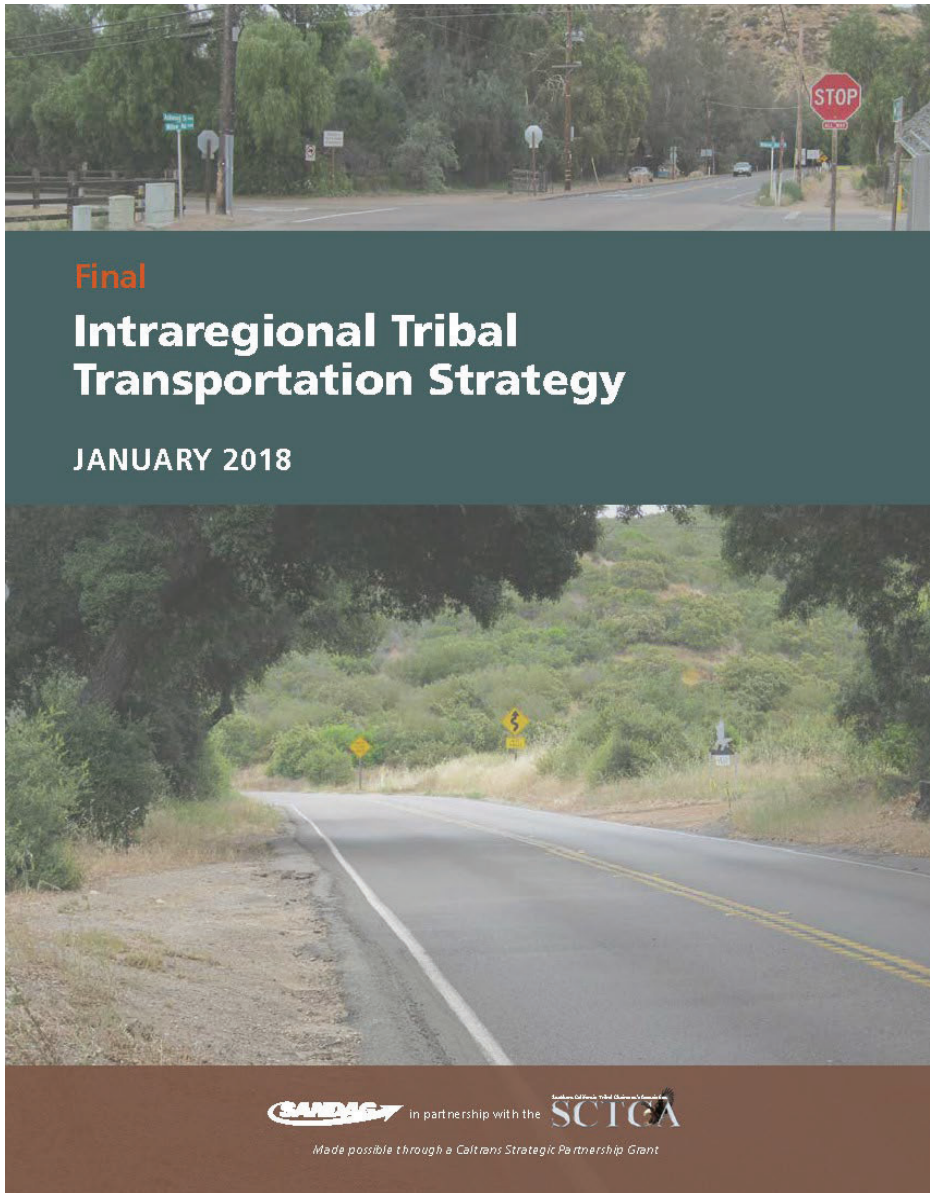
**SCTCA Board Meeting**

Meeting

April 20, 2021

# ITTS Background

- 2018 Intraregional Tribal Transportation Strategy (ITTS) developed to identify key multimodal transportation projects to improve tribal mobility that meet regional, state, and federal goals
- Develop actions to address transportation planning and funding challenges being experienced by tribes
- Developed with the 17 tribal nations in San Diego County, SCTCA, County of San Diego, NCTD, MTS, Caltrans, and BIA



# Strategy Update Need

- Identify transportation priorities to be communicated in the next Regional Plan
- Update previous study to reflect current mobility needs
- Review project costs to current dollars
- Develop strategies to make the needs achievable
- Acknowledge the successes achieved since the previous ITTS

# Process/Timeline

## SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update

## SUMMER

- Update inventory and maps

## EARLY SUMMER

- Review & update associated project costs

## LATE SUMMER

- Develop priorities & finalize document update

# What's Next?

## Needs Assessment

- One-on-one virtual 1-hour workshop with each tribe to review project inventory

## Documents Review

- Tribes to submit related transportation plans:
  - Long Range Transportation Plan
  - Transportation Safety Plans
  - Transit Plans
  - Active Transportation Plan
  - Resiliency Plans
  - Mobility Plans
  - Grant Applications
  - Tribal Mitigation Plan

# Intraregional Tribal Transportation Strategy Update

## Interagency Tribal Transportation Working Group

Meeting

June 30, 2021

# Effort Performed To Date

## Needs Assessment

- Performed one-on-one virtual interviews with tribes to review project inventory
- Provided summaries of discussion to each tribe who participated

## Document Review

- Reviewed transportation plans submitted by tribes
- Lifted projects not captured in the 2018 project inventory

## Project Costs

- Reviewed 2018 project costing methodology
- Updating methodology to incorporate inflation & unit costs for new project types

**10**
**interviews**

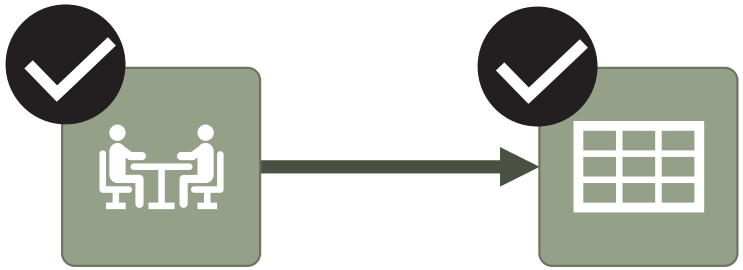
**60+**
**new projects**

**10+**
**projects modified**

**3+**
**new project types**

# Project Inventory Status

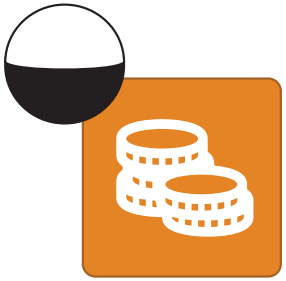
Legend ○ To Start ◓ In Progress ✓ Completed



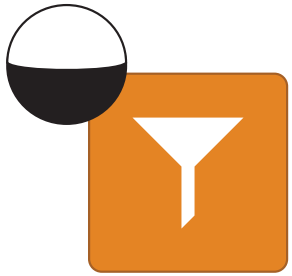
Interviews with tribes to review existing project inventory

Incorporate new & modified projects into inventory

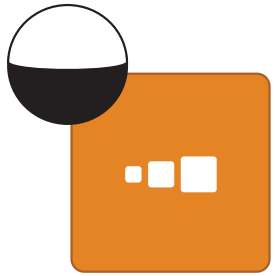
Digitize location for new & modified projects



Update/develop project costs for entire inventory



Apply filtering criteria (related grant criteria) to new & modified projects



Incorporate project phasing & confirm with tribes

# Process/Timeline

## SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update

## SUMMER

- Update inventory and maps

## EARLY SUMMER

- Review & update associated project costs

## LATE SUMMER

- Develop priorities & finalize document update



Legend: To Start, In Progress, Completed

# What's Next?

## Project Inventory

- Complete digitizing location of new & modified projects
- Update/develop project costs for all projects in inventory
- Identify applicable grant criteria for new & modified projects
- Incorporate project phasing

## Strategy Analysis & Development

- Review & assess 2018 ITTS Strategies
- Modify 2018 ITTS Strategies to better meet the current needs of the tribes

# Intraregional Tribal Transportation Strategy Update

## Strategy Workshop

August 19, 2021

# Workshop Agenda

## 1. Introduction

- Workshop Objectives

## 2. ITTS Project Overview

- ITTS Background
- Why an Update?

## 3. Project Inventory/Screening Tool Update

- Effort Performed
- Status of Project Inventory Update

## 4. Strategies Assessment & Recommendations

- Review & Assess Previous Strategies
- Recommendations to Consider

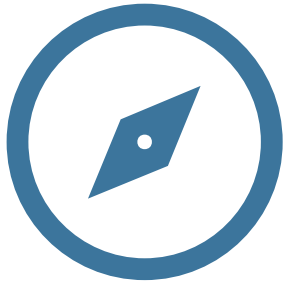
## 5. Next Steps

- Final ITTS Update

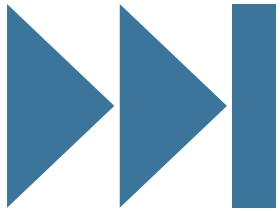
# Workshop Objectives

**Provide an update on progress**

**Review & assess previous strategies**



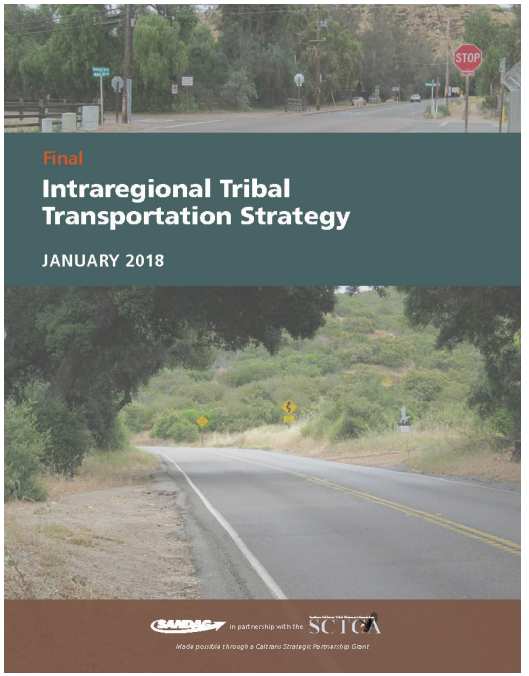
**Obtain direction to update strategies**



**Provide next steps to finalize ITTS update**

# ITTS Background

- 2018 Intraregional Tribal Transportation Strategy (ITTS) developed to identify key multimodal transportation projects to improve tribal mobility that meet regional, state, and federal goals
- Develop actions to address transportation planning and funding challenges being experienced by tribes
- Developed with the 17 tribal nations in San Diego County, SCTCA, County of San Diego, NCTD, MTS, Caltrans, and BIA




## Purpose of Intraregional Tribal Transportation Strategy

- Understand Existing Conditions
- Assess Mobility Needs
- Create Inventory of Projects/ Project Screening Tool
- Develop Action Steps

# Why an Update?

- Identify transportation priorities to be communicated in the next Regional Plan
- Update previous study to reflect current mobility needs
- Review project costs to current dollars
- Develop strategies to make the needs achievable
- Acknowledge the successes achieved since the previous ITTS

# Project Screening Tool Update

## Effort Performed:

### Needs Assessment

- Performed one-on-one virtual interviews with tribes to review project inventory
- Provided summaries of discussion to each tribe who participated

### Document Review

- Reviewed transportation plans submitted by tribes
- Lifted projects not captured in the 2018 project inventory

### Project Costs

- Reviewed 2018 project costing methodology
- Updated methodology to incorporate inflation & unit costs for new project types

**Project Inventory Update Quick Stats**

**10**
**interviews**

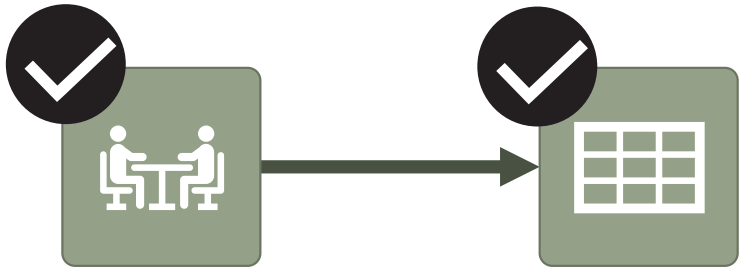
**60+**
**new projects**

**10+**
**projects modified**

**3+**
**new project types**

# Project Screening Tool Status

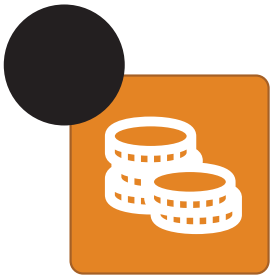
Legend ○ To Start ◒ In Progress ● In Review ✓ Completed



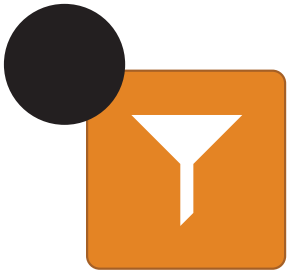
Interviews with tribes to review existing project inventory

Incorporate new & modified projects into inventory

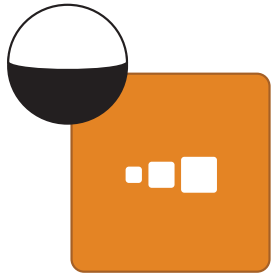
Digitize location for new & modified projects



Update/develop project costs for entire inventory

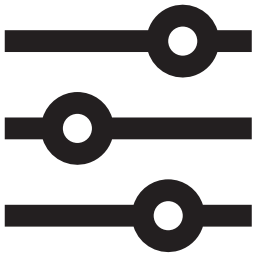


Apply filtering criteria (related grant criteria) to new & modified projects

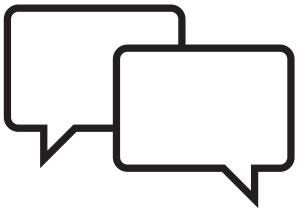


Incorporate project phasing & confirm with tribes

# Previous ITTS Strategies: Review & Assessment Exercise



**Effectiveness Scale Activity**



**Discussion: What Went Well & What Could Be Improved**

**Recommended Actions to Consider in the ITTS Update**

# Previous ITTS Strategies

**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.

**Strategy #2: Coordinate collaborative planning**

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

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

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

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

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

# Strategy #1: Support partnerships/collaboration

| 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 |

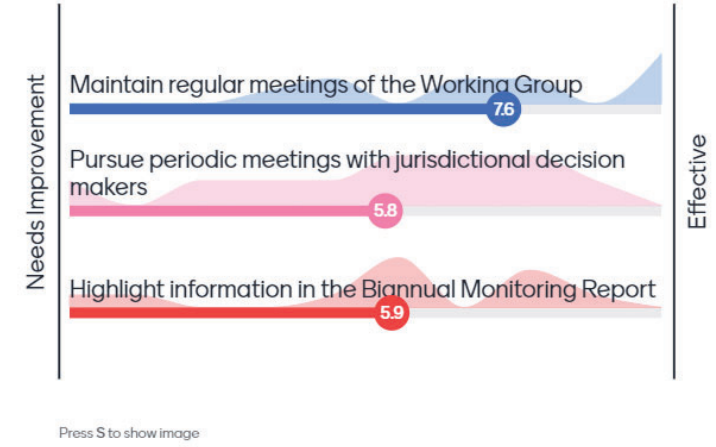
# Strategy #1: Support partnerships/collaboration

## Effectiveness Scale Activity

Go to www.menti.com and use the code 7748 4760

How effective did you find the actions identified for Strategy #1?

Mentimeter

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11

# Strategy #1: Support partnerships/collaboration

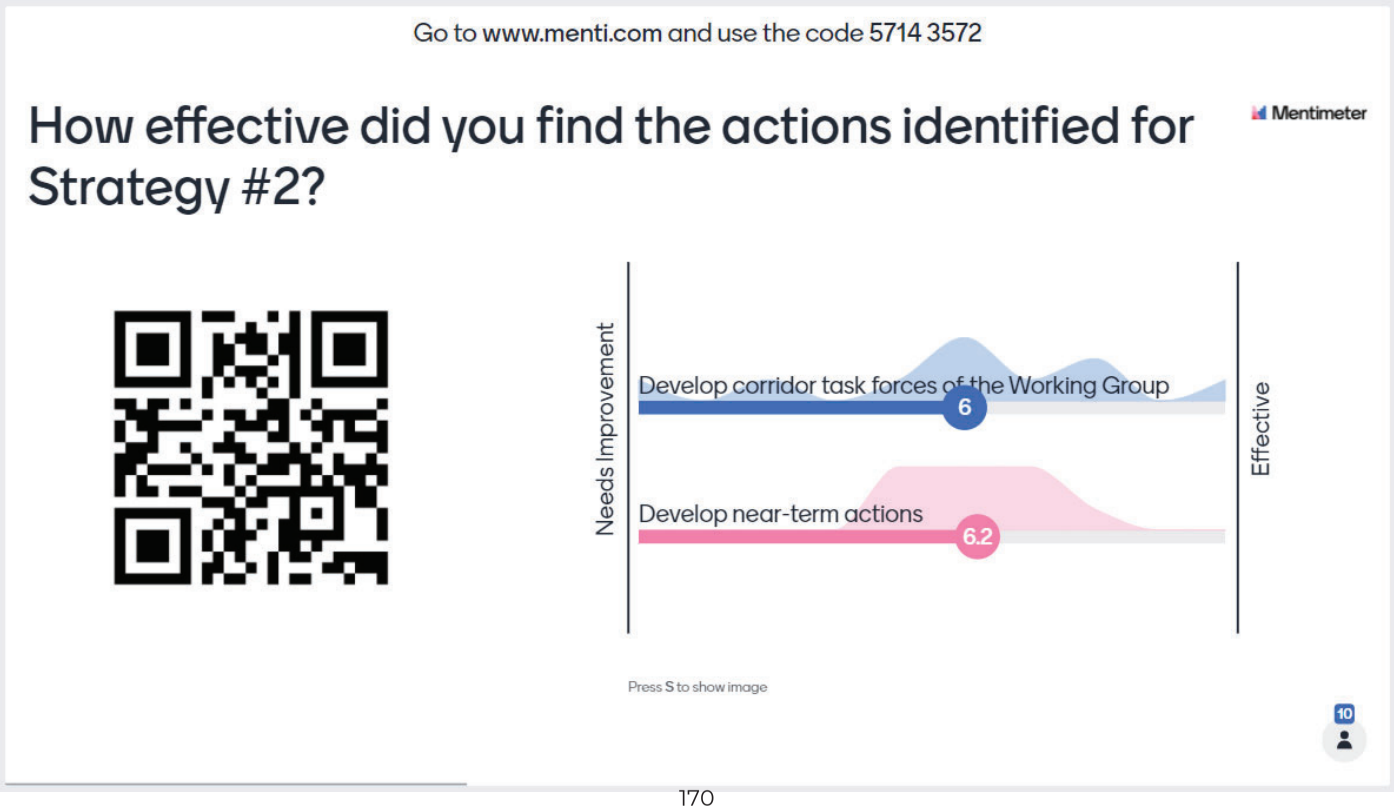
| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| **Initiated several projects in partnership with other agencies in region (e.g., SR 94 Multi-Use Pathway Feasibility Study, Pala Tribal Resiliency Plans, Safety Plans)** | Sharing of partnership opportunities and contacts with all members of the working group | Create an online hub for working group members to announce partnerships/ collaborations and link to resources for potential agency partners |
| Engagement of working members in relevant regional projects such as the Comprehensive Multimodal Corridor Plans | Evaluating partnerships to identify areas for improvement | Include Partnerships/Collaboration as an on-going agenda item for working group meetings |
| | Check-ins with agencies (both in the region and external to the region) to ensure tribal transportation issues and needs are considered | Develop an assessment to evaluate effectiveness of existing partnerships/ collaborations |
| | Attendance and active participation in outside agency meetings that can impact the working group | Assign working group members to monitor and/or attend meetings of agencies in the region that may impact tribal transportation needs |
| | Limited knowledge of the resources and expertise that can be provided by working group members and potential agency partners (e.g., SANDAG, NCTD, MTS, County of San Diego) | Continue to provide incentives for partnership participation (e.g., leveraging tribal specific funding & grant opportunities) |
| | | Enhanced representation during RTP technical development |

# Strategy # 2: Coordinate collaborative planning

| Short term and on-going actions | Lead agency | Responsible party | Other agencies | Action timeline |
|---|---|---|---|---|
| **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 | Volunteers from the Working Group | Working Group | Caltrans, County of San Diego, BIA, FHWA | Report out quarterly to the Tribal TWG |
| **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. | Volunteers from the Working Group | Working Group, corridor task forces | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Annually |

# Strategy # 2: Coordinate collaborative planning

## Effectiveness Scale Activity



# Strategy # 2: Coordinate collaborative planning

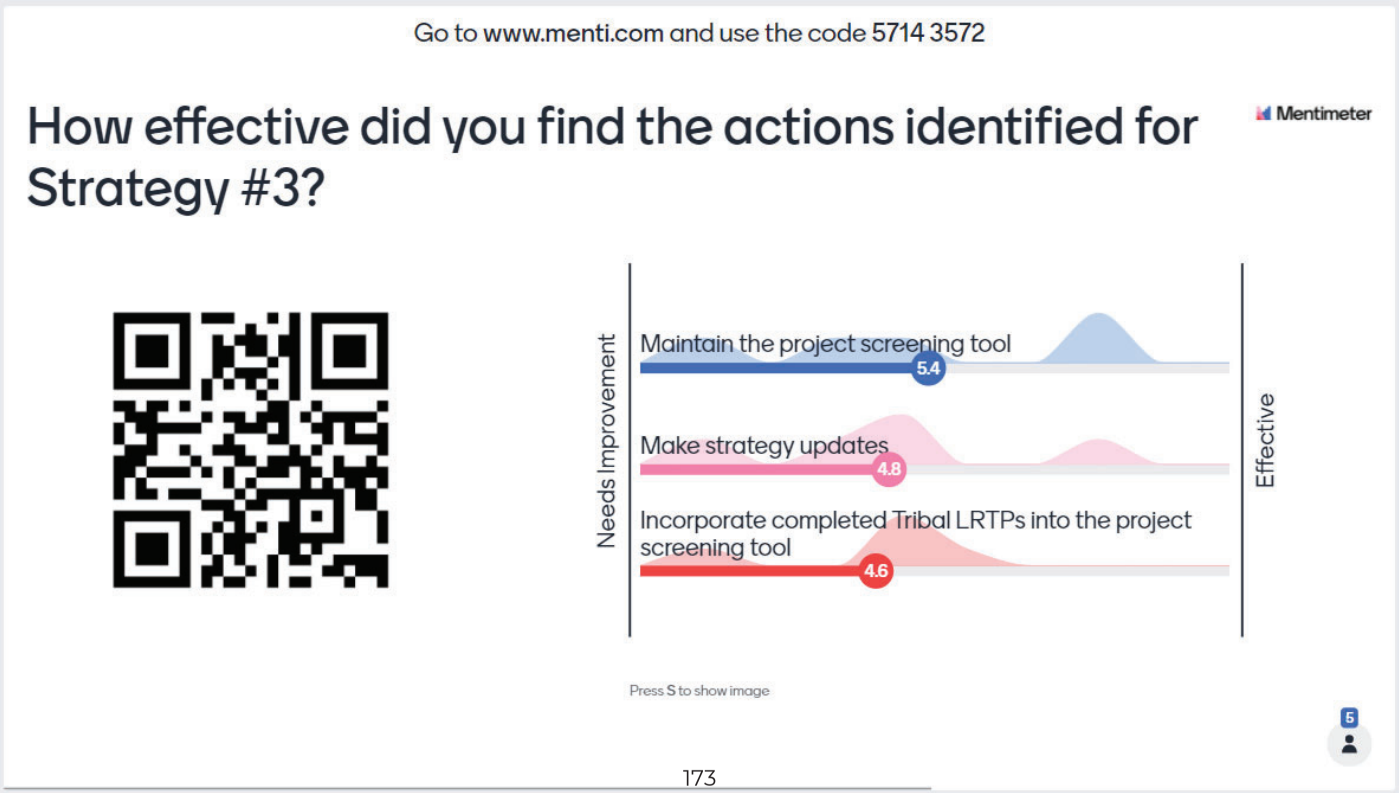
| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| Regular sharing of project inventory with Caltrans | Limitations with how "live"/editable/ collaborative the project screening tool is in its current format | Consider moving the project screening tool into online interactive dashboard with map component that the working group members have access to |
| | Sharing/coordination of information on transportation projects in the project screening tool with other agencies | Check-ins with jurisdictional partners to discuss opportunities to implement common projects |
| | Development of corridor task forces of the Working Group | Assign working group members to monitor agency websites and/or meeting agendas identify efforts that may impact tribal transportation needs |
| | **Clearly communicate what the early action projects of the Working Group** | **Create a short list of projects that are critical to the success of tribal transportation** |
| | Knowledge of process and timeline for new and/or updated federal, state, regional, and county plans | Include a "Parallel Efforts" as an on-going agenda item for working group |
| | | **Partner with working group members to educate and identify opportunities for emerging mobility technology implementation (e.g., EV charging, microtransit, mobility hubs)** |

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

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

## Effectiveness Scale Activity



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

| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| **Identified resources to update the ITTS and its components (e.g., project screening tool, strategies)** | Identifying resources (e.g., funding and staff) for all the tribes to develop a comprehensive Tribal Long-Range Transportation Plans (LRTPs) | Continue the incorporation of tribal specific transportation plans (e.g., Tribal Safety Plans, Tribal LRTPS) into the project screening tool |
| Incorporation of most tribal transportation related documents (e.g., LRTPs) | Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their importance in obtaining funding opportunities | Include "Plan Status Check" as an on-going agenda item for working group members to report out the status/need of tribal transportation documents |
| | Access to data and evidence that can be used to support tribal transportation projects in grant applications and other funding opportunities | Consider the creation of on online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update) |
| | | Create an online data library that working group members can readily access for grant applications and project development |
| | | **Develop and maintain project phasing for specific inventory items** |

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

| 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 |

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

## Effectiveness Scale Activity

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

| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| **Secured funding to make progress on projects identified in the ITTS project inventory** | Maintenance and update funding opportunities on the SANDAG tribal webpage | Include Funding Opportunities as an on-going agenda item for working group meetings |
| Gained representation on other SANDAG committees | Development of corridor task force to monitor alignment of early action projects and funding opportunities | Assign working group members to research potential funding opportunities and alignment with project screening tool |
| **Leveraged opportunities to program enhancements for transportation concurrent with other agency infrastructure projects (e.g., SR 67 Fiber)** | Development of near-term projects that have a higher likelihood of finding funding and jurisdictional partners | Assign working group members to attend upcoming grant workshops |

# Process/Timeline

## SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update

## SUMMER

- Update inventory and maps

## EARLY SUMMER

- Review & update associated project costs

## LATE SUMMER

- Assess previous strategies & provide modifications (workshop)
- Develop priorities & finalize document update





Legend: To Start | In Progress | In Review | Completed

# What's Next?

## Project Inventory

- Send out project inventory for tribes to confirm project phasing

## Strategy Development

- Modify 2018 ITTS Strategies & Actions based on the workshop feedback

## Final ITTS Update

- Update & finalize ITTS document

**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

| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

Southern California Tribal Chairmen's Association
SCTCA

# Intraregional Tribal Transportation Strategy Update

## TWG Update

September 29, 2021

# Agenda

1. Schedule

2. Strategy Assessment Workshop

3. Next Steps

# Process/Timeline

## SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update

## EARLY SUMMER

- Review & update associated project costs

## SUMMER

- Update inventory and maps
- Assess previous strategies & provide modifications (workshop)

## LATE SUMMER

- Finalize document update





Legend: To Start | In Progress | In Review | Completed

# Current ITTS Strategies

### 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.

### Strategy #2: Coordinate collaborative planning

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

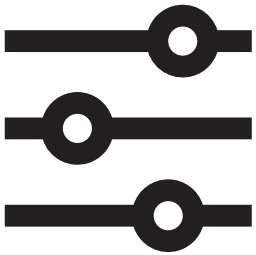
### Strategy #3: Share data supporting tribal transportation (data = dollars)

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

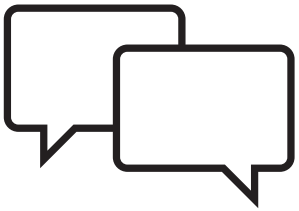
### Strategy #4: Create opportunities to fund priority tribal transportation projects and programs

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

# Workshop:
# Strategy Review & Assessment



**Effectiveness Scale Activity**



**Discussion:**
**What Went Well & What Could Be Improved**

**Recommended Actions to Consider in the ITTS Update**

# Strategy #1: Support partnerships/collaboration

| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| Working Group was highly-effective in promoting collaboration | Proactive coordination with jurisdictions and agencies | Create easily accessible contact list of jurisdictional and agency partners |
| Initiated several projects in partnership with other agencies in region (e.g., SR 94 Multi-Use Pathway Feasibility Study, Pala Tribal Resiliency Plans, Safety Plans) | | Assign members of TWG to monitor large projects or related planning/construction efforts |

# Strategy # 2: Coordinate collaborative planning

| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| Regular sharing of project inventory with Caltrans | Usability/access to project screening tool | Develop web-based interface for project inventory and screening tool |
| Agencies advertising funding opportunities as the are available. | Clear articulation of near-term priorities | Create consolidated list of early action projects |
| | Proactive and joint pursuit of funding | Funding opportunities as a standing agenda item at TWG meetings |
| | Incorporation of emerging transportation technologies into tribal plans | |

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

| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| Identified resources to update the ITTS and its components (e.g., project screening tool, strategies) | Identifying resources (e.g., funding and staff) for all the tribes to develop a comprehensive Tribal Long-Range Transportation Plans (LRTPs) | Develop and maintain project phasing for specific inventory items |
| | Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their importance in obtaining funding opportunities | Include “Plan Status Check” as an on-going agenda item for working group members to report out the status/need of tribal transportation documents |
| | Access to data and evidence that can be used to support tribal transportation projects in grant applications and other funding opportunities | Creation of on online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update) |
| | | Create an online data library that working group members can readily access for grant applications and project development |

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

| What Went Well | What Could Be Improved | Recommended Actions |
|---|---|---|
| Secured funding to make progress on projects identified in the ITTS project inventory | Maintenance and update funding opportunities on the SANDAG tribal webpage | Include Funding Opportunities as an on-going agenda item for working group meetings |
| Gained representation on other SANDAG committees | Development of corridor task force to monitor alignment of early action projects and funding opportunities | Assign working group members to research potential funding opportunities and alignment with project screening tool |
| Leveraged opportunities to program enhancements for transportation concurrent with other agency infrastructure projects (e.g., SR 67 Fiber) | Development of near-term projects that have a higher likelihood of finding funding and jurisdictional partners | Assign working group members to attend upcoming grant workshops |

# What's Next?

## Project Inventory

- Send out project inventory for tribes to confirm project phasing

## Strategy Development

- Modify 2018 ITTS Strategies & Actions based on the workshop feedback

## Final ITTS Update

- Update & finalize ITTS document

# Tribal Early Action Project Selection (Item 5)

## Interagency Tribal Working Group

December 1, 2021

# Agenda

- Opportunity
- Effort to Date
- Potential Project List & Tactics for Selection
- Next Steps

# Opportunity

- Identify a tribal project(s) for potential accelerated funding
- Test case for a reoccurring tribal-specific funding

# Effort to Date

- **September 30**
  - SCTCA Executive Committee asked for meeting to address concerns on the $200,000 support grant from SANDAG
- **November 4**
  - SCTCA and SANDAG Leadership met to discuss advancing SCTCA project quickly based on tribal priorities
  - SANDAG committed to identifying $2-5 million for tribal priority project(s)
- **November 5**
  - Mike & Jane met with Tribal Transportation Taskforce and discussed approach. Kimley-Horn was brought in for technical support
- **November 9 & November 19**
  - Transportation Task Force met again with tactics strategy and streamlined ITTS listing
- **November 16**
  - Provided update to SCTCA board and received confirmation for Tribal Working Group Special Session

# Tactics for Selection

1. **Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project
2. **Tactic #2:** Fund ***full implementation*** (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*
3. **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects
4. **Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects
5. **Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects
6. **Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

*Notes: Large-sized project over $5 million dollars. Medium-sized project $2-5 million dollars. Small-sized project less than $2 million dollars.*

# Potential Project List Development

## 2021 Regional Plan Rural Corridors

- Projects lifted from 2018 ITTS Effort

## N-S Tribal Corridor List

- Projects identified by Tribal Working Group in February 2020
- List of projects identified for North & South
- Taskforce utilizing list to identify potential funding sources

## Safety Projects

- Query projects from ITTS database related to safety
- No cap on probable cost

## Tribal Task Force

- Review & discussion with tribal task force members

# Potential Funding Opportunities

***Federal***

- FTA Section 5310
- Tribal Transportation Program Safety Fund (TTPSF)
- Bipartisan Infrastructure Investment and Jobs Act
  - Tribal Transportation Program ($2.9 billion)
  - Tribal Transportation Facility Bridge set-aside ($110 million)
  - Tribal High Priority Projects ($150 million)
  - Tribal Transportation Program Safety Fund
  - Road Maintenance under BIA
  - Climate Resilience and Adaption ($216 million)
  - Tribal Broadband Connectivity Program ($2 billion)
  - Water Infrastructure ($3.5 billion)

***State***

- Highway Safety Improvement Program (HSIP)
- Active Transportation Program (ATP)
- Recreational Trails and Greenways Grant Program

***Local***

- *TransNet*

# Tactics for Selection

**1** **Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project

***Pros:***

- Immediate and positive impact (seeing the results)
- Less administrative resource needs (Staff and tribal working group able to focus on one project)

***Cons:***

- Smaller scale of community
- Fewer tribal members will benefit
- May be difficult to select based on multiple priorities (regional and tribal)
- High risk of putting funds in one bucket (e.g., delay in project schedule)

# Tactics for Selection

1

**Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project

| Project ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) |
|---|---|---|---|---|
| -- | 69 | Senge Oaks Road / SR-76 | Roundabout; Traffic Calming | $2.30 |
| -- | 2a | Improve drainage at Interstate 8 (I-8) and roads on Camp Reservation | Drainage Improvements | $3 |

# Tactics for Selection

2

**Tactic #2:** Fund full implementation (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*

***Pros:***

- Immediate and positive impact (seeing results)
- Increase regional reach (1 project north and 1 project south)
- Greater likelihood to positively impact more tribal members
- Can implement multiple projects identified in the ITTS database

***Cons:***

- Reduce overall project-specific benefit due project size
- Additional administrative resource needs

# Tactics for Selection

**2**

**Tactic #2:** Fund ***full implementation*** (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*

| Project ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) |
|---|---|---|---|---|
| CC055 | - | SR 76 (SR 76 to Cole Grade Road) | Intersection Improvements | $1 |
| CC057 | 44 | SR 76 (SR 76 to Pauma Reservation Road) | Intersection Improvements | $1 |
| CC058 | 48 | SR 76 (Pala Casino to Rice Canyon Road) | Facility Improvements | $1 |
| CC054 | 109 | SR 76 (SR 76 to Pala Mission Road) | Intersection Improvements | $1 |
| CC060 | 84 | SR 79 (SR 79 to Schoolhouse Canyon Road) | Intersection Improvements | $1 |
| -- | 36 | SR-76 / Magee Rd / Pala Raceway | Add Turn Lanes | $1.50 |
| -- | 105 | New bus stop at gaming facility on Jamul Indian Village | Transit facility | $0.15 |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | $0.77 |
| -- | 5 | Church Rd and SR 80 | Traffic signal/Lighting/ Intersection improvements | $0.75 |
| -- | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $0.50 |

# Tactics for Selection

**3** **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects

***Pros:***

- Larger regional coverage of projects
- Can implement projects that wouldn't be necessarily competitive in safety funding opportunities (e.g., HSIP)
- Can implement multiple projects identified in the ITTS database
- Higher likelihood of project completion

***Cons:***

- Additional administrative resource needs
- Reduce overall project-specific benefit due to project size
- May not implement a larger size project identified in the 2021 Regional Plan

# Tactics for Selection

**3** **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects

| Project ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) |
|---|---|---|---|---|
| CC055 | - | SR 76 (SR 76 to Cole Grade Road) | Intersection Improvements | $1 |
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| -- | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $0.50 |

# Tactics for Selection

**4**

**Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects

***Pros:***

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- Increased overall project-specific benefit due to project size

***Cons:***

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

# Tactics for Selection

**4** **Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects

| Project ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) |
|---|---|---|---|---|
| AT095 | - | I-8 Corridor – Willows Road to SR 79 | On-Street | $22 |
| CC047 | 25 | I-8 (I-8 to West Willows Road) | Interchange Improvements | $11 |
| CC048 | 26 | I-8 (I-8 to East Willows Road) | Interchange Improvements | $11 |
| CC147 | - | SR 79 | SIS | $14 |
| CC049 | 97 | SR 94 (SR 94 to Melody Road/Daisy Drive) | Intersection Improvements | $8 |
| -- | 38 | Lilac Road/Lilac Road extension from SR 76 to reservation boundary | Paving | $8.50 |
| -- | 62b | Valley Center from Rock Hill Ranch Rd to Lake Wohlford Road | Shoulder Widening with lighting improvement | $15.30 |
| -- | 90 | Steele Canyon Road from State Route 94 to | Bike lane | $10 |
| -- | 71 | Valley Center Road from Lake Wohlford to SR 76 | Shoulder Widening | $17.50 |

# Tactics for Selection

**5**

**Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects

***Pros:***

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage

***Cons:***

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

# Tactics for Selection

5

**Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects

| Project ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) |
|---|---|---|---|---|
| CC055 | - | SR 76 (SR 76 to Cole Grade Road) | Intersection Improvements | $1 |
| CC057 | 44 | SR 76 (SR 76 to Pauma Reservation Road) | Intersection Improvements | $1 |
| CC058 | 48 | SR 76 (Pala Casino to Rice Canyon Road) | Facility Improvements | $1 |
| CC054 | 109 | SR 76 (SR 76 to Pala Mission Road) | Intersection Improvements | $1 |
| CC060 | 84 | SR 79 (SR 79 to Schoolhouse Canyon Road) | Intersection Improvements | $1 |
| -- | 69 | Senge Oaks Road / SR-76 | Roundabout; Traffic Calming | $2.30 |
| -- | 36 | SR-76 / Magee Rd / Pala Raceway | Add Turn Lanes | $1.50 |
| -- | 105 | New bus stop at gaming facility on Jamul Indian Village | Transit facility | $0.15 |
| -- | 2a | Improve drainage at Interstate 8 (I-8) and roads on Camp Reservation | Drainage Improvements | $3 |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | $0.77 |
| -- | 5 | Church Rd and SR 80 | Traffic signal/Lighting/ Intersection improvements | $0.75 |
| | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $0.50 |

# Tactics for Selection

6

**Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

***Pros:***

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage
- Less tribal administrative resource needs

***Cons:***

- Delayed project implementation
- Community members won't see direct immediate benefit

# Tactics for Selection

6

**Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

| Project ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) |
|---|---|---|---|---|
| CC047 | 25 | I-8 (I-8 to West Willows Road) | Interchange Improvements | $11 |
| CC048 | 26 | I-8 (I-8 to East Willows Road) | Interchange Improvements | $11 |
| CC060 | 84 | SR 79 (SR 79 to Schoolhouse Canyon Road) | Intersection Improvements | $1 |
| -- | 14 | Ashwood Rd from Mapleview Rd to Willow Rd | Widening/ Straightening | $19 |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | $0.77 |

# Discussion

Which tactic/projects would you like to move forward with?

1. **Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project
2. **Tactic #2:** Fund ***full implementation*** (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*
3. **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects
4. **Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects
5. **Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects
6. **Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

*Notes: Large-sized project over $5 million dollars. Medium-sized project $2-5 million dollars. Small-sized project less than $2 million dollars.*

# Next Steps

- Bring forward preferred tactics/projects to SCTCA Board
- Collaborate with SANDAG on identifying funding

# A3. Individual One-on-One Meetings

Individual Meeting with Tribal Representatives Email Invitation Template

Hello,

The project team is kicking off the update for the SCTCA Intraregional Tribal Transportation Strategy (ITTS) Update.

**What is the Intraregional Tribal Transportation Strategy (ITTS)?**
The ITTS identifies key multimodal transportation projects that improve tribal mobility while meeting regional, state, and federal goals. The ITTS also developed actions to address transportation planning and funding challenges experienced by tribes within San Diego County.

- Here is the link to the 2018 Intraregional Tribal Transportation Strategy (ITTS) Documents: https://sandag.org/uploads/publicationid/publicationid_4480_23377.pdf

**Why the update?**

The ITTS is being updated to reflect current mobility needs and identify transportation priorities that can be communicated in the next Regional Plan. In addition, the update will review project costs to current dollars, develop strategies to make the mobility needs achievable, and acknowledge the successes achieved by tribal nations since the previous ITTS.

**What we need from you?**

***Send Your Related Transportation Plans***
Please email your tribe's transportation plans to Kimberly Mendoza (kimberly.mendoza@kimley-horn.com). Below is a list of the types of transportation plans the project team is looking for:

- Long Range Transportation Plan
- Transportation Safety Plans
- Transit Plans
- Active Transportation Plan
- Resiliency Plans
- Mobility Plans
- Grant Applications
- Tribal Mitigation Plan

***Schedule Virtual 1-on-1 Workshop Meeting***
We would like to schedule a virtual meeting/phone call with each tribal nation to review the project inventory from the previous ITTS and discuss new transportation projects that should be included. Please fill out this Microsoft Forms Poll by Tuesday,04/27. After we receive people's availability, we will send an invitation with the date, time, and call-in information for the virtual 1-on-1 Workshop.

We have attached the following for your review. We will be discussing these items at the virtual 1-on-1 Workshop.

- Maps showing the projects currently in the ITTS inventory
- Table showing the projects relevant to your tribe

**Questions?**
If you have any questions or concerns, please feel free to reach out to Matt Horton, the Kimley Horn project manager via email (Matt.Horton@kimley-horn.com) or phone (619-798-8655).

Thanks,

| Tribe | Workshop Status | Date | Notes |
|---|---|---|---|
| Barona Band of Mission Indians | Complete | 5/7/2021 | |
| Campo Band of Mission Indians | No Response | | Reached out to multiple times, no response. |
| Capitan Grande | N/A | | Verification occurred through Viejas and Barona |
| Ewiiaapaayp Band of Kumeyaay | Complete | 5/14/2021 | |
| Iipay Nation of Santa Ysabel | Complete | 5/18/2021 | |
| Jamul Indian Village | Complete | 5/3/2021 | |
| La Jolla Band of Luiseño Indians | Complete | 5/20/2021 | |
| La Posta Band of the Kumeyaay Nation | No Response | | Reached out to multiple times, no response. |
| Los Coyotes Band of Cahuilla and Cupeño Indians | No Response | | Reached out to multiple times, no response. |
| Manzanita Band of the Kumeyaay Nation | No Response | | Reached out to multiple times, no response. |
| Mesa Grande Band of Mission Indians | Complete | 5/17/2021 | |
| Pala Band of Mission Indians | Complete | 4/30/2021 | |
| Pauma Band of Luiseño Indians | No Response | | Reached out to multiple times, no response. |
| Rincon Band of Luiseño Indians | No Response | | Reached out to multiple times, no response. |
| San Pasqual Band of Diegueño Indians | Complete | 5/28/2021 | |
| Sycuan Band of Kumeyaay Nation | Complete | 5/3/2021 | |
| Viejas Band of Kumeyaay Indians | Complete | 5/18/2021 | |

# Barona Band of Mission Indians
# Transportation Plan Summary 2021

Per 25 CFR Part 170 at subsection 170.414, this summary narrative serves as justification of that the Barona Band of Mission Indians FY2021 to 2041 LRTP (Long Range Transportation Plan) update is consistent with State and Metropolitan Planning Organization (MPO), hence San Diego Forward: the 2021 Regional Plan.

The purpose of transportation planning is to identify broad goals to meet transportation needs of a community. Multi-modal strategies for achieving these goals can and should consider current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs, among others.[1]

**Background Information**

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

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

The Barona Reservation consists of over 7,800 acres, and is located approximately 35 miles northeast of the City of San Diego. The Tribe has 594 members in 2021, of which 85% of the adult population lives on the Reservation.

The Reservation is bordered by San Diego Country Estates to the north, a nature conservancy to the northwest, private and City land to the west, County land to the southwest, private land to the south, BLM and Cleveland National Forest to the southeast, and BLM and private land to the east. The main access to the Reservation is via Wildcat Canyon Road, a two-lane County road (within the County Regional Arterial System) that runs through the reservation from the town of Lakeside to the town of Ramona.

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

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

[1] Transportation Decision Making: Information for Tribal Governments. "Developing a Long-Range Transportation Plan." FHWA Office of Planning.

**Existing Transportation Conditions**

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

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

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

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

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

**Goals and Objectives**

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

1. Maximize federal revenues available through the Tribal Transportation Program, the American Rescue Plan, and other funding prioritized for Indian Reservation Roads.
    - Evaluate roads throughout the reservation community for safety improvements, including speed humps, paving, resurfacing, and signage.
    - Focus on priority projects.

2. Improve road maintenance, safety and traffic management.
    - Evaluate county roads, State Highway 67, and I-8 for compliance with current design and maintenance standards.
    - Coordinate with the County Department of Public Works and California Department of Transportation for road improvements.

3. Focus on major arterial road: Wildcat Canyon Road
    - Coordinate with the County Department of Public Works for road improvements.
    - Signalization at intersection of Wildcat Canyon Road and Willow Road.

**Priority Projects**

1. In coordination with the County, finalize improvements at the intersection of Willow Road/Wildcat Canyon Road that were formalized in 2015, specifically:
    - Intersection widening/turn lanes
    - Signalization at Willow Road/Wildcat Canyon Road Intersection
    - Improving curves north of the intersection to meet County public road standards and to improve sight distance on the approach to the intersection.

2. In coordination with the County, improve driving conditions for safety purposes on Wildcat Canyon Road by:
    - Widening and straightening at various sections to improve sight distance.
    - Adding passing lanes and turn out lanes at various sections.
    - Resurfacing and repaving various sections

April 21, 2021

Hon. Catherine Blakespear, Chairwoman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: Barona Band of Mission Indians' Tribal LRTP Summary

Dear Chair Blakespear,

For the last two cycles of the Regional Plan, the tribes in the San Diego region submitted summaries of their Long Range Transportation Plans (LRTP) as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Barona Band of Mission Indians, submits a summary of our current Tribal Transportation Plan for inclusion in the San Diego Forward document.

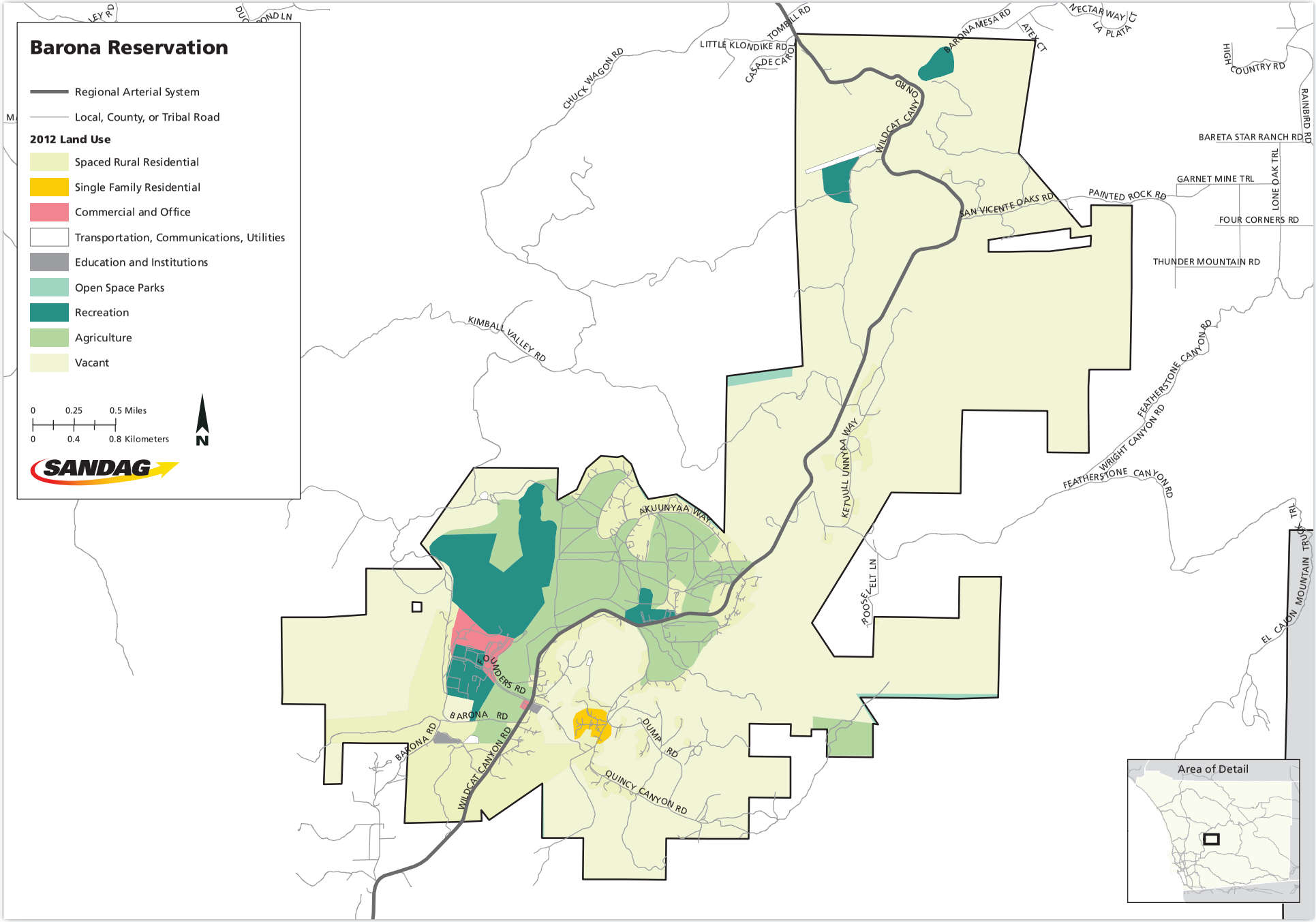
The Barona Band of Mission Indians, (appearing in the U.S. Federal Register at Vol. 75, No 190, p 60810 as the Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation, California) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands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

We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Sheilla Alvarez at 619-402-0182.

Respectfully,

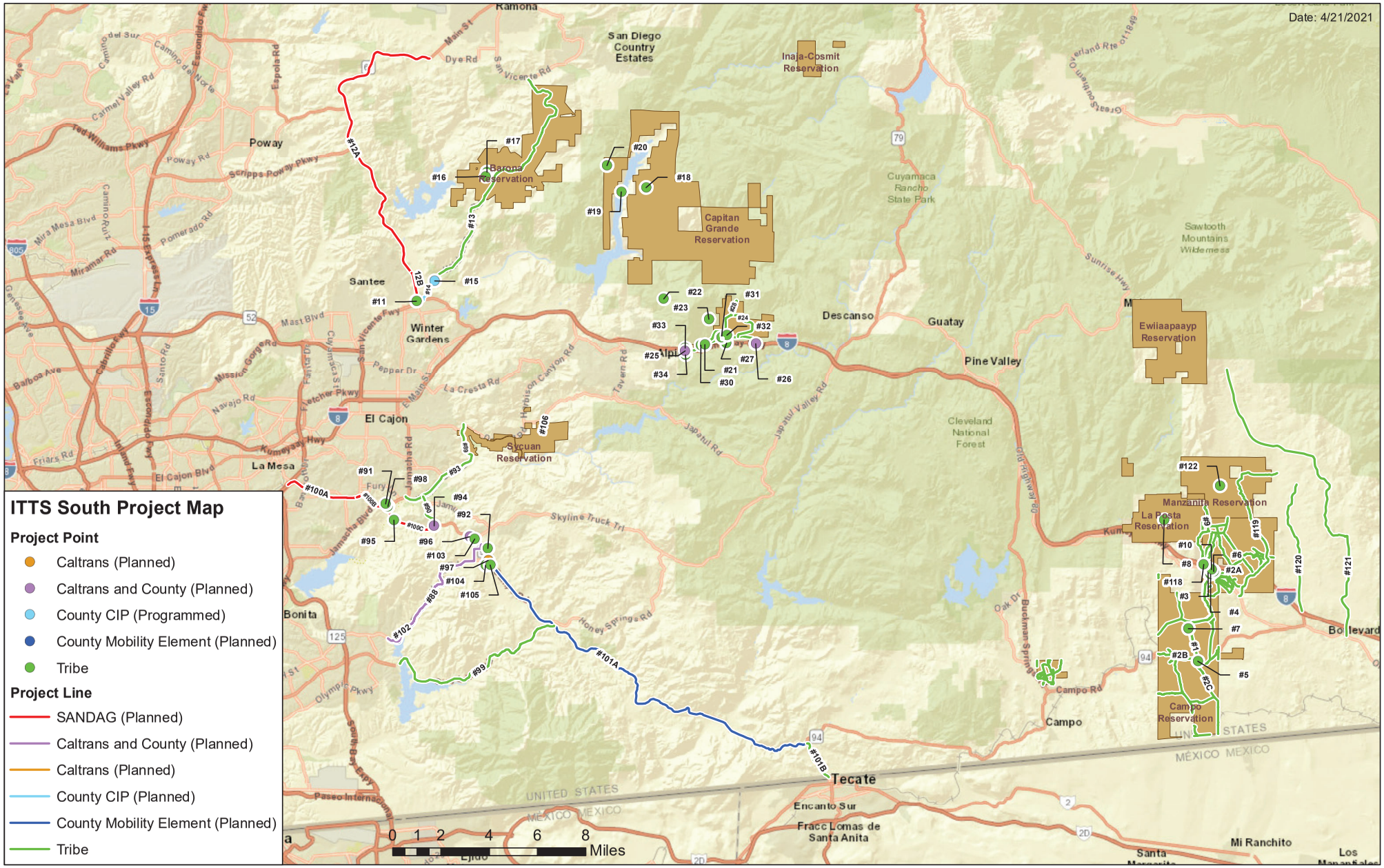
Raymond Welch
Chairman, Barona Band of Mission Indians

1095 Barona Road, Lakeside, California 92040-1599 • Phone 619.443.6612 • Fax 619.443.0681


Barona Reservation
Regional Arterial System
Local, County, or Tribal Road
2012 Land Use
Spaced Rural Residential
Single Family Residential
Commercial and Office
Transportation, Communications, Utilities
Education and Institutions
Open Space Parks
Recreation
Agriculture
Vacant
0 0.25 0.5 Miles
0 0.4 0.8 Kilometers
N
SANDAG
CHUCK WAGON RD
LITTLE KLONDIKE RD
TOMBELL RD
CASA DE CAROL
BARONA MESA RD
ATEX CT
NECTAR WAY
LA PLATA CT
HIGH COUNTRY RD
RAINBIRD RD
BARETA STAR RANCH RD
GARNET MINE TRL
LONE OAK TRL
PAINTED ROCK RD
SAN VICENTE OAKS RD
FOUR CORNERS RD
THUNDER MOUNTAIN RD
WILDCAT CANYON RD
KIMBALL VALLEY RD
KETUULL UNNYAA WAY
FEATHERSTONE CANYON RD
WRIGHT CANYON RD
FEATHERSTONE CANYON RD
AKUUNYAA WAY
MOOSE FELT LN
EL CAJON MOUNTAIN TRL
LOUDERS RD
BARONA RD
BARONA RD
WILDCAT CANYON RD
DUMP RD
QUINCY CANYON RD
Area of Detail

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 13 | Geometrics | Widening; Repairs | Barona | Shoulders; straightening; repair dips in road | County/Tribe | Wildcat Canyon Rd | | | I-8 West | Tribe; County | HSIP | |
| 14 | Geometrics | Widening; Straightening | Barona | Widen from 2 to 4 lanes | County | Ashwood | Mapleview | Willow Rd | I-8 West | County | Tribal Transportation Program | |
| 12a | Geometrics | Widening | Barona | Support SANDAG RTP project | Caltrans/SANDAG | SR-67 | Mapleview | Dye | I-8 West | Caltrans | | |
| 12b | Geometrics | Widening | Barona | Support SANDAG RTP project | Caltrans/SANDAG | SR-67 | Gold Bar Lane | Dye | I-8 West | Caltrans | | |
| 119 | Geometrics | Grading; Signage | Manzanita | Improve access for fire services | Tribe | Manzanita Rd/ Live Oak Trail | Old Hwy 80 | Manzanita Cottonwood Rd | I-8 West | Tribe | | |
| 120 | Geometrics | Grading; Signage | Manzanita | Improve access for fire services | County | Ribbonwood Rd | Old Hwy 80 | Lost Valley Rd | I-8 West | County | | |
| 121 | Geometrics | Grading; Signage | Manzanita | Improve access for fire services | County | McCain Valley Rd | Old Hwy 80 | End of McCain Valley Rd | I-8 West | County | Multiple | |
| 24 | Geometrics | Add shoulders | Viejas | Add shoulders to complete improvement of loop road | Tribe | Browns Rd | Viejas Grade Rd | Willows Rd | I-8 West | Tribe; County | Tribal Transportation Program | |
| 28 | Geometrics | Reconstruction | Viejas | Reconstruction with shoulders and improve drainage | County/Tribe | Viejas Grande Rd | Willows Rd | Conejos Valley Rd | I-8 West | Tribe; County | Multiple | |
| 29 | Geometrics | Widening | Viejas | Widen from 2 to 4 lanes for trucks | County | Willows Rd | West Willow Rd Interchange | East Willow Rd Interchange | I-8 West | County | Multiple | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 11 | Geometrics | Intersection Improvements | Barona | Safety and capacity enhancements; interchange | Caltrans/County | SR-67 | Mapleview Rd | I-8 West | Caltrans; County | | |
| 15 | Signal, Signage, and Lighting | Signal | Barona | Safety improvement and intersection with signal | County | Willow Rd | Ashwood Rd | I-8 West | County | | |
| 16 | TDM | Rideshare Service | Barona | Add rideshare service | Private | N/A | N/A | I-8 West | Tribe | | |
| 17 | TDM | Vanpool Program | Barona | Vanpool program at casino | Tribe | N/A | N/A | I-8 West | Tribe | | |
| 18 | Comment | Closure | Capitan Grande | Reduce and restrict access to reservation roads | Forest Service/Tribe | N/A | N/A | I-8 West | Tribe | | |
| 19 | Comment | Remove Trail Plan | Capitan Grande | Remove trail development SD River Park Trail | County | N/A | N/A | I-8 West | Tribe | | |
| 20 | Comment | Remove Trail Plan | Capitan Grande | Remove trail development Trans County Trail | County | N/A | N/A | I-8 West | Tribe | | |
| 33 | Signal, Signage, and Lighting | Signage | Ewiiaapaayp Band of Kumey | Replace signage at off ramp for tribal office | Tribe | Willows Rd | Westbound Offramp | I-8 West | Caltrans | | |
| 34 | Signal, Signage, and Lighting | Signage | Ewiiaapaayp Band of Kumey | Replace signage at off ramp for tribal office | Tribe | Willows Rd | Eastbound Offramp | I-8 West | Caltrans | | |
| 21 | Bridge | Bridge Repair | Viejas | Repair bridge on Willows Rd; in poor condition | County | N/A | N/A | I-8 West | County | | |
| 22 | Comment | Remove Bike Plan | Viejas | Remove Anderson Rd trail alignment from plan | County | N/A | N/A | I-8 West | County | | |
| 23 | Comment | Remove Trail Plan | Viejas | Remove CRHT trail alignment from plan | County | N/A | N/A | I-8 West | County | | |
| 25 | Geometrics | Interchange Improvements | Viejas | Enhance capacity at interchange/nearby roads | Caltrans/County | I-8 | West Willows Rd | I-8 West | County; Caltrans | | |
| 26 | Geometrics | Interchange Improvements | Viejas | Enhance capacity at interchange/nearby roads | Caltrans/County | I-8 | East Willows Rd | I-8 West | County; Caltrans | | |
| 27 | Geometrics | New Interchange | Viejas | New interchange at Casa De Roca Way | Caltrans | I-8 | Casa De Roca Way | I-8 West | Caltrans | | |
| 30 | Realignment | Realign Intersection | Viejas | Dangerous intersection | County/Tribe | Willows Rd | Viejas Grande Road | I-8 West | County | | |
| 31 | TDM | Vanpool Program | Viejas | Vanpool program at casino | Tribe | N/A | N/A | I-8 West | Tribe | | |
| 32 | Transit | Service | Viejas | Enhanced Route 864 | MTS | N/A | N/A | I-8 West | Tribe | | |


Date: 4/21/2021
ITTS South Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Project Line
SANDAG (Planned)
Caltrans and County (Planned)
Caltrans (Planned)
County CIP (Planned)
County Mobility Element (Planned)
Tribe
0 1 2 4 6 8 Miles
Ramona
San Diego Country Estates
Inaja-Cosmit Reservation
Poway
Barona Reservation
Capitan Grande Reservation
Cuyamaca Rancho State Park
Sawtooth Mountains Wilderness
Santee
Winter Gardens
Descanso
Guatay
Pine Valley
Alpine
Ewiiaapaayp Reservation
El Cajon
Sycuan Reservation
La Mesa
Cleveland National Forest
Manzanita Reservation
La Posta Reservation
Bonita
Campo
Campo Reservation
Tecate
Encanto Sur
Fracc Lomas de Santa Anita
Mi Ranchito
UNITED STATES
MÉXICO MEXICO

ITTS Update 1-on-1 Workshop – Ewiiaapaayp Band of Kumeyaay

Date: Friday, 5/14 Time: 11:00 am – 12:00 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

**ITTS Update 1-on-1 Workshop – Ewiiaapaayp Band of Kumeyaay**

Date: Friday, 5/14/2021 Time: 11:00 am – 12:00 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status
    a) No.33
        i) Signage is missing at westbound ramp
        ii) Signage should indicate reservation
    b) No.34
        i) Update graffiti damaged sign
        ii) Sign should indicate reservation instead of welcome center
5) New documented needs since ITTS
    a) Signage
        i) I-8 approaching west Willow St
            (1) Signage indicating use of east willow Rd ramps for Casino access
            (2) Will prevent vehicle traffic back up at west Willows Rd ramps
            (3) West Willow Rd had frequent pedestrian activity
            (4) Location is near community clinic
        ii) Warning signage for Willows Rd
            (1) Willows Rd curve west of Hillcrest Drive
            (2) Watch speed sign, slow down sign, and/or watch for pedestrian signage
    b) New roadway
        i) A paved roadway connection is desired from Willows Rd to Otto Ave
            (1) Road would improve community access to the clinic
        ii) New roadway desired west off Star Valley Rd
            (1) Pave roadway located 0.5 miles south of Alpine Blvd
            (2) Roadway length is approximately 0.42 miles long
            (3) Connecting open land may be used to assist in clinic operations
        iii) Thing Valley Rd
            (1) Desired roadway extension to Sunrise Hwy (S1) from Morris Ranch Rd
    c) EV
        i) Tribe hopes to update fleet to EV
        ii) Tribe desires to implement EV charging station along Willows Rd near clinic
    d) General
        i) Broadband connection and electrification of reservation
    e) Transit
        i) Healthcare shuttles to clinic
        ii) Improved frequency at Little Ewiiaapaayp stops
            (1) Stops should be sheltered
6) Transportation Plans
    a) LRTP – Tribe is working on one
7) Action items

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 13 | Geometrics | Widening; Repairs | Barona | Shoulders; straightening; repair dips in road | County/Tribe | Wildcat Canyon Rd | | | I-8 West | Tribe; County | HSIP | |
| 14 | Geometrics | Widening; Straightening | Barona | Widen from 2 to 4 lanes | County | Ashwood | Mapleview | Willow Rd | I-8 West | County | Tribal Transportation Program | |
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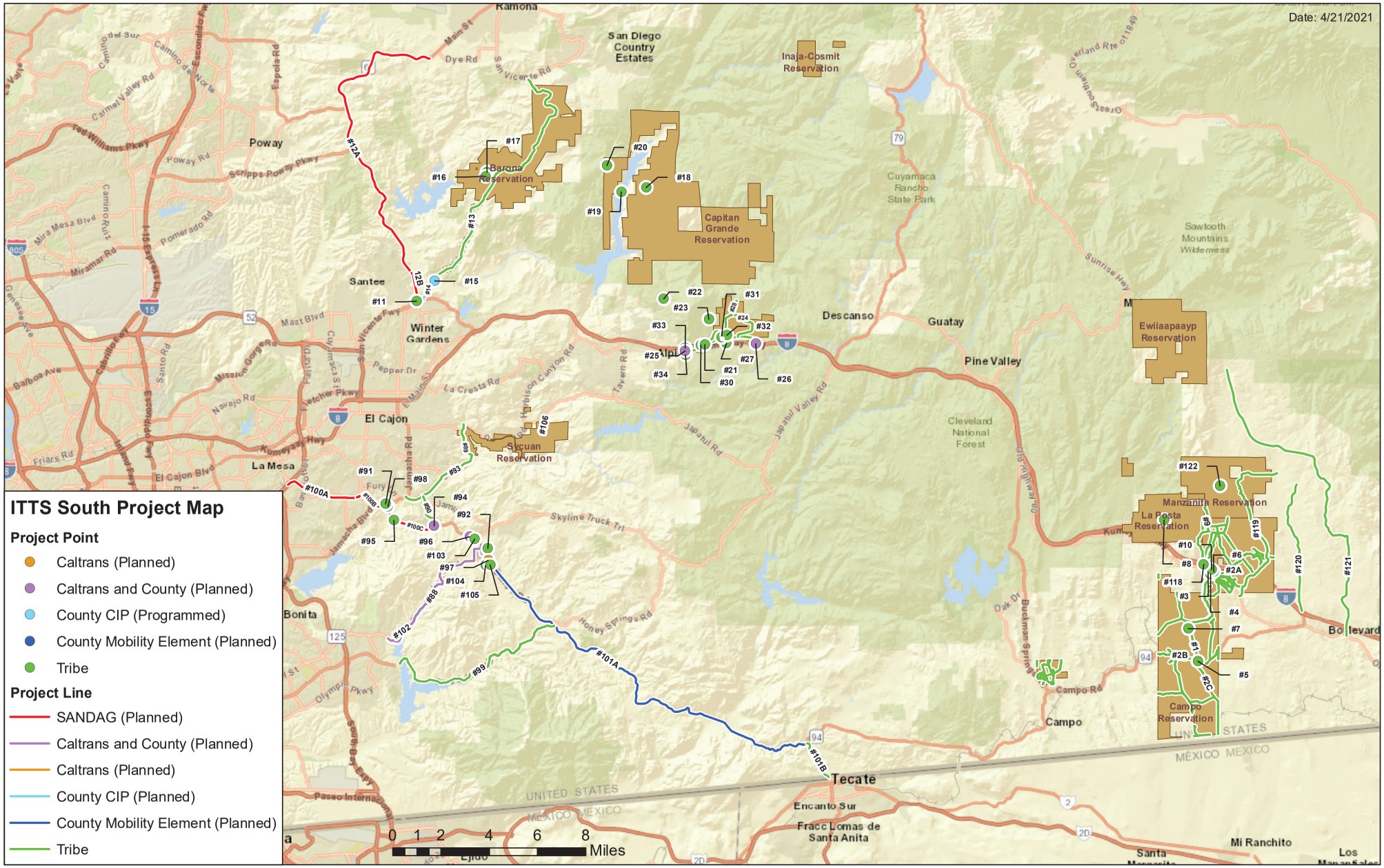
| 121 | Geometrics | Grading; Signage | Manzanita | Improve access for fire services | County | McCain Valley Rd | Old Hwy 80 | End of McCain Valley Rd | I-8 West | County | Multiple | |
| 24 | Geometrics | Add shoulders | Viejas | Add shoulders to complete improvement of loop road | Tribe | Browns Rd | Viejas Grade Rd | Willows Rd | I-8 West | Tribe; County | Tribal Transportation Program | |
| 28 | Geometrics | Reconstruction | Viejas | Reconstruction with shoulders and improve drainage | County/Tribe | Viejas Grande Rd | Willows Rd | Conejos Valley Rd | I-8 West | Tribe; County | Multiple | |
| 29 | Geometrics | Widening | Viejas | Widen from 2 to 4 lanes for trucks | County | Willows Rd | West Willow Rd Interchange | East Willow Rd Interchange | I-8 West | County | Multiple | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 11 | Geometrics | Intersection Improvements | Barona | Safety and capacity enhancements; interchange | Caltrans/County | SR-67 | Mapleview Rd | I-8 West | Caltrans; County | | |
| 15 | Signal, Signage, and Lighting | Signal | Barona | Safety improvement and intersection with signal | County | Willow Rd | Ashwood Rd | I-8 West | County | | |
| 16 | TDM | Rideshare Service | Barona | Add rideshare service | Private | N/A | N/A | I-8 West | Tribe | | |
| 17 | TDM | Vanpool Program | Barona | Vanpool program at casino | Tribe | N/A | N/A | I-8 West | Tribe | | |
| 18 | Comment | Closure | Capitan Grande | Reduce and restrict access to reservation roads | Forest Service/Tribe | N/A | N/A | I-8 West | Tribe | | |
| 19 | Comment | Remove Trail Plan | Capitan Grande | Remove trail development SD River Park Trail | County | N/A | N/A | I-8 West | Tribe | | |
| 20 | Comment | Remove Trail Plan | Capitan Grande | Remove trail development Trans County Trail | County | N/A | N/A | I-8 West | Tribe | | |
| 33 | Signal, Signage, and Lighting | Signage | Ewiiaapaayp Band of Kumey | Replace signage at off ramp for tribal office | Tribe | Willows Rd | Westbound Offramp | I-8 West | Caltrans | | |
| 34 | Signal, Signage, and Lighting | Signage | Ewiiaapaayp Band of Kumey | Replace signage at off ramp for tribal office | Tribe | Willows Rd | Eastbound Offramp | I-8 West | Caltrans | | |
| 21 | Bridge | Bridge Repair | Viejas | Repair bridge on Willows Rd; in poor condition | County | N/A | N/A | I-8 West | County | | |
| 22 | Comment | Remove Bike Plan | Viejas | Remove Anderson Rd trail alignment from plan | County | N/A | N/A | I-8 West | County | | |
| 23 | Comment | Remove Trail Plan | Viejas | Remove CRHT trail alignment from plan | County | N/A | N/A | I-8 West | County | | |
| 25 | Geometrics | Interchange Improvements | Viejas | Enhance capacity at interchange/nearby roads | Caltrans/County | I-8 | West Willows Rd | I-8 West | County; Caltrans | | |
| 26 | Geometrics | Interchange Improvements | Viejas | Enhance capacity at interchange/nearby roads | Caltrans/County | I-8 | East Willows Rd | I-8 West | County; Caltrans | | |
| 27 | Geometrics | New Interchange | Viejas | New interchange at Casa De Roca Way | Caltrans | I-8 | Casa De Roca Way | I-8 West | Caltrans | | |
| 30 | Realignment | Realign Intersection | Viejas | Dangerous intersection | County/Tribe | Willows Rd | Viejas Grande Road | I-8 West | County | | |
| 31 | TDM | Vanpool Program | Viejas | Vanpool program at casino | Tribe | N/A | N/A | I-8 West | Tribe | | |
| 32 | Transit | Service | Viejas | Enhanced Route 864 | MTS | N/A | N/A | I-8 West | Tribe | | |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0 1 2 4 6 8 Miles
Ramona
San Diego Country Estates
Inaja-Cosmit Reservation
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Barona Reservation
Capitan Grande Reservation
Cuyamaca Rancho State Park
Sawtooth Mountains Wilderness
Santee
Winter Gardens
Descanso
Guatay
Pine Valley
Ewiiaapaayp Reservation
El Cajon
Sycuan Reservation
La Mesa
Cleveland National Forest
Manzanita Reservation
La Posta Reservation
Bonita
Campo
Campo Reservation
Tecate
Encanto Sur
Fracc Lomas de Santa Anita
Mi Ranchito
Los Manantiales
UNITED STATES
MÉXICO MEXICO

ITTS Update 1-on-1 Workshop – Iipay Nation of Santa Ysabel

Date: Tuesday, 5/18 Time: 2:30 pm – 3:30 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

**ITTS Update 1-on-1 Workshop – Iipay Nation of Santa Ysabel**

Date: Tuesday, 5/18/2021 Time: 2:30 pm – 3:30 pm

1) Introductions
    a) Michael Huesca (Iipay)
    b) Bernice Paipa (Iipay)
    c) Precious Nicanor (Kimley-horn)
    d) Kimberly Mendoza (Kimley-horn)
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) No. 84 - Still relevant
    b) No. 87 – Still relevant
        i) Needs weather protection
    c) No. 85
        i) May not be a part of Iipay and may be part of Mesa Grande instead.
        ii) Include wayfinding signage along SR-78
    d) No. 83
        i) KH to verify the boundaries
        ii) May be Black Canyon Rd
    e) No. 86a - Still relevant
        i) Connects important community destinations
        ii) The majority of Iipay community lives off School House Canyon Rd
        iii) Provides access to clinic
    f) No. 86b - Still relevant
        i) Dangerous 2-way highway
        ii) Pedestrians frequently walk along the highway
5) New needs since ITTS
    a) Turn Lanes improvements along SR-79
        i) Epie Rd and SR-78
            (1) Provides access to Mini Mart
        ii) 0.26 mi north of Epie Hill Rd
        iii) School House Canyon Rd – in inventory and still relevant
    b) Turn lanes for Beresford Ln along SR-79
        i) Intersection of SR-79 and SR-76/Beresford Ln
    c) Mile marker needed at SR-79 and Angels Crossing
    d) Mesa Grande Road on to Angel Mountain Road turn lanes desired
    e) Santa Isabel Mission driveway
        i) Needs intersection improvements and turn lanes
    f) Turn lanes into School House Canyon from Epie Hill Rd – on inventory and relevant
        i) Speed feedback sign is desired to slow vehicles approaching School house Canyon Rd
    g) Turn lanes
        i) Turn lane needed from Mesa Grande Rd onto Quail Springs Rd

ii) Bike lanes
(1) Install bike lanes along Mesa Grande Rd from Black Canyon Road to SR-79

h) Signage improvements
i) Way finding signage along Mesa Grande
ii) Fire department signage, and slow down signage along Mesa Grande Road approaching Mesa Grande Truck Trl
iii) Check in with Mesa Grande tribe

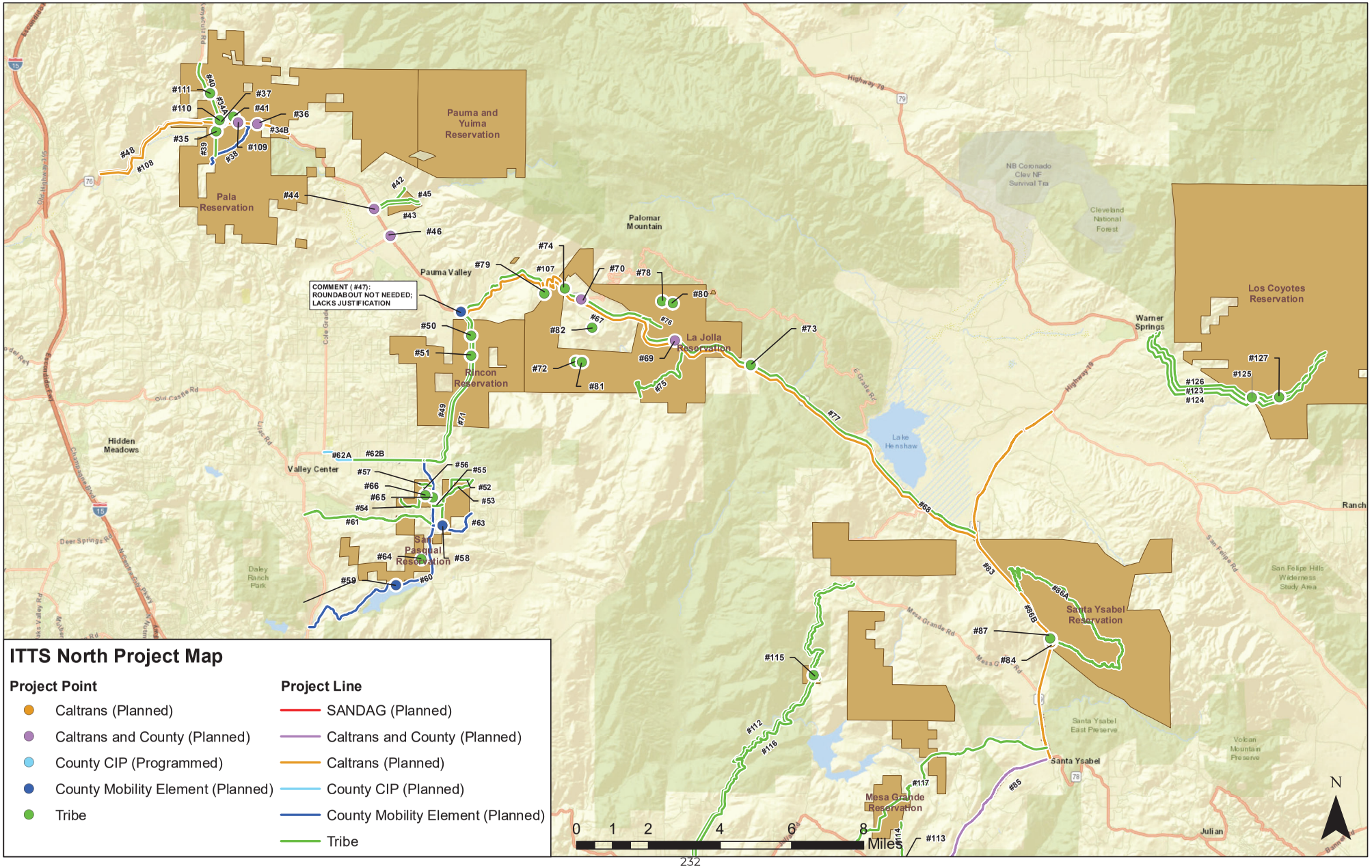
i) Fiber optic is desired to connect the tribe
i) Tracks 1, 2, and 3

6) Transportation Plans
a) Tribe has a Fire Prevention Mitigation Plan
b) LRTP – Tribe does not have one
c) Master Plan - tribe is working on one
d) No other transportation plans available

7) Action Items
a) KH to send ppt of SCTCA ITTS Update
b) Precious to send information on Resiliency plans
c) Precious to send resources for LRTP
d) Michael to forward Fire Prevention Mitigation Plan

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 123 | Paving | Paving; Restriping | Los Coyotes | | Tribe | Camino San Ignacio | Ortega St | Sukat Rd | SR-79 | Tribe | Tribal Transportation Program | |
| 124 | General Roadway Improvements | Drainage | Los Coyotes | Drainage Improvements | Tribe | Camino San Ignacio | Ortega St | Sukat Rd | SR-79 | Tribe | | |
| 126 | Geometrics | Shoulder Reconstruction | Los Coyotes | | Tribe | Camino San Ignacio | Ortega St | Sukat Rd | SR-79 | Tribe | Tribal Transportation Program | |
| 112 | Geometrics | Bike Lane; Shoulders; Paving | Mesa Grande | Add Bike Lane, Pave roadway, widen shoulders | Tribe | Black Canyon Road | Pile St | Mesa Grande Rd | SR-79 | Tribe; County | Tribal Transportation Program | |
| 114 | Paving | Paving | Mesa Grande | | Tribe | Rancho Ballena Rd | SR-78 | Mesa Grande Reservation | SR-79 | Tribe | Tribal Transportation Program | |
| 116 | Signal, Signage, and Lighting | Safety; Signage | Mesa Grande | Install guardrails, improve signage | Tribe | Black Canyon Road | Pile St | Mesa Grande Rd | SR-79 | Tribe; County | Tribal Transportation Program | |
| 117 | Bike; Pedestrian | Construct Trail | Mesa Grande | Need Support from private property owners | Tribe | n/a | n/a | n/a | SR-79 | County | Tribal Transportation Program | |
| 83 | Bike | Add Bike Lane | Santa Ysabel | Existing narrow lanes | Caltrans | SR-78 / SR-79 | Deer Canyon Dr | San Felipe Rd | SR-79 | Caltrans | | |
| 85 | Geometrics | Turn Lanes | Santa Ysabel | High accident and fatality rate | Caltrans | SR-78 | Deer Canyon Dr | Santa Ysabel | SR-79 | Caltrans | Multiple | |
| 86a | Pedestrian | Add Sidewalk | Santa Ysabel | Connect housing developments with trail/path | Caltrans/Tribe | Schoolhouse Canyon Rd / BIA 52 | BIA 52 | BIA 52 | SR-79 | Tribe | | |
| 86b | Pedestrian | Add Sidewalk | Santa Ysabel | Connect housing developments with trail/path | Caltrans | SR-79 | BIA 52 | BIA 52 | SR-79 | Caltrans | | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 125 | Signal, Signage, and Lighting | Signage | Los Coyotes | Improve Signage | Tribe | n/a | n/a | SR-79 | | | |
| 127 | Transit | Service | Los Coyotes | | Tribe | SR-79 | Camino San Ignacio | SR-79 | | | |
| 113 | Signal, Signage, and Lighting | Traffic Signal | Mesa Grande | Add traffic signal | Caltrans/Tribe | SR-78 | Rancho Ballena Rd | SR-79 | | | |
| 115 | TDM | Rideshare Service | Mesa Grande | Improve access to health and employment centers | Tribe | Black Canyon Rd | N/A | SR-79 | | | |
| 84 | Geometrics | Turn Lanes | Santa Ysabel | Construct left/right turn lanes | Caltrans/Tribe | SR-79 | Schoolhouse at Cyn Road | SR-79 | Tribe; Caltrans | | |
| 87 | Transit | New Bus Stop | Santa Ysabel | Bus stop at tribal government facility | MTS | N/A | N/A | SR-79 | Tribe | | |


ITTS North Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Project Line
SANDAG (Planned)
Caltrans and County (Planned)
Caltrans (Planned)
County CIP (Planned)
County Mobility Element (Planned)
Tribe
COMMENT ( #47): ROUNDABOUT NOT NEEDED; LACKS JUSTIFICATION
Pauma and Yuima Reservation
Pala Reservation
Rincon Reservation
La Jolla Reservation
San Pasqual Reservation
Santa Ysabel Reservation
Mesa Grande Reservation
Los Coyotes Reservation
Pauma Valley
Palomar Mountain
Valley Center
Hidden Meadows
Warner Springs
Lake Henshaw
Santa Ysabel
Julian
0 1 2 4 6 8 Miles
N

ITTS Update 1-on-1 Workshop – Jamul Indian Village

Date: Monday, 5/03 Time: 11:00 am – 12:00 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

**ITTS Update 1-on-1 Workshop – Jamul Indian Village**

Date: Monday, 05/03/2021 Time: 11:00 am – 12:00 pm

1) Attendees
    a) Juan Garcia (Jamul)
    b) Erica Pinto (Jamul)
    c) Precious Nicanor (Kimley-Horn)
    d) Kimberly Mendoza (Kimley-Horn)
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status: (all but No.103 are still relevant but priorities have changed)
    a) No. 88 – still relevant
        i) Not a priority, will keep on map for now.
    b) No. 89
        i) Bike lane – May be within Sycuan reservation boundaries?
        ii) Might have been meant to benefit both tribes
        iii) Lower priority
        iv) Planning to keep for now
    c) No. 90 – still relevant
        i) High priority
        ii) Current multi use path project. A feasibility study is underway.
    d) No. 93 – still relevant
        i) Lower priority
        ii) Planning to keep for now
    e) No. 94 – still relevant
        i) Improvement and description should be updated to reflect intersection improvements
    f) No. 95 – still relevant
    g) No. 96 – still relevant
    h) No. 97
        i) Realignment has not been completed
        ii) KH staff to coordinate with Leo to confirm accurate improvement locations
    i) No. 101a – Still relevant and a priority
    j) No. 101b – Still relevant and a priority
    k) No. 103 - Completed
    l) General Note
        i) Any SR-94 related projects within the LRTP are a priority
        ii) Anything from Jamacha Road to the casino is a priority for road widening
5) New needs since ITTS
        i) New intersection is needed at SR-94 and Honey Spring Road
            (1) Blind spot identified
            (2) There might be a distance issue
        ii) Jefferson Road/Proctor Valley Road and SR-94
            (1) Widening would be desired along with intersection improvements
        iii) Campo Road north of Maxfield Road

(1) Part of feasibility study
(2) Roadway widening

iv) Intersection improvements – turn pocket needed
(1) Vista Sage Ln & Campo Road

v) Campo Road & Lyons Valley Road
(1) Intersection improvements

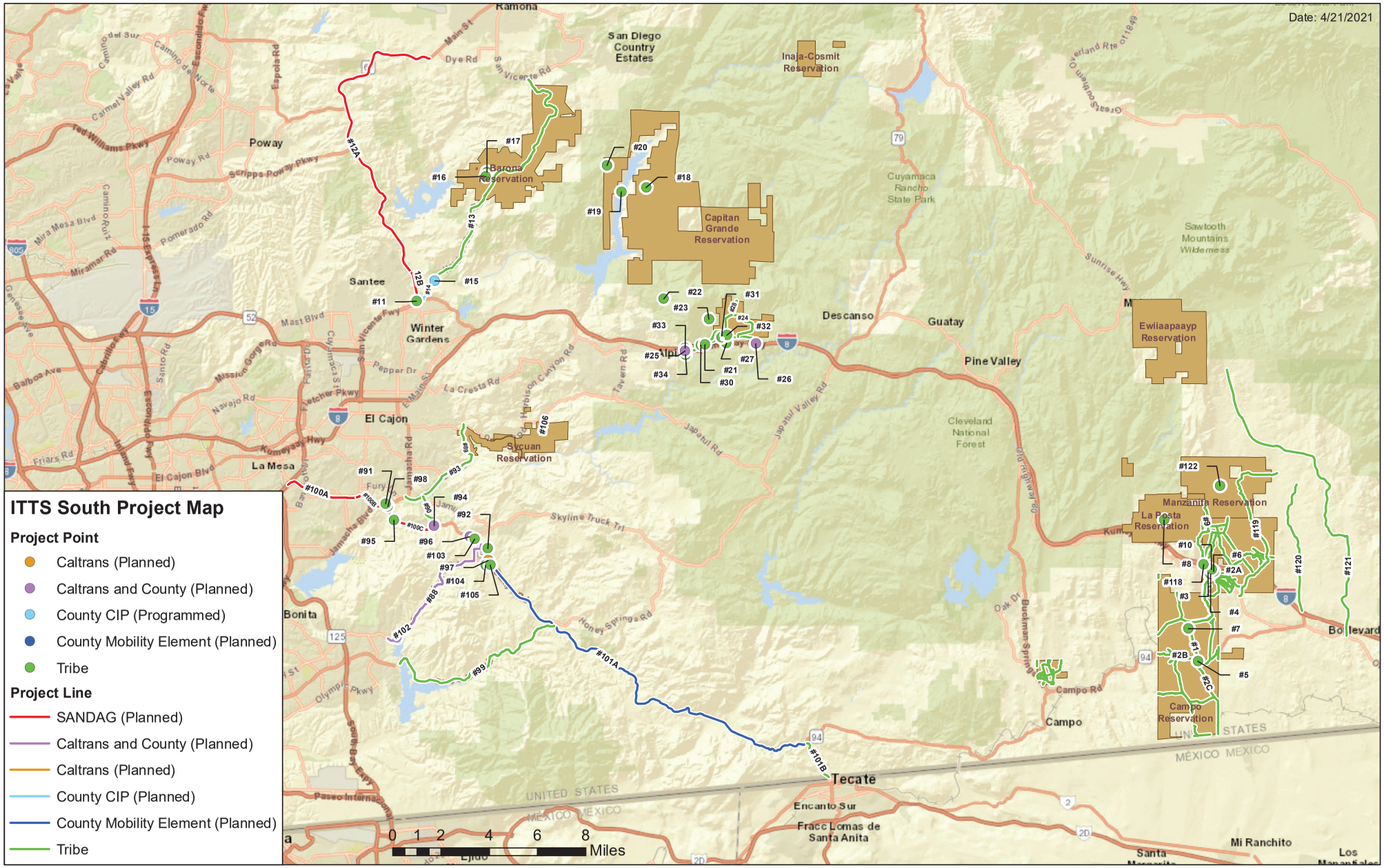
vi) Trail or multi use path to connect neighboring reservations – proposed during meeting
(1) Like the Pacific trail
(2) Would accommodate walks organized among the tribes

6) Transportation Plans
a) Tribal Resiliency Plan
i) Still being finalized
(1) Juan will follow up with Cindy regarding a due date.

7) Action Items
a) KH team to follow up on Resiliency Plan status with Juan

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 88 | Bike | Add Bike Lane | Jamul Indian Village | | County | Proctor Valley Rd / Melody Rd | SR-94 | Northwoods Dr | SR-94 | County | | |
| 89 | Bike | Add Bike Lane | Jamul Indian Village | | County | Willow Glen Dr | Dehesa Rd | Jamacha Rd | SR-94 | County | Tribal Transportation Program | |
| 90 | Bike; Pedestrian | Add Bike Lane and Sidewalks | Jamul Indian Village | | County | Steele Canyon Rd | SR-94 | Willow Glen Dr | SR-94 | County | Tribal Transportation Program | |
| 93 | Geometrics | Add Lane | Jamul Indian Village | 2 to 4 lanes | County | Willow Glen Dr | Dehesa Rd | Jamacha Blvd | SR-94 | County | Tribal Transportation Program | |
| 99 | Geometrics | Shoulders | Jamul Indian Village | Widen shoulders and enhance safety | County | Otay Lakes Rd | SR-94 | Wuseste Rd | SR-94 | County | | |
| 102 | Paving; Geometrics | Paving; Straightening | Jamul Indian Village | | County | Proctor Valley Rd | Echo Valley Rd | Northwoods Dr | SR-94 | County | | |
| 100a | Geometrics | Widening | Jamul Indian Village | SANDAG Project | Caltrans | SR-94 | SR-125 | Avocado Blvd | SR-94 | Caltrans | | |
| 100b | Geometrics | Widening | Jamul Indian Village | SANDAG Project | Caltrans | SR-94 | Avocado Blvd | Jamacha Rd | SR-94 | | | |
| 100c | Geometrics | Widening | Jamul Indian Village | SANDAG Project | Caltrans | SR-94 | Jamacha Rd | Steele Canyon Rd | SR-94 | | | |
| 101a | Geometrics | Widening; Straightening | Jamul Indian Village | Support trucking from the Tacate border crossing | Caltrans/County | SR-94 | Reservation | Tecate Rd | SR-94 | Caltrans | | |
| 101b | Geometrics | Widening; Straightening | Jamul Indian Village | Support trucking from the Tacate border crossing | Caltrans/County | Tecate Rd | SR-94 | Tecate Border Crossing | SR-94 | Caltrans | | |
| 106 | Paving | Paving | Sycuan | | Tribe | Sycuan Rd | Dehesa Rd | Guard Gate on Sycuan Rd | SR-94 | Tribe; County | Tribal Transportation Program | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 91 | Capacity | Widening | Jamul Indian Village | Widen EB approach | Caltrans/County | SR-94 | Jamacha Rd | SR-94 | County; Caltrans | | |
| 92 | Geometrics | Add Acceleration Lane | Jamul Indian Village | Acceleration lane for left turns to NB SR-94 | Caltrans/County | SR-94 | Maxfield Rd | SR-94 | County; Caltrans | | |
| 94 | Geometrics | Add Turn Lanes | Jamul Indian Village | Add EB and WB turn lanes | Caltrans/County | SR-94 | Steele Canyon Rd | SR-94 | County; Caltrans | | |
| 95 | Geometrics | Add Turn Lanes | Jamul Indian Village | Intersection Improvements | Caltrans/County | SR-94 | Millar Ranch Rd | SR-94 | County; Caltrans | | |
| 96 | Geometrics | Intersection Improvements | Jamul Indian Village | No additional notes | Caltrans/County | SR-94 | Vista Diego Rd | SR-94 | Caltrans | | |
| 97 | Geometrics | Intersection Improvements | Jamul Indian Village | Realignment; Traffic Signal; Additional Lanes | Caltrans/County | SR-94 | Melody Rd / Daisy Dr | SR-94 | County; Caltrans | | |
| 98 | Geometrics | Re-stripe | Jamul Indian Village | Restripe NB approach | Caltrans/County | SR-94 | Jamacha Rd | SR-94 | Caltrans | | |
| 103 | Signal, Signage, and Lighting | Install Traffic Signal | Jamul Indian Village | | Caltrans/County | SR-94 | Lyons Valley Rd | SR-94 | County; Caltrans | | |
| 104 | TDM | Rideshare Program | Jamul Indian Village | Rideshare program at casino | Tribe | N/A | N/A | SR-94 | Tribe | | |
| 105 | Transit | New Bus Stop | Jamul Indian Village | Bus stop at gaming facility; express service to DT | MTS | N/A | N/A | SR-94 | Tribe | | |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Mi Ranchito
UNITED STATES
MÉXICO MEXICO

ITTS Update 1-on-1 Workshop - La Jolla Band of Luiseño Indians

Date: Thursday, 5/20 Time: 11:00 am – 12:00 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

**ITTS Update 1-on-1 Workshop - La Jolla Band of Luiseño Indians**

Date: Friday, 5/20/2021 Time: 11:00 am – 12:00 pm

1) Attendees
    a) John Ruiz (La Jolla)
    b) John Paipa (La Jolla)
    c) Precious Nicanor (Kimley-horn)
    d) Kimberly Mendoza (Kimley-horn)
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) No. 67 – Still relevant
        i) Needs following up on
    b) No. 68 – Still relevant
        i) Needs following up on
    c) No. 71
        i) This improvement runs through Rincon
        ii) Jurisdiction needs updating
        iii) SR-76 Valley Center Rd is west of La Jolla
    d) No. 75 - Not yet completed
        i) BIA route, paving to occur soon
    e) No. 76 - Completed
    f) No. 77 - Still relevant
    g) No. 107 - Still relevant
        i) High driveway frequency and sight distance concerns
        ii) Roadway curvature concern
    h) No. 69 - Still relevant
        i) Traffic and safety concern
    i) No. 70 - Still relevant
        i) Traffic and safety concern
    j) No. 72 - Still relevant – John to follow up w/ past chairman
        i) Need to further research gateway feature
    k) No. 73 - Still relevant – John to follow up w/ past chairman
        i) Needs following up on
    l) No. 74 - Still relevant
    m) No. 78 - Still relevant
    n) No. 79 - Still relevant
    o) No. 80 - Still relevant
        i) Needs following up on
    p) No. 81 - Still relevant
    q) No. 82 - Still relevant
        i) Intended to connect La Jolla community with other regions
5) New documented needs since ITTS
    a) LRTP – John is not sure of status

i) KH to follow-up with tribe

b) Safety Plan – John is not sure of status
   i) KH to follow-up with tribe
   ii) John mentioned a document created in conjunction with Caltrans that may include proposed improvements

6) Updates to inventory
   a) John to follow up with council
   b) Roadway widening along SR-76 within reservation
      i) Too narrow and unsafe
      ii) Bike safety is a concern and there is an increase in bicycle activity
   c) Trail along SR-76 was investigated before
      i) Adjacent property owners need to be on-board
      ii) Trail was moved to BIA routes
      iii) Trails were already improved
      iv) Sidewalks will be put in at walking trail locations
      v) Currently in process and may begin construction in August
   d) Roundabout improvements
      i) Potential road widening
      ii) 3 locations
      iii) KH to follow-up with tribe
7) Review action items

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 67 | Bike; Pedestrian | Add Bike Lane | La Jolla | | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 68 | Geometrics | Straighten; Widen; Shoulders; Lighting; Fiber | La Jolla | Upgrade facility and add ITS systems | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 71 | Geometrics | Straightening | La Jolla | | County | Valley Center Road | SR-76 | North Lake Wohlford Rd | SR-76 | County | Tribal Transportation Program | |
| 75 | Paving | Paving | La Jolla | | Tribe | Campground Rd | SR-76 | Zip-Line Tower | SR-76 | Tribe | Tribal Transportation Program | |
| 76 | Paving | Paving | La Jolla | | Tribe | Church Rd | SR-76 | BIA Road 40 | SR-76 | Tribe | Tribal Transportation Program | |
| 77 | General Roadway Improvements | Planning | La Jolla | Trucking/Freight study; speed/traffic study | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 107 | Geometrics | Straightening | La Jolla | | County | SR-76 | Pauma Ranch Rd | Harolds Rd | SR-76 | Caltrans | Tribal Transportation Program | |
| 38 | Paving | Paving | Pala | | ME | Lilac Rd/Lilac Rd Extension | | | SR-76 | Tribe; County | Multiple | |
| 39 | Paving | Paving | Pala | | Tribe | Various Rds | | | SR-76 | Tribe; County | Multiple | |
| 40 | Pedestrian | Add Sidewalk | Pala | Sidewalks on main roads in village | Tribe | Pala Mission Rd / Temecula Rd | | | SR-76 | Tribe; County | Tribal Transportation Program | |
| 108 | Geometrics | Straightening | Pala | Straighten Curves | Caltrans | SR-76 | Rice Canyon Rd | Pala Reservation | SR-76 | Caltrans | | |
| 34a | Bike | Add Bike Lane | Pala | | Tribe | Pala Mission Rd / Temucula Rd | | | SR-76 | | | |
| 34b | Bike | Add Bike Lane | Pala | | Tribe | SR-76 | | | SR-76 | | | |
| 42 | General Roadway Improvements | General Roadway Improvements | Pauma | Shoulder work needed to prevent debris flow | Tribe | Adams Dr | Adams Dr | Reservation Rd | SR-76 | Tribe; County | Tribal Transportation Program | |
| 43 | General Roadway Improvements | General Roadway Improvements | Pauma | Road improvement/maintenance to repair ag damage | Tribe | Reservation Rd | Reservation Rd | Pala Rd | SR-76 | Tribe | Tribal Transportation Program | |

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 45 | Signal, Signage, and Lighting | Street Lights | Pauma | Street lights needed for pedestrians | County | Reservation Rd | Pala Rd | Reservation Rd | SR-76 | Tribe; County | Tribal Transportation Program | |
| 48 | Geometrics | Safety | Rincon | Add curb on SR-76 from Casino to Rice Canyon Rd | Caltrans | SR-76 | Pala Casino | Just west of Rice Canyon Rd | SR-76 | Caltrans | Tribal Transportation Program | |
| 49 | Safety; Bike | Traffic Calming; Add Bike Lane | Rincon | Speed reduced from 55 to 45mph and add bike lane | County | Valley Center Road | SR-76 | North Lake Wohlford Rd | SR-76 | County | Tribal Transportation Program | |
| 52 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Oos Road | East Canal Road | East Canal Road | SR-76 | Tribe | | |
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| 55 | Bike; Pedestrian | Construct Trail | San Pasqual | Loop | Tribe | Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road | Kunyaaw Path | Kunyaaw Path | SR-76 | Tribe; County | | |
| 56 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | San Pasqual Rd | Nyemii Pass | Kumeyaay Way | SR-76 | Tribe | | |
| 57 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Nyemii Pass Place | West End | Casino | SR-76 | Tribe | | |
| 60 | Geometrics | Turn Lanes | San Pasqual | Road is narrow; need passing and turn lanes | County/Tribe | Lake Wohlford Rd | Valley Center Road | Valley Center Road / S6 | SR-76 | County | | |
| 61 | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder | County/Tribe | Woods Valley Rd | Valley Center Road | Lake Wohlford Rd | SR-76 | County | | |
| 63 | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder | County/Tribe | Paradise Mountain Rd | Canal Road | Paradise Meadow Lane | SR-76 | County | Tribal Transportation Program | |
| 62a | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder; improve lighting | County/Tribe | Valley Center Road | Cole Grade | .75 east of Cole Grade | SR-76 | County | | |
| 62b | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder; improve lighting | County/Tribe | Valley Center Road | Cole Grade | Lake Wohlford Rd | SR-76 | County | | |

| PROJECT POINT | | | | | | | | | | | |
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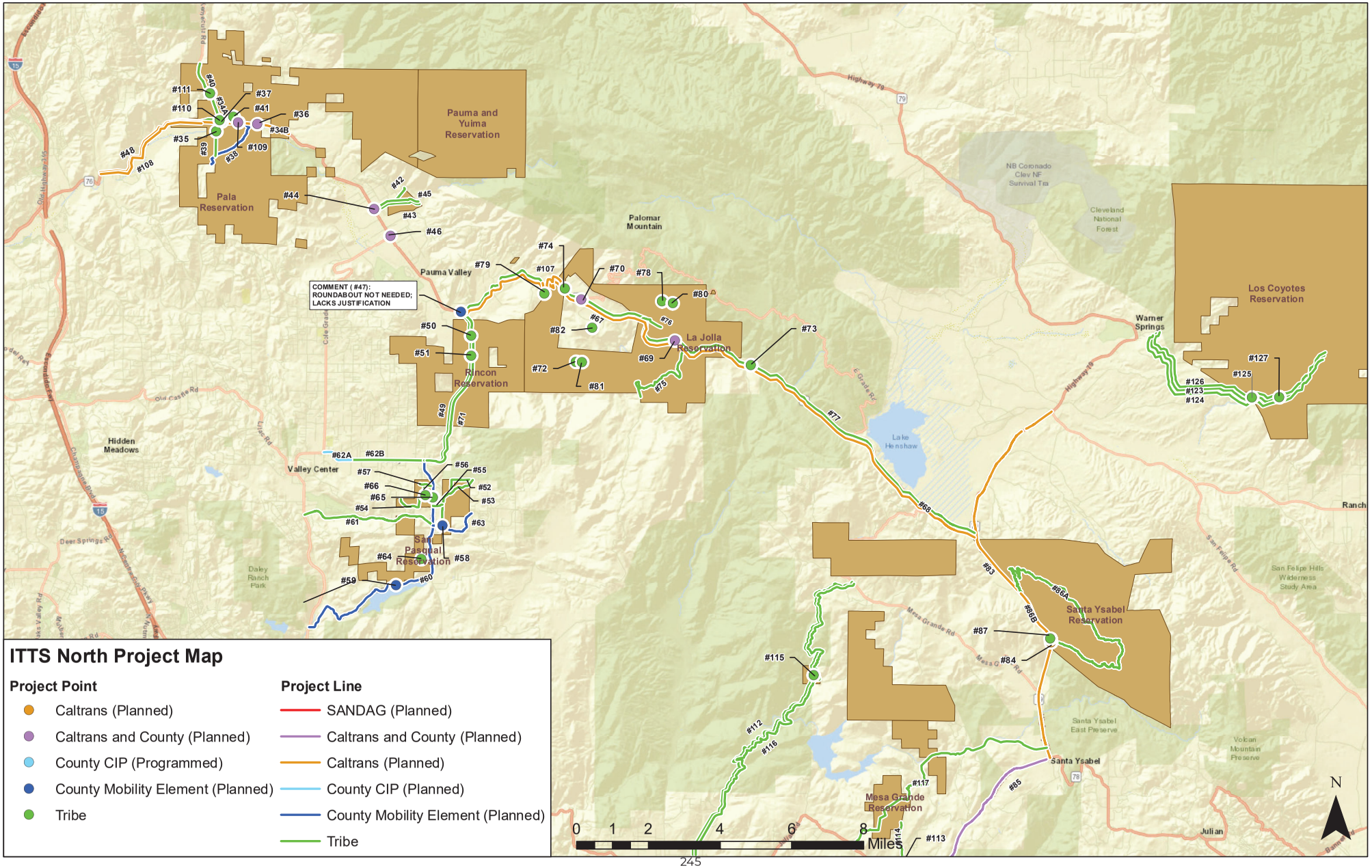
| 69 | Geometrics | Roundabout; Safety | La Jolla | Roundabout; Traffic Calming | Caltrans/Tribe | SR-76 | Sengme Oaks Rd | SR-76 | Tribe; Caltrans | | |
| 70 | Geometrics | Roundabout; Safety | La Jolla | Roundabout; Traffic Calming | Caltrans/Tribe | SR-76 | Palomar Mountain Rd | SR-76 | Tribe; Caltrans | | |
| 72 | Signal, Signage, and Lighting | Signage; Lighting | La Jolla | Intersection signage, wayfinding, and lighting | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 73 | Comment | Comment | La Jolla | Gateway Feature | Caltrans/Tribe | SR-76 | Mesa Truck Trail | SR-76 | Caltrans | | |
| 74 | Comment | Comment | La Jolla | Gateway Feature | Caltrans/Tribe | SR-76 | Harolds Road | SR-76 | Caltrans | | |
| 78 | Comment | Planning/Study | La Jolla | Develop address system | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 79 | Transit | Service | La Jolla | Fixed route on SR-76 b/n Valley Center and SR-79 | NCTC | N/A | N/A | SR-76 | Caltrans | | |
| 80 | Transit | High Speed Rail Connection | La Jolla | TBD | Caltrans/Tribe | TBD | TBD | SR-76 | Tribe | | |
| 81 | TDM | Comment | La Jolla | Electric Vehicle Plug-Ins | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 82 | TDM | Vanpool/Shuttle | La Jolla | Vanpool/Shuttle | Tribe | N/A | N/A | SR-76 | County | | |
| 35 | Bridge | Bridge Construction | Pala | Consturct bridge over San Luis Rey River | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 36 | Geometrics | Add Turn Lanes | Pala | Provide left turn lanes | Tribe | SR-76 | Magee Rd / Pala Raceway | SR-76 | County; Caltrans | | |
| 37 | Paving | Paving | Pala | Paving on dirt residential roads | Tribe | Various | | SR-76 | County; Caltrans | | |
| 41 | Transit | Ride Share | Pala | Ride sharing or shuttles for casino employees | Casino/NCTC/Private | N/A | N/A | SR-76 | Tribe | | |
| 109 | Geometrics | Intersection Improvements | Pala | Realign Intersection to improve line of sight | Caltrans/Tribe | SR-76 | Pala Mission Rd East | SR-76 | | | |
| 110 | Signal, Signage, and Lighting | Traffic Signal | Pala | Add traffic signal | Tribe | Pala Mission Rd | Pala Temecula Rd | SR-76 | | | |
| 111 | Signal, Signage, and Lighting | Safety | Pala | Add Digital speed signs | Tribe | Pala Temecula Rd | N/A | SR-76 | | | |
| 44 | Geometrics | Add Turn Lane | Pauma | A turn lane is needed on the right side | Caltrans | SR-76 | Pala Rd | SR-76 | Caltrans | | |
| 46 | Signal, Signage, and Lighting | Traffic Signal | Pauma | Stop light needed at intersection | Caltrans | Cole Grade Rd | Pala Rd | SR-76 | Caltrans | | |
| 47 | Comment | Roundabout | Rincon | Not needed; lack of justification; costly | Caltrans/County | SR-76 | S6 | SR-76 | County; Caltrans | | |
| 50 | Signal, Signage, and Lighting | Safety | Rincon | Child safety measure 200 feet from school | County | Charter School | School Zone | SR-76 | Tribe; Caltrans | | |
| 51 | Transit | Service | Rincon | Increase Route 388 | NCTC | N/A | N/A | SR-76 | Tribe; County | | |
| 58 | Geometrics | Realignment | San Pasqual | Poor visibility at intersection | County/Tribe | Canal Rd | Paradise Mountain Rd | SR-76 | Tribe; County | | |
| 59 | Geometrics | Turn Lanes | San Pasqual | Turn/acceleration lane | County/Tribe | Duro Rd | Lake Wohlford Rd | SR-76 | Tribe; County | | |
| 64 | Signal, Signage, and Lighting | Signage and Lighting | San Pasqual | Poor lighting and signage on all streets | County/Tribe | Various | | SR-76 | Tribe | | |
| 65 | Transit | New Bus Stop | San Pasqual | Stop at Wohlford Rd and Kumeyaay Way | NCTD | N/A | N/A | SR-76 | County; Tribe | | |
| 66 | Transit | New Bus Stop | San Pasqual | Stop at government center | NCTD | N/A | N/A | SR-76 | Tribe | | |


ITTS North Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
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COMMENT ( #47): ROUNDABOUT NOT NEEDED; LACKS JUSTIFICATION
Pauma and Yuima Reservation
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Los Coyotes Reservation
Santa Ysabel Reservation
Mesa Grande Reservation
Pauma Valley
Palomar Mountain
Valley Center
Hidden Meadows
Warner Springs
Lake Henshaw
Santa Ysabel
Julian
0 1 2 4 6 8 Miles
N

ITTS Update 1-on-1 Workshop - Mesa Grande Band of Mission Indians

Date: Monday, 5/17 Time: 11:00 am – 12:00 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

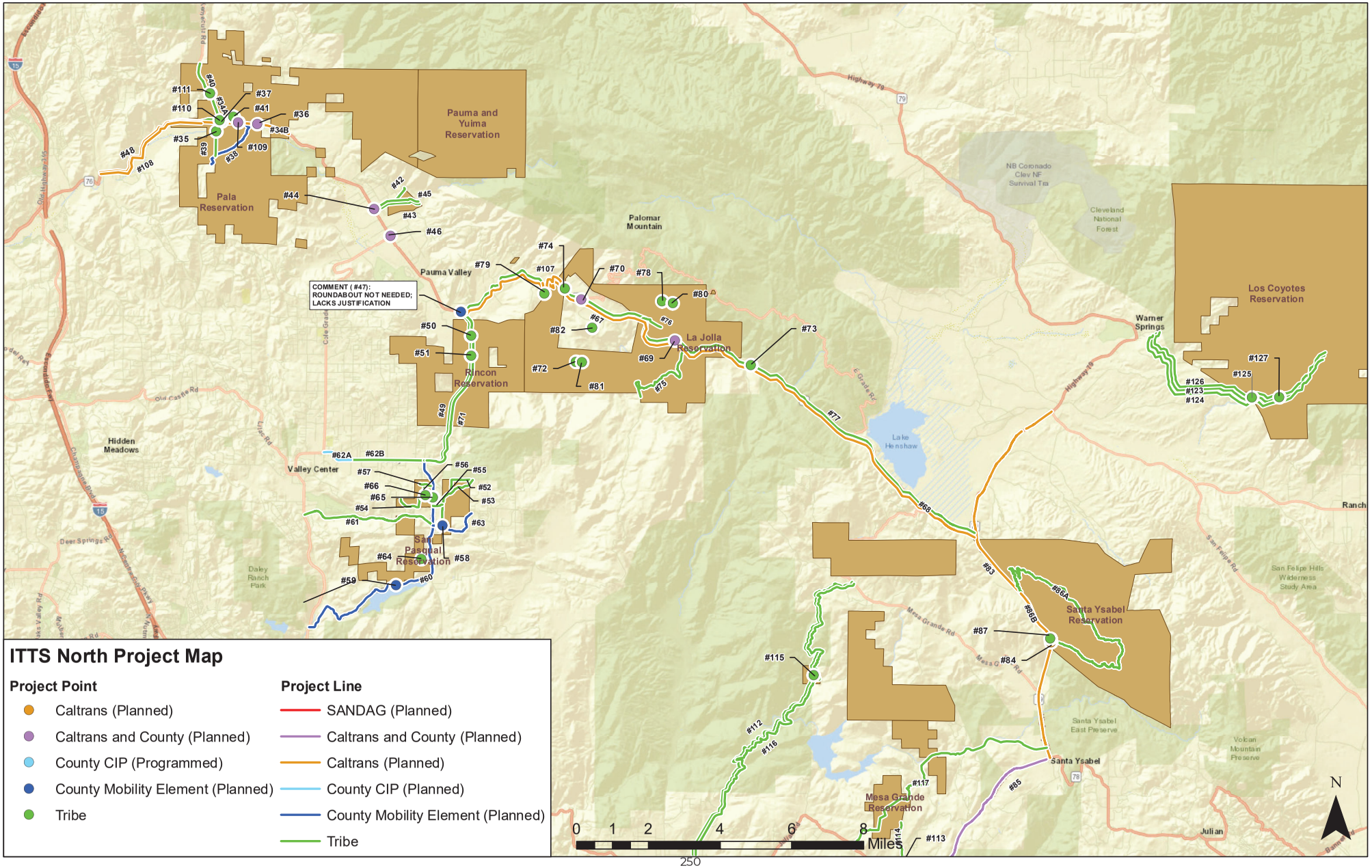
**ITTS Update 1-on-1 Workshop - Mesa Grande Band of Mission Indians**

Date: Monday, 5/17/2021 Time: 11:00 am – 12:00 pm

1) Introductions
    a) Jesse Morales (Mesa Grande)
    b) Gabriel Kitchen (Mesa Grande)
    c) Matt Horton (Kimley-horn)
    d) Kimberly Mendoza (Kimley-horn)
2) Study scope summary
    a) Matt provided an overview of the ITTS Update including goals and next steps.
3) Review of previous inventory
4) Previous inventory projects status
    a) All projects are still relevant and have not been completed.
5) New documented needs since ITTS
    a) No transportation documents are currently available
    b) Jessie and Gabriel to coordinate with SANDAG regarding the development of an LRSP tribal summary
6) Updates to inventory
    a) Widening; Paving
        i) Road widening, paving and signage improvements along Sutherland Dam Rd from SR-78 to Black Canyon Rd.
7) Review action items
    a) Matt to forward contact information to Jane (SANDAG) regarding LRSP tribal updates
    b) Jesse and Gabriel to provide any needs that they would like to add to the project inventory by the end of May 2021

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 123 | Paving | Paving; Restriping | Los Coyotes | | Tribe | Camino San Ignacio | Ortega St | Sukat Rd | SR-79 | Tribe | Tribal Transportation Program | |
| 124 | General Roadway Improvements | Drainage | Los Coyotes | Drainage Improvements | Tribe | Camino San Ignacio | Ortega St | Sukat Rd | SR-79 | Tribe | | |
| 126 | Geometrics | Shoulder Reconstruction | Los Coyotes | | Tribe | Camino San Ignacio | Ortega St | Sukat Rd | SR-79 | Tribe | Tribal Transportation Program | |
| 112 | Geometrics | Bike Lane; Shoulders; Paving | Mesa Grande | Add Bike Lane, Pave roadway, widen shoulders | Tribe | Black Canyon Road | Pile St | Mesa Grande Rd | SR-79 | Tribe; County | Tribal Transportation Program | |
| 114 | Paving | Paving | Mesa Grande | | Tribe | Rancho Ballena Rd | SR-78 | Mesa Grande Reservation | SR-79 | Tribe | Tribal Transportation Program | |
| 116 | Signal, Signage, and Lighting | Safety; Signage | Mesa Grande | Install guardrails, improve signage | Tribe | Black Canyon Road | Pile St | Mesa Grande Rd | SR-79 | Tribe; County | Tribal Transportation Program | |
| 117 | Bike; Pedestrian | Construct Trail | Mesa Grande | Need Support from private property owners | Tribe | n/a | n/a | n/a | SR-79 | County | Tribal Transportation Program | |
| 83 | Bike | Add Bike Lane | Santa Ysabel | Existing narrow lanes | Caltrans | SR-78 / SR-79 | Deer Canyon Dr | San Felipe Rd | SR-79 | Caltrans | | |
| 85 | Geometrics | Turn Lanes | Santa Ysabel | High accident and fatality rate | Caltrans | SR-78 | Deer Canyon Dr | Santa Ysabel | SR-79 | Caltrans | Multiple | |
| 86a | Pedestrian | Add Sidewalk | Santa Ysabel | Connect housing developments with trail/path | Caltrans/Tribe | Schoolhouse Canyon Rd / BIA 52 | BIA 52 | BIA 52 | SR-79 | Tribe | | |
| 86b | Pedestrian | Add Sidewalk | Santa Ysabel | Connect housing developments with trail/path | Caltrans | SR-79 | BIA 52 | BIA 52 | SR-79 | Caltrans | | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 125 | Signal, Signage, and Lighting | Signage | Los Coyotes | Improve Signage | Tribe | n/a | n/a | SR-79 | | | |
| 127 | Transit | Service | Los Coyotes | | Tribe | SR-79 | Camino San Ignacio | SR-79 | | | |
| 113 | Signal, Signage, and Lighting | Traffic Signal | Mesa Grande | Add traffic signal | Caltrans/Tribe | SR-78 | Rancho Ballena Rd | SR-79 | | | |
| 115 | TDM | Rideshare Service | Mesa Grande | Improve access to health and employment centers | Tribe | Black Canyon Rd | N/A | SR-79 | | | |
| 84 | Geometrics | Turn Lanes | Santa Ysabel | Construct left/right turn lanes | Caltrans/Tribe | SR-79 | Schoolhouse at Cyn Road | SR-79 | Tribe; Caltrans | | |
| 87 | Transit | New Bus Stop | Santa Ysabel | Bus stop at tribal government facility | MTS | N/A | N/A | SR-79 | Tribe | | |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Santa Ysabel
Julian
0 1 2 4 6 8 Miles
N

ITTS Update 1-on-1 Workshop - Pala Band of Mission Indians

Date: Friday, 4/30 Time: 1:00 pm – 2:00 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

**ITTS Update 1-on-1 Workshop - Pala Band of Mission Indians**

Date: Friday, 5/20/2021 Time: 1:00 pm – 2:00 pm

1) Attendees
    a) Jeremy Zagarella (Pala)
    b) Shasta Gaughen (Pala)
    c) Precious Nicanor (Kimley-horn)
    d) Kimberly Mendoza (Kimley-horn)
2) Study scope summary
    a) Jeremy posed a question about the goals of ITTS and if we are only updating project status or proposing new projects
        i) Precious confirmed we are updating both the status of previous projects and adding new projects
3) Review of previous inventory
4) Previous inventory project status (all projects are still relevant)
    a) No. 38 – Still relevant
        i) Portions of Lilac Rd Ext in the reservation are not paved yet.
        ii) There are questions related to jurisdiction of Lilac Rd improvements
    b) No. 39 – Still relevant
        i) Should be the paving improvement
        ii) Verify numbering of project No. 38 and No. 39 in the GIS map
        iii) No. 40 – Still relevant
    c) No. 35 – Still relevant
5) New needs since ITTS
    a) Bridge improvements needed
        i) Bridge/Box culvert desired across the creek at Pala Mission Road between Portillo Rd and Robles Way
        ii) Bridge/Box culvert desired across the small creek between Henderson Rd and Pala Jim Banks Sports Complex Driveway
        iii) Bridge/ Box culvert desired along Pala Temecula Rd north of Wahenio Cir
            i) It was expressed that people get stuck at this location
        iv) Pedestrian bridge desired across Henderson Rd to connect those accessing the cemetery from the Jim Banks Sports Complex area
            i) A bridge would allow easier access to the cemetery and promote safety
    b) Sidewalk improvements/ crosswalks
        i) Pedestrian ramps and sidewalks are desired at the intersection of Pala-Temecula Rd and Pala Mission Rd
        ii) A Pedestrian crosswalk is desired across Pala Mission Rd between Pala Mission Cir and Britain Rd connecting pedestrians from the cemetery to convenience store
        iii) A pedestrian crosswalk is desired across Pala-Temecula Rd in front of the Cultural center
6) Transportation Plans
    a) Long Range Transportation Plan
        i) Not updated but there is currently a contract out for updating the LRTP
    b) Active Transportation Plan

    i) An ATP does not exist and plans to create one are currently unknown
  c) Pala has a 2020 Safety Plan
  d) There is a Pedestrian Access safety related document underway.
    i) Ped improvements listed within the document are those expressed during this call
  e) Vulnerability Resiliency Plan
    i) None currently, mainly focused on climate action
  f) Climate Adaptation Plan
    i) In progress
7) Transportation needs outside of Tribal lands
  a) Concern expressed for curve alignment along SR-76 accessing the Pala community
8) Action Items
  a) KH to verify labeling of projects in the GIS map.
  b) GIS map to be updated with new projects discussed.

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 67 | Bike; Pedestrian | Add Bike Lane | La Jolla | | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 68 | Geometrics | Straighten; Widen; Shoulders; Lighting; Fiber | La Jolla | Upgrade facility and add ITS systems | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 71 | Geometrics | Straightening | La Jolla | | County | Valley Center Road | SR-76 | North Lake Wohlford Rd | SR-76 | County | Tribal Transportation Program | |
| 75 | Paving | Paving | La Jolla | | Tribe | Campground Rd | SR-76 | Zip-Line Tower | SR-76 | Tribe | Tribal Transportation Program | |
| 76 | Paving | Paving | La Jolla | | Tribe | Church Rd | SR-76 | BIA Road 40 | SR-76 | Tribe | Tribal Transportation Program | |
| 77 | General Roadway Improvements | Planning | La Jolla | Trucking/Freight study; speed/traffic study | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 107 | Geometrics | Straightening | La Jolla | | County | SR-76 | Pauma Ranch Rd | Harolds Rd | SR-76 | Caltrans | Tribal Transportation Program | |
| 38 | Paving | Paving | Pala | | ME | Lilac Rd/Lilac Rd Extension | | | SR-76 | Tribe; County | Multiple | |
| 39 | Paving | Paving | Pala | | Tribe | Various Rds | | | SR-76 | Tribe; County | Multiple | |
| 40 | Pedestrian | Add Sidewalk | Pala | Sidewalks on main roads in village | Tribe | Pala Mission Rd / Temecula Rd | | | SR-76 | Tribe; County | Tribal Transportation Program | |
| 108 | Geometrics | Straightening | Pala | Straighten Curves | Caltrans | SR-76 | Rice Canyon Rd | Pala Reservation | SR-76 | Caltrans | | |
| 34a | Bike | Add Bike Lane | Pala | | Tribe | Pala Mission Rd / Temucula Rd | | | SR-76 | | | |
| 34b | Bike | Add Bike Lane | Pala | | Tribe | SR-76 | | | SR-76 | | | |
| 42 | General Roadway Improvements | General Roadway Improvements | Pauma | Shoulder work needed to prevent debris flow | Tribe | Adams Dr | Adams Dr | Reservation Rd | SR-76 | Tribe; County | Tribal Transportation Program | |
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| 48 | Geometrics | Safety | Rincon | Add curb on SR-76 from Casino to Rice Canyon Rd | Caltrans | SR-76 | Pala Casino | Just west of Rice Canyon Rd | SR-76 | Caltrans | Tribal Transportation Program | |
| 49 | Safety; Bike | Traffic Calming; Add Bike Lane | Rincon | Speed reduced from 55 to 45mph and add bike lane | County | Valley Center Road | SR-76 | North Lake Wohlford Rd | SR-76 | County | Tribal Transportation Program | |
| 52 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Oos Road | East Canal Road | East Canal Road | SR-76 | Tribe | | |
| 53 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Canal Road | East of Water Tank | Paradise Mountain Road | SR-76 | Tribe | HSIP | |
| 54 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Kunyaaw Path | Kunyaaw Path | Cool Water Ranch Road | SR-76 | Tribe | | |
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| 57 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Nyemii Pass Place | West End | Casino | SR-76 | Tribe | | |
| 60 | Geometrics | Turn Lanes | San Pasqual | Road is narrow; need passing and turn lanes | County/Tribe | Lake Wohlford Rd | Valley Center Road | Valley Center Road / S6 | SR-76 | County | | |
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| 63 | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder | County/Tribe | Paradise Mountain Rd | Canal Road | Paradise Meadow Lane | SR-76 | County | Tribal Transportation Program | |
| 62a | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder; improve lighting | County/Tribe | Valley Center Road | Cole Grade | .75 east of Cole Grade | SR-76 | County | | |
| 62b | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder; improve lighting | County/Tribe | Valley Center Road | Cole Grade | Lake Wohlford Rd | SR-76 | County | | |

| PROJECT POINT | | | | | | | | | | | |
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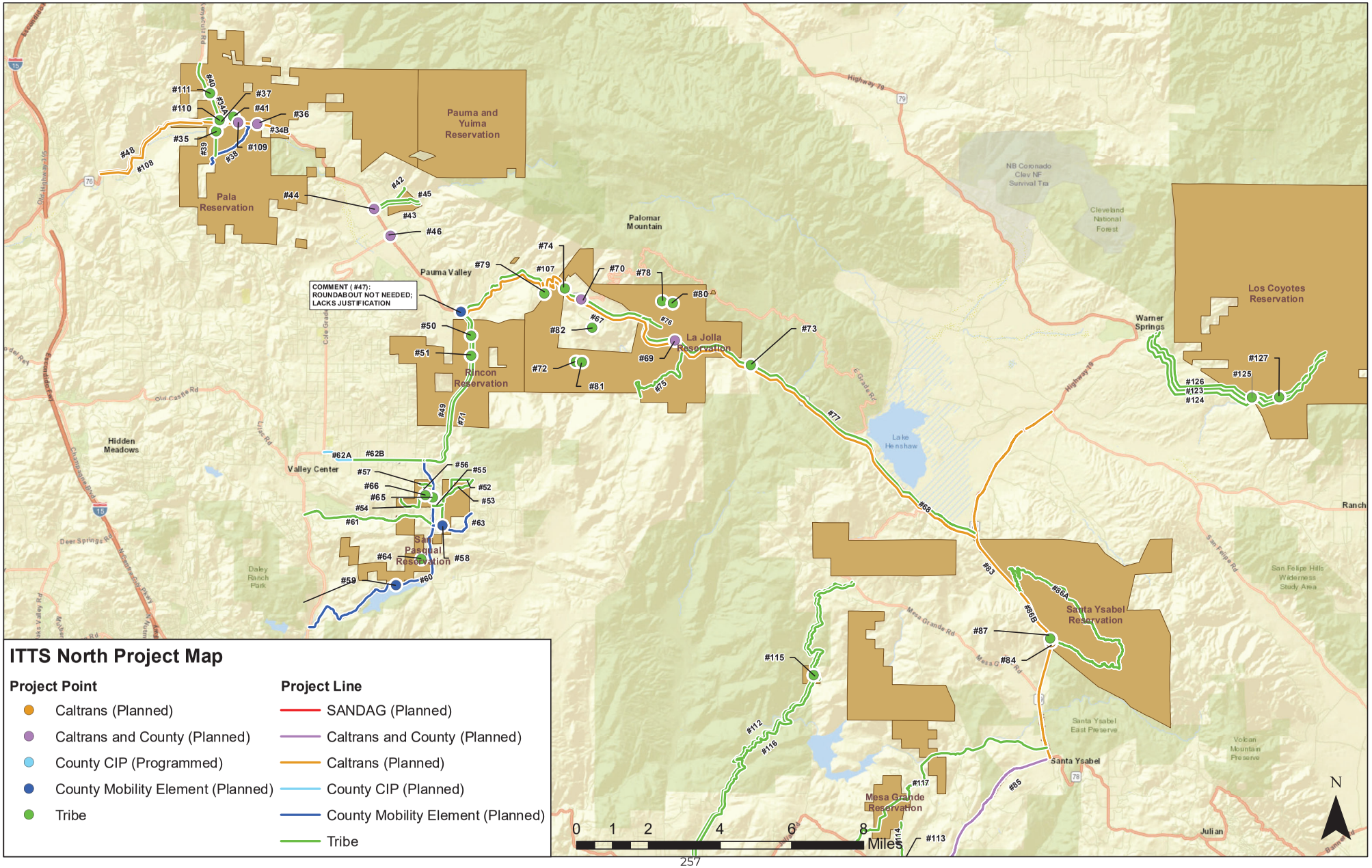
| 70 | Geometrics | Roundabout; Safety | La Jolla | Roundabout; Traffic Calming | Caltrans/Tribe | SR-76 | Palomar Mountain Rd | SR-76 | Tribe; Caltrans | | |
| 72 | Signal, Signage, and Lighting | Signage; Lighting | La Jolla | Intersection signage, wayfinding, and lighting | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 73 | Comment | Comment | La Jolla | Gateway Feature | Caltrans/Tribe | SR-76 | Mesa Truck Trail | SR-76 | Caltrans | | |
| 74 | Comment | Comment | La Jolla | Gateway Feature | Caltrans/Tribe | SR-76 | Harolds Road | SR-76 | Caltrans | | |
| 78 | Comment | Planning/Study | La Jolla | Develop address system | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 79 | Transit | Service | La Jolla | Fixed route on SR-76 b/n Valley Center and SR-79 | NCTC | N/A | N/A | SR-76 | Caltrans | | |
| 80 | Transit | High Speed Rail Connection | La Jolla | TBD | Caltrans/Tribe | TBD | TBD | SR-76 | Tribe | | |
| 81 | TDM | Comment | La Jolla | Electric Vehicle Plug-Ins | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 82 | TDM | Vanpool/Shuttle | La Jolla | Vanpool/Shuttle | Tribe | N/A | N/A | SR-76 | County | | |
| 35 | Bridge | Bridge Construction | Pala | Consturct bridge over San Luis Rey River | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 36 | Geometrics | Add Turn Lanes | Pala | Provide left turn lanes | Tribe | SR-76 | Magee Rd / Pala Raceway | SR-76 | County; Caltrans | | |
| 37 | Paving | Paving | Pala | Paving on dirt residential roads | Tribe | Various | | SR-76 | County; Caltrans | | |
| 41 | Transit | Ride Share | Pala | Ride sharing or shuttles for casino employees | Casino/NCTC/Private | N/A | N/A | SR-76 | Tribe | | |
| 109 | Geometrics | Intersection Improvements | Pala | Realign Intersection to improve line of sight | Caltrans/Tribe | SR-76 | Pala Mission Rd East | SR-76 | | | |
| 110 | Signal, Signage, and Lighting | Traffic Signal | Pala | Add traffic signal | Tribe | Pala Mission Rd | Pala Temecula Rd | SR-76 | | | |
| 111 | Signal, Signage, and Lighting | Safety | Pala | Add Digital speed signs | Tribe | Pala Temecula Rd | N/A | SR-76 | | | |
| 44 | Geometrics | Add Turn Lane | Pauma | A turn lane is needed on the right side | Caltrans | SR-76 | Pala Rd | SR-76 | Caltrans | | |
| 46 | Signal, Signage, and Lighting | Traffic Signal | Pauma | Stop light needed at intersection | Caltrans | Cole Grade Rd | Pala Rd | SR-76 | Caltrans | | |
| 47 | Comment | Roundabout | Rincon | Not needed; lack of justification; costly | Caltrans/County | SR-76 | S6 | SR-76 | County; Caltrans | | |
| 50 | Signal, Signage, and Lighting | Safety | Rincon | Child safety measure 200 feet from school | County | Charter School | School Zone | SR-76 | Tribe; Caltrans | | |
| 51 | Transit | Service | Rincon | Increase Route 388 | NCTC | N/A | N/A | SR-76 | Tribe; County | | |
| 58 | Geometrics | Realignment | San Pasqual | Poor visibility at intersection | County/Tribe | Canal Rd | Paradise Mountain Rd | SR-76 | Tribe; County | | |
| 59 | Geometrics | Turn Lanes | San Pasqual | Turn/acceleration lane | County/Tribe | Duro Rd | Lake Wohlford Rd | SR-76 | Tribe; County | | |
| 64 | Signal, Signage, and Lighting | Signage and Lighting | San Pasqual | Poor lighting and signage on all streets | County/Tribe | Various | | SR-76 | Tribe | | |
| 65 | Transit | New Bus Stop | San Pasqual | Stop at Wohlford Rd and Kumeyaay Way | NCTD | N/A | N/A | SR-76 | County; Tribe | | |
| 66 | Transit | New Bus Stop | San Pasqual | Stop at government center | NCTD | N/A | N/A | SR-76 | Tribe | | |


ITTS North Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Project Line
SANDAG (Planned)
Caltrans and County (Planned)
Caltrans (Planned)
County CIP (Planned)
County Mobility Element (Planned)
Tribe
COMMENT ( #47): ROUNDABOUT NOT NEEDED; LACKS JUSTIFICATION
Pauma and Yuima Reservation
Pala Reservation
Rincon Reservation
La Jolla Reservation
Los Coyotes Reservation
Santa Ysabel Reservation
Mesa Grande Reservation
San Pasqual Reservation
Pauma Valley
Palomar Mountain
Valley Center
Hidden Meadows
Warner Springs
Lake Henshaw
Santa Ysabel
Julian
0 1 2 4 6 8 Miles
N

ITTS Update 1-on-1 Workshop - San Pasqual Band of Diegueño Indians

Date: Friday, 5/28/2021 Time: 11:30 am – 12:30 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

**ITTS Update 1-on-1 Workshop - San Pasqual Band of Diegueño Indians**

Date: Friday, 5/28/2021 Time: 11:30 am – 12:30 pm

1) Attendees
    a) Andrew Orozco (San Pasqual)
    b) Matt Horton (Kimley-horn)
    c) Kimberly Mendoza (Kimley-horn)
2) Study scope summary
    a) Are we updating tool? - Andrew
        i) Currently keeping the same functionality but updating the inventory itself - Matt
        ii) Are we tracking progress timeline of projects? - Andrew
        iii) Mention to Mike how to track progress of projects
3) Review of previous inventory
4) Previous Inventory Project Status
    a) No. 52-57 – Still relevant
        i) Conceptual in nature
        ii) Still in progress
    b) No. 60 - Still relevant
        i) Roadway narrow width is still an issue but notes should be revised for feasibility
        ii) Passing and turn lanes not option instead shoulder widening improvements and striping improvements and general repairs.
            (1) Focus near valley center road
            (2) Culvert sizing issues, surface drainage problems
            (3) Heavy freight vehicle traffic
            (4) Bottom of lake Wohlford road has greatest deterioration
            (5) Can be broken into multiple projects if specific improvements are known
                (a) KH to follow up with Andrew
    c) No. 61 - Still relevant
        i) No progress has been made
        ii) Current road condition including striping is good
        iii) Biggest issue is how roadway width
    d) No. 63 – Still relevant
        i) No progress made yet
    e) No. 62a - Complete
        i) Can be removed
    f) No. 62b – Still relevant
            (1) "From" designation should be updated to Rock Hill Ranch Rd
            (2) Same issues remain
            (3) Spot specific issues may be submitted by Andrew
    g) No. 58 - Still relevant
        i) No progress made yet
        ii) Can be split into 2 projects to provide more specificity
            (1) Realignment cost to include pavement not signage and striping
            (2) Signing and striping

(a) Lower cost improvements ex. Rumble strips or chevrons or speed feedback costs

h) No. 59 - Complete
    i) Had realignment from tribal transportation safety fund
    ii) To be removed from inventory
i) No. 64 – Still relevant
    i) Specific routes to be provided by Andrew
    ii) Want to improve signage throughout reservation along reservation and county roads
j) No. 65 - Still relevant
    i) North county transit focus
    ii) Turnaround at Kumeyaay Way
    iii) Possible updates to notes to be provided by Andrew
k) No. 66 - Still relevant

5) New documented needs since ITTS
    a) There is a new document that takes a deeper dive of trail projects available
        i) Andrew to provide
    b) 2017 Transportation Safety Plan – KH should have a copy
    c) An active transportation needs assessment has been done
        i) Andrew to provide
6) New projects to add to inventory
    a) Bus turnaround (Transit)
        i) In 2017 Transportation Safety Plan
        ii) Priority for funding this year
    b) New trail
        i) Along N Lake Wohlford Rd
        ii) Beginning at Kumeyaay Way and Valley Center Rd
        iii) Connects government center and school facilities part of 52-57
    c) Andrew to provide more project locations for needed bus stop implementation along SR-76
    d) Mobility hub
        i) Location: Fuel center at Valley center Rd and N Lake Wohlford Rd
        ii) 26 pumps with EV charging station was installed
        iii) Horizon
        iv) Opportunity for transportation hub
        v) Desired service area for the valley
    e) Flex Fleets - EV
        i) 20 or so current fleet vehicles (small trucks to vans) could be converted to EV
    f) Micro-transit service
        i) A tribal transit system is desired
        ii) Needed to transport community members to doctors and popular community facilities
    g) E-bikes or NEV (Neighborhood electric vehicle)
        i) Could be a good accompaniment for new trail system
        ii) Could assist in connecting members from main admin building to transportation building
    h) Next OS
        i) Signal and crosswalk improvements to be looked at by Andrew
    i) Goods movement

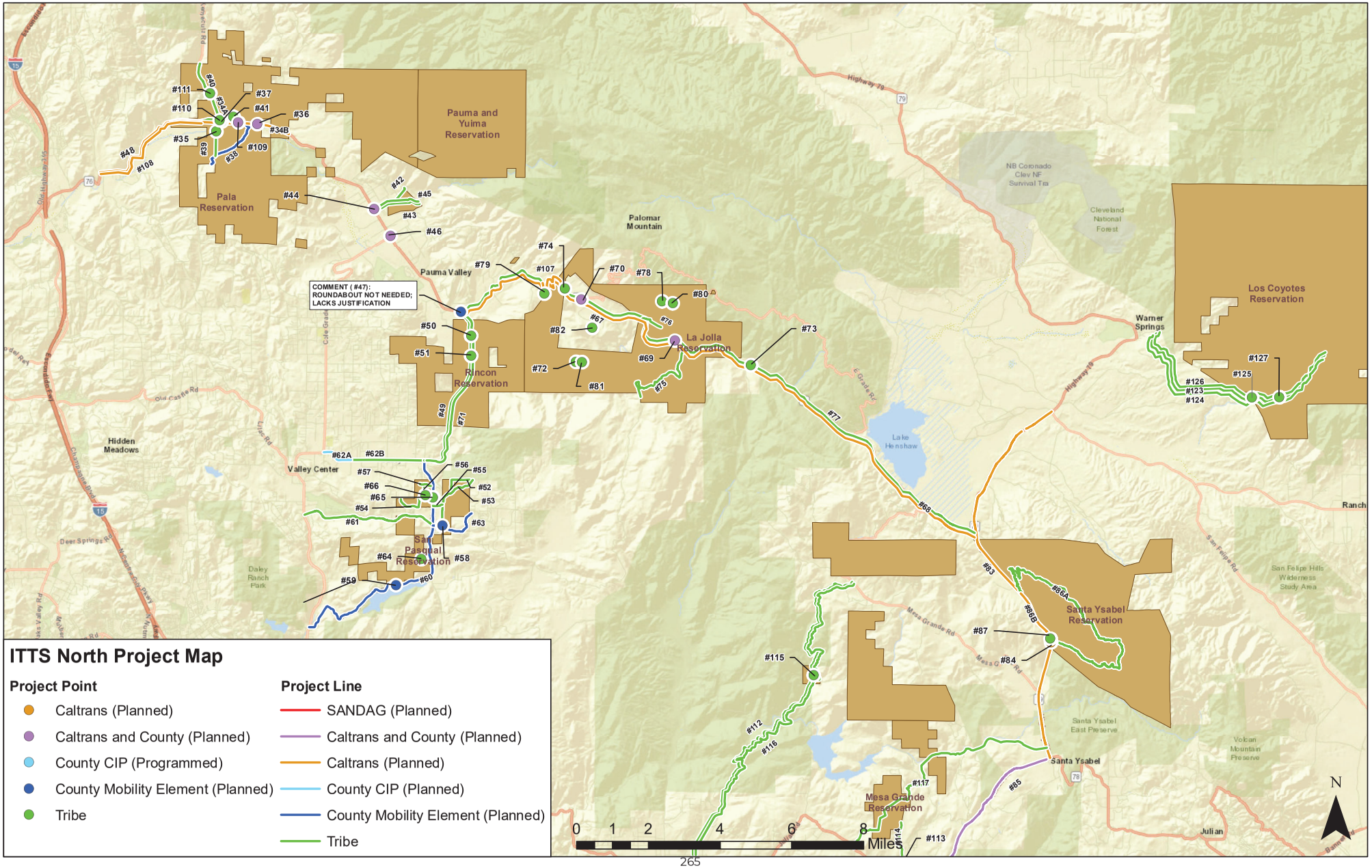
i) Lake Wohlford Rd could become a truck route
ii) KH to follow up and provide truck route info
iii) Improvements could include shoulder widening, signage, rumble strips

7) Action items
   a) Tribe to submit final ITTS Update information within next 3 weeks for KH to prepare to meet with working group by end of June
   b) Andrew to provide needs assessment
   c) KH to provide SANDAG truck route information

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 67 | Bike; Pedestrian | Add Bike Lane | La Jolla | | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 68 | Geometrics | Straighten; Widen; Shoulders; Lighting; Fiber | La Jolla | Upgrade facility and add ITS systems | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 71 | Geometrics | Straightening | La Jolla | | County | Valley Center Road | SR-76 | North Lake Wohlford Rd | SR-76 | County | Tribal Transportation Program | |
| 75 | Paving | Paving | La Jolla | | Tribe | Campground Rd | SR-76 | Zip-Line Tower | SR-76 | Tribe | Tribal Transportation Program | |
| 76 | Paving | Paving | La Jolla | | Tribe | Church Rd | SR-76 | BIA Road 40 | SR-76 | Tribe | Tribal Transportation Program | |
| 77 | General Roadway Improvements | Planning | La Jolla | Trucking/Freight study; speed/traffic study | Caltrans/Tribe | SR-76 | SR-79 | Valley Center Road | SR-76 | Caltrans | Tribal Transportation Program | |
| 107 | Geometrics | Straightening | La Jolla | | County | SR-76 | Pauma Ranch Rd | Harolds Rd | SR-76 | Caltrans | Tribal Transportation Program | |
| 38 | Paving | Paving | Pala | | ME | Lilac Rd/Lilac Rd Extension | | | SR-76 | Tribe; County | Multiple | |
| 39 | Paving | Paving | Pala | | Tribe | Various Rds | | | SR-76 | Tribe; County | Multiple | |
| 40 | Pedestrian | Add Sidewalk | Pala | Sidewalks on main roads in village | Tribe | Pala Mission Rd / Temecula Rd | | | SR-76 | Tribe; County | Tribal Transportation Program | |
| 108 | Geometrics | Straightening | Pala | Straighten Curves | Caltrans | SR-76 | Rice Canyon Rd | Pala Reservation | SR-76 | Caltrans | | |
| 34a | Bike | Add Bike Lane | Pala | | Tribe | Pala Mission Rd / Temucula Rd | | | SR-76 | | | |
| 34b | Bike | Add Bike Lane | Pala | | Tribe | SR-76 | | | SR-76 | | | |
| 42 | General Roadway Improvements | General Roadway Improvements | Pauma | Shoulder work needed to prevent debris flow | Tribe | Adams Dr | Adams Dr | Reservation Rd | SR-76 | Tribe; County | Tribal Transportation Program | |
| 43 | General Roadway Improvements | General Roadway Improvements | Pauma | Road improvement/maintenance to repair ag damage | Tribe | Reservation Rd | Reservation Rd | Pala Rd | SR-76 | Tribe | Tribal Transportation Program | |

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 45 | Signal, Signage, and Lighting | Street Lights | Pauma | Street lights needed for pedestrians | County | Reservation Rd | Pala Rd | Reservation Rd | SR-76 | Tribe; County | Tribal Transportation Program | |
| 48 | Geometrics | Safety | Rincon | Add curb on SR-76 from Casino to Rice Canyon Rd | Caltrans | SR-76 | Pala Casino | Just west of Rice Canyon Rd | SR-76 | Caltrans | Tribal Transportation Program | |
| 49 | Safety; Bike | Traffic Calming; Add Bike Lane | Rincon | Speed reduced from 55 to 45mph and add bike lane | County | Valley Center Road | SR-76 | North Lake Wohlford Rd | SR-76 | County | Tribal Transportation Program | |
| 52 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Oos Road | East Canal Road | East Canal Road | SR-76 | Tribe | | |
| 53 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Canal Road | East of Water Tank | Paradise Mountain Road | SR-76 | Tribe | HSIP | |
| 54 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Kunyaaw Path | Kunyaaw Path | Cool Water Ranch Road | SR-76 | Tribe | | |
| 55 | Bike; Pedestrian | Construct Trail | San Pasqual | Loop | Tribe | Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road | Kunyaaw Path | Kunyaaw Path | SR-76 | Tribe; County | | |
| 56 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | San Pasqual Rd | Nyemii Pass | Kumeyaay Way | SR-76 | Tribe | | |
| 57 | Bike; Pedestrian | Construct Trail | San Pasqual | | Tribe | Nyemii Pass Place | West End | Casino | SR-76 | Tribe | | |
| 60 | Geometrics | Turn Lanes | San Pasqual | Road is narrow; need passing and turn lanes | County/Tribe | Lake Wohlford Rd | Valley Center Road | Valley Center Road / S6 | SR-76 | County | | |
| 61 | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder | County/Tribe | Woods Valley Rd | Valley Center Road | Lake Wohlford Rd | SR-76 | County | | |
| 63 | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder | County/Tribe | Paradise Mountain Rd | Canal Road | Paradise Meadow Lane | SR-76 | County | Tribal Transportation Program | |
| 62a | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder; improve lighting | County/Tribe | Valley Center Road | Cole Grade | .75 east of Cole Grade | SR-76 | County | | |
| 62b | Geometrics | Widening | San Pasqual | Road is narrow; no shoulder; improve lighting | County/Tribe | Valley Center Road | Cole Grade | Lake Wohlford Rd | SR-76 | County | | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 69 | Geometrics | Roundabout; Safety | La Jolla | Roundabout; Traffic Calming | Caltrans/Tribe | SR-76 | Sengme Oaks Rd | SR-76 | Tribe; Caltrans | | |
| 70 | Geometrics | Roundabout; Safety | La Jolla | Roundabout; Traffic Calming | Caltrans/Tribe | SR-76 | Palomar Mountain Rd | SR-76 | Tribe; Caltrans | | |
| 72 | Signal, Signage, and Lighting | Signage; Lighting | La Jolla | Intersection signage, wayfinding, and lighting | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 73 | Comment | Comment | La Jolla | Gateway Feature | Caltrans/Tribe | SR-76 | Mesa Truck Trail | SR-76 | Caltrans | | |
| 74 | Comment | Comment | La Jolla | Gateway Feature | Caltrans/Tribe | SR-76 | Harolds Road | SR-76 | Caltrans | | |
| 78 | Comment | Planning/Study | La Jolla | Develop address system | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 79 | Transit | Service | La Jolla | Fixed route on SR-76 b/n Valley Center and SR-79 | NCTC | N/A | N/A | SR-76 | Caltrans | | |
| 80 | Transit | High Speed Rail Connection | La Jolla | TBD | Caltrans/Tribe | TBD | TBD | SR-76 | Tribe | | |
| 81 | TDM | Comment | La Jolla | Electric Vehicle Plug-Ins | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 82 | TDM | Vanpool/Shuttle | La Jolla | Vanpool/Shuttle | Tribe | N/A | N/A | SR-76 | County | | |
| 35 | Bridge | Bridge Construction | Pala | Consturct bridge over San Luis Rey River | Tribe | N/A | N/A | SR-76 | Tribe | | |
| 36 | Geometrics | Add Turn Lanes | Pala | Provide left turn lanes | Tribe | SR-76 | Magee Rd / Pala Raceway | SR-76 | County; Caltrans | | |
| 37 | Paving | Paving | Pala | Paving on dirt residential roads | Tribe | Various | | SR-76 | County; Caltrans | | |
| 41 | Transit | Ride Share | Pala | Ride sharing or shuttles for casino employees | Casino/NCTC/Private | N/A | N/A | SR-76 | Tribe | | |
| 109 | Geometrics | Intersection Improvements | Pala | Realign Intersection to improve line of sight | Caltrans/Tribe | SR-76 | Pala Mission Rd East | SR-76 | | | |
| 110 | Signal, Signage, and Lighting | Traffic Signal | Pala | Add traffic signal | Tribe | Pala Mission Rd | Pala Temecula Rd | SR-76 | | | |
| 111 | Signal, Signage, and Lighting | Safety | Pala | Add Digital speed signs | Tribe | Pala Temecula Rd | N/A | SR-76 | | | |
| 44 | Geometrics | Add Turn Lane | Pauma | A turn lane is needed on the right side | Caltrans | SR-76 | Pala Rd | SR-76 | Caltrans | | |
| 46 | Signal, Signage, and Lighting | Traffic Signal | Pauma | Stop light needed at intersection | Caltrans | Cole Grade Rd | Pala Rd | SR-76 | Caltrans | | |
| 47 | Comment | Roundabout | Rincon | Not needed; lack of justification; costly | Caltrans/County | SR-76 | S6 | SR-76 | County; Caltrans | | |
| 50 | Signal, Signage, and Lighting | Safety | Rincon | Child safety measure 200 feet from school | County | Charter School | School Zone | SR-76 | Tribe; Caltrans | | |
| 51 | Transit | Service | Rincon | Increase Route 388 | NCTC | N/A | N/A | SR-76 | Tribe; County | | |
| 58 | Geometrics | Realignment | San Pasqual | Poor visibility at intersection | County/Tribe | Canal Rd | Paradise Mountain Rd | SR-76 | Tribe; County | | |
| 59 | Geometrics | Turn Lanes | San Pasqual | Turn/acceleration lane | County/Tribe | Duro Rd | Lake Wohlford Rd | SR-76 | Tribe; County | | |
| 64 | Signal, Signage, and Lighting | Signage and Lighting | San Pasqual | Poor lighting and signage on all streets | County/Tribe | Various | | SR-76 | Tribe | | |
| 65 | Transit | New Bus Stop | San Pasqual | Stop at Wohlford Rd and Kumeyaay Way | NCTD | N/A | N/A | SR-76 | County; Tribe | | |
| 66 | Transit | New Bus Stop | San Pasqual | Stop at government center | NCTD | N/A | N/A | SR-76 | Tribe | | |


ITTS North Project Map
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Lake Henshaw
Santa Ysabel
Julian
0 1 2 4 6 8 Miles
N

ITTS Update 1-on-1 Workshop - Sycuan Band of Kumeyaay Nation

Date: Monday, 5/03 Time: 10:00 am – 11:00 am

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

**ITTS Update 1-on-1 Workshop – Sycuan Band of Kumeyaay Nation**

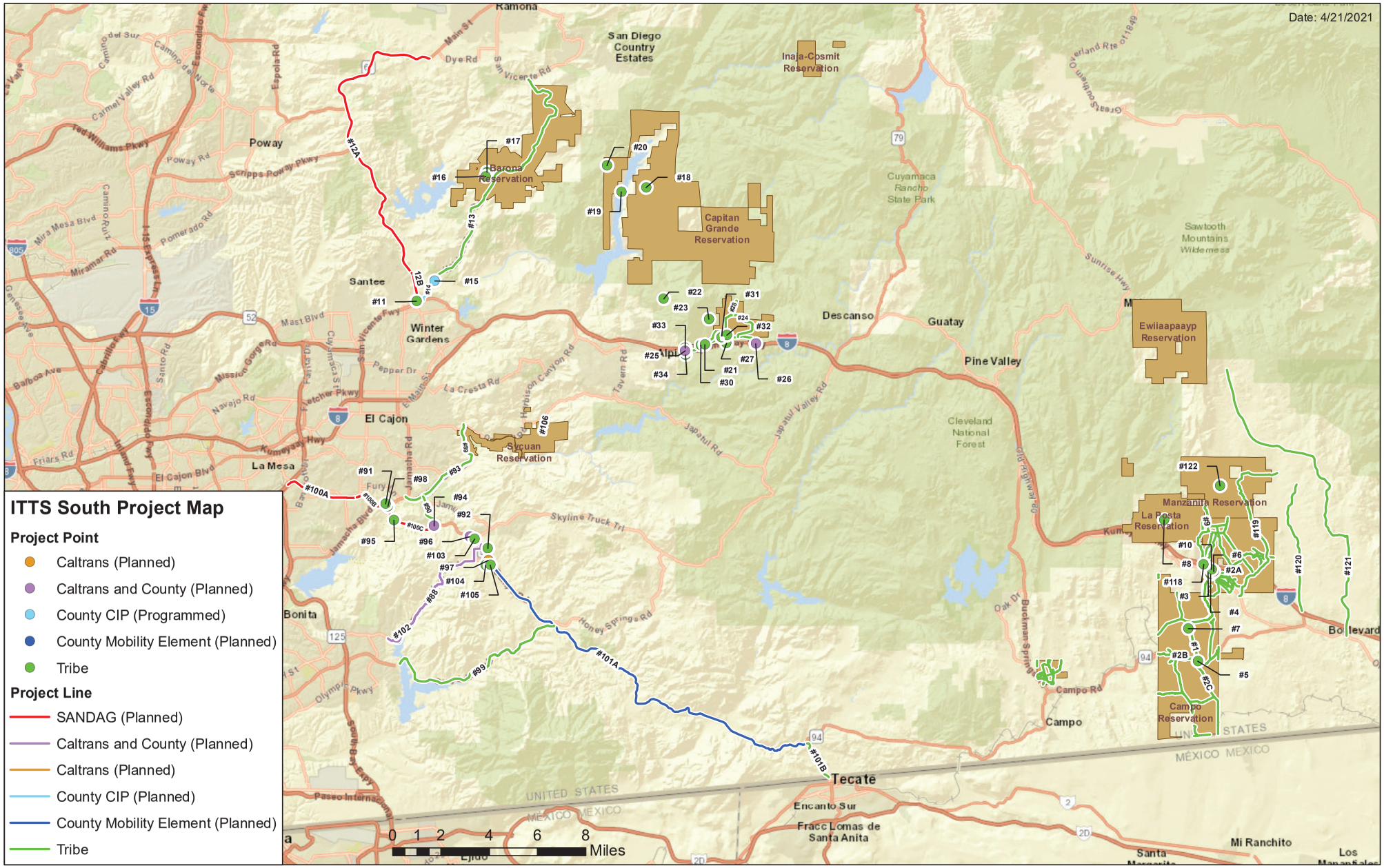
Date: Monday, 5/03/2021 Time: 10:00 am – 11:00 am

1) Attendees
    a) Ania Rzepko (Sycuan)
    b) Precious Nicanor (Kimley-horn)
    c) Kimberly Mendoza (Kimley-horn)
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status
    a) No. 106
        i) LRTP not yet completed. Summary still being wrapped up for forward.
        ii) No solid list yet
5) New documented needs since ITTS
    a) Summary underway for SD Forward
    b) LRTP completion date by summertime
        (1) KH to follow-up
6) Updates to inventory
    a) Secondary access road planned to access residential area.
        i) Road planned to extend east from Sloane Canyon Road, south of Dehesa Road
        ii) Intended to provide access to residential portions of the reservation without needing to travel through Dehesa Road
        iii) Can help with emergency vehicle access
        iv) Dehesa Road is used as access for nearby casino
        v) Short term improvement
    b) New housing development therefore new residential road to be added
        i) Will connect to Dehesa Road.
        ii) Possible turning lane
        iii) The development will provide housing for tribal members
        iv) Engineering this year
    c) Documents will be submitted to Jane
        i) KH to follow up
7) Transportation Documents
    a) LRTP
        i) Summer timeline
    b) Safety Plan
        i) No plan available
        ii) Likely not to happen this year
        iii) Tribal Safety Fund
            (1) Jamul and Pala have applied
            (2) KH to forward additional information to tribe
    c) Resiliency Plan / Climate Action Plan
        i) None at the moment

8) Action Items
    a) LRTP
        i) Summertime follow up with Sycuan
    b) Verify SD Forward summary information from Jane
    c) KH to forward Safety Plan information to Sycuan

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 88 | Bike | Add Bike Lane | Jamul Indian Village | | County | Proctor Valley Rd / Melody Rd | SR-94 | Northwoods Dr | SR-94 | County | | |
| 89 | Bike | Add Bike Lane | Jamul Indian Village | | County | Willow Glen Dr | Dehesa Rd | Jamacha Rd | SR-94 | County | Tribal Transportation Program | |
| 90 | Bike; Pedestrian | Add Bike Lane and Sidewalks | Jamul Indian Village | | County | Steele Canyon Rd | SR-94 | Willow Glen Dr | SR-94 | County | Tribal Transportation Program | |
| 93 | Geometrics | Add Lane | Jamul Indian Village | 2 to 4 lanes | County | Willow Glen Dr | Dehesa Rd | Jamacha Blvd | SR-94 | County | Tribal Transportation Program | |
| 99 | Geometrics | Shoulders | Jamul Indian Village | Widen shoulders and enhance safety | County | Otay Lakes Rd | SR-94 | Wuseste Rd | SR-94 | County | | |
| 102 | Paving; Geometrics | Paving; Straightening | Jamul Indian Village | | County | Proctor Valley Rd | Echo Valley Rd | Northwoods Dr | SR-94 | County | | |
| 100a | Geometrics | Widening | Jamul Indian Village | SANDAG Project | Caltrans | SR-94 | SR-125 | Avocado Blvd | SR-94 | Caltrans | | |
| 100b | Geometrics | Widening | Jamul Indian Village | SANDAG Project | Caltrans | SR-94 | Avocado Blvd | Jamacha Rd | SR-94 | | | |
| 100c | Geometrics | Widening | Jamul Indian Village | SANDAG Project | Caltrans | SR-94 | Jamacha Rd | Steele Canyon Rd | SR-94 | | | |
| 101a | Geometrics | Widening; Straightening | Jamul Indian Village | Support trucking from the Tacate border crossing | Caltrans/County | SR-94 | Reservation | Tecate Rd | SR-94 | Caltrans | | |
| 101b | Geometrics | Widening; Straightening | Jamul Indian Village | Support trucking from the Tacate border crossing | Caltrans/County | Tecate Rd | SR-94 | Tecate Border Crossing | SR-94 | Caltrans | | |
| 106 | Paving | Paving | Sycuan | | Tribe | Sycuan Rd | Dehesa Rd | Guard Gate on Sycuan Rd | SR-94 | Tribe; County | Tribal Transportation Program | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 91 | Capacity | Widening | Jamul Indian Village | Widen EB approach | Caltrans/County | SR-94 | Jamacha Rd | SR-94 | County; Caltrans | | |
| 92 | Geometrics | Add Acceleration Lane | Jamul Indian Village | Acceleration lane for left turns to NB SR-94 | Caltrans/County | SR-94 | Maxfield Rd | SR-94 | County; Caltrans | | |
| 94 | Geometrics | Add Turn Lanes | Jamul Indian Village | Add EB and WB turn lanes | Caltrans/County | SR-94 | Steele Canyon Rd | SR-94 | County; Caltrans | | |
| 95 | Geometrics | Add Turn Lanes | Jamul Indian Village | Intersection Improvements | Caltrans/County | SR-94 | Millar Ranch Rd | SR-94 | County; Caltrans | | |
| 96 | Geometrics | Intersection Improvements | Jamul Indian Village | No additional notes | Caltrans/County | SR-94 | Vista Diego Rd | SR-94 | Caltrans | | |
| 97 | Geometrics | Intersection Improvements | Jamul Indian Village | Realignment; Traffic Signal; Additional Lanes | Caltrans/County | SR-94 | Melody Rd / Daisy Dr | SR-94 | County; Caltrans | | |
| 98 | Geometrics | Re-stripe | Jamul Indian Village | Restripe NB approach | Caltrans/County | SR-94 | Jamacha Rd | SR-94 | Caltrans | | |
| 103 | Signal, Signage, and Lighting | Install Traffic Signal | Jamul Indian Village | | Caltrans/County | SR-94 | Lyons Valley Rd | SR-94 | County; Caltrans | | |
| 104 | TDM | Rideshare Program | Jamul Indian Village | Rideshare program at casino | Tribe | N/A | N/A | SR-94 | Tribe | | |
| 105 | Transit | New Bus Stop | Jamul Indian Village | Bus stop at gaming facility; express service to DT | MTS | N/A | N/A | SR-94 | Tribe | | |


Date: 4/21/2021
ITTS South Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Project Line
SANDAG (Planned)
Caltrans and County (Planned)
Caltrans (Planned)
County CIP (Planned)
County Mobility Element (Planned)
Tribe
0 1 2 4 6 8 Miles
Ramona
San Diego Country Estates
Inaja-Cosmit Reservation
Poway
Barona Reservation
Capitan Grande Reservation
Cuyamaca Rancho State Park
Sawtooth Mountains Wilderness
Santee
Winter Gardens
Descanso
Guatay
Pine Valley
Alpine
Ewiiaapaayp Reservation
El Cajon
Sycuan Reservation
La Mesa
Cleveland National Forest
Manzanita Reservation
La Posta Reservation
Bonita
Campo
Campo Reservation
Tecate
Encanto Sur
Fracc Lomas de Santa Anita
Mi Ranchito
UNITED STATES
MÉXICO MEXICO

ITTS Update 1-on-1 Workshop – Viejas Band of Kumeyaay Indians

Date: Monday, 5/18 Time: 1:30 pm – 2:00 pm

1) Introductions
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status:
    a) Is the project still relevant?
    b) Is the project still relevant but with modifications since the ITTS?
    c) Is the project no longer relevant?
    d) Has the project been completed?
5) New documented needs since ITTS
    a) Collect documentation identifying anything mobility related
        i) Run through the available list
    b) New needs identified since ITTS (short list)
        i) Is there a potential need for on-demand micro transit?
        ii) Are there identified locations that people need to get to or from?
        iii) Are there any locations identified as unsafe for pedestrians?
        iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
        v) Are there any notable goods movement issues?
        vi) Are there any notable speeding issues?
6) Updates to inventory
    a) New projects
        i) Location
        ii) Project type
        iii) Cost estimates
        iv) Relevant documentation
7) Review action items

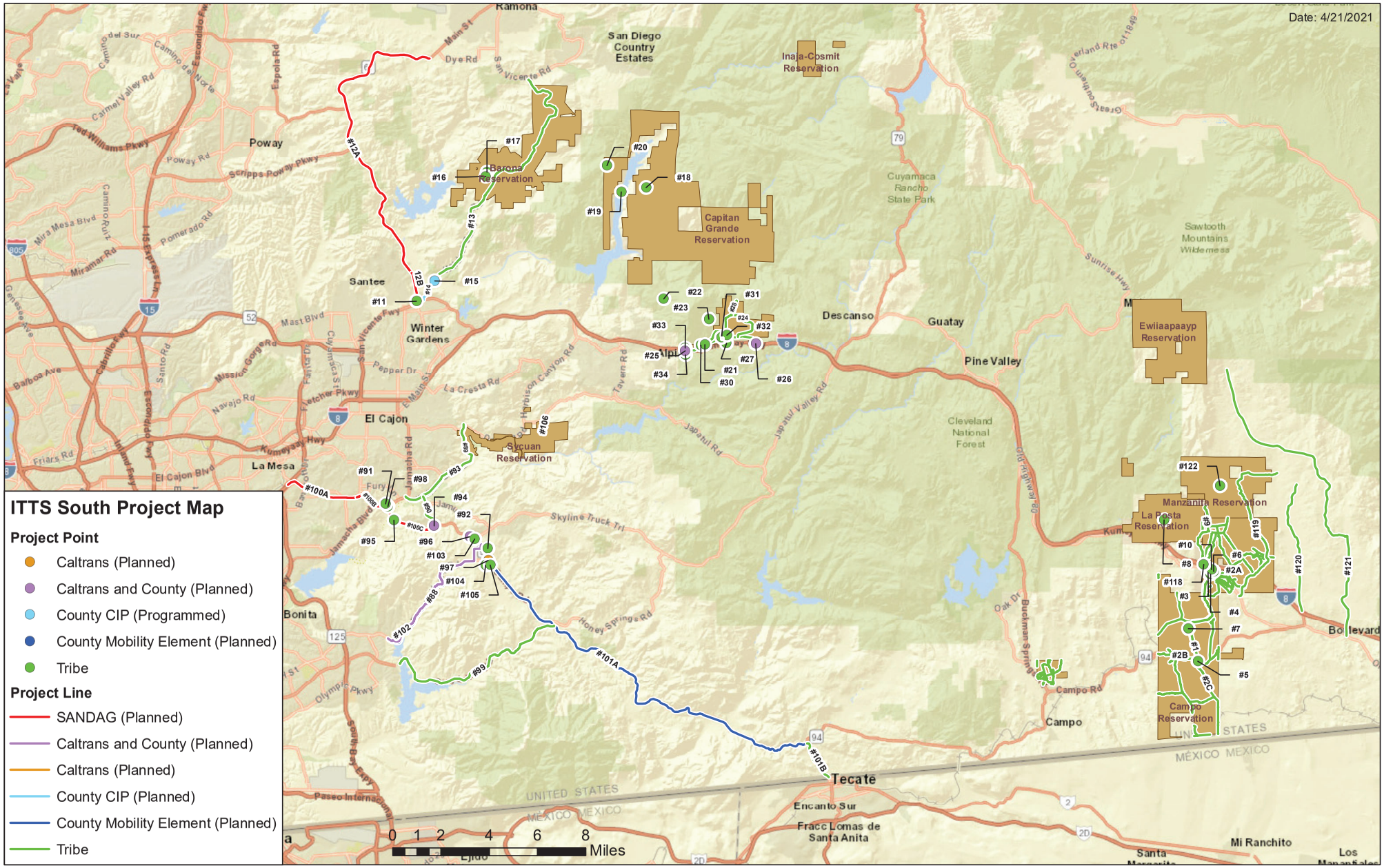
**ITTS Update 1-on-1 Workshop – Viejas Band of Kumeyaay Indians**

Date: Monday, 5/18/2021 Time: 1:30 pm – 2:00 pm

1) Introductions
    a) Ray Tehran (Viejas)
    b) Matt Horton (Kimley-horn)
    c) Kimberly Mendoza (Kimley-horn)
2) Study scope summary
3) Review of previous inventory
4) Previous inventory projects status
    a) No. 30
        i) Realignment project should be removed from the inventory list
    b) All other point and line projects on inventory are still relevant
5) New documented needs since ITTS
6) Updates to inventory
    a) Would like to fit the existing parking structure to 10% capacity of electric charging to meet CalGreen requirements.
    b) Convert some of the 25-vehicle shuttle fleet to EV
    c) Install mobility hub enhancements at the nearest mobility hub to help connect travelers during the last mile which may include signage improvements.
7) Transportation Plans
    a) Safety Plan available
        i) Ray to forward to KH
    b) LRTP in progress
8) Capitan Grande
    a) There are no updates to the project list at this time
    b) All projects are still relevant
9) Action items
    a) Ray to send Safety plan to KH

| PROJECT LINE | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Target Street | From | To | Region | ROW_Owner | Funding | Project Status |
| 13 | Geometrics | Widening; Repairs | Barona | Shoulders; straightening; repair dips in road | County/Tribe | Wildcat Canyon Rd | | | I-8 West | Tribe; County | HSIP | |
| 14 | Geometrics | Widening; Straightening | Barona | Widen from 2 to 4 lanes | County | Ashwood | Mapleview | Willow Rd | I-8 West | County | Tribal Transportation Program | |
| 12a | Geometrics | Widening | Barona | Support SANDAG RTP project | Caltrans/SANDAG | SR-67 | Mapleview | Dye | I-8 West | Caltrans | | |
| 12b | Geometrics | Widening | Barona | Support SANDAG RTP project | Caltrans/SANDAG | SR-67 | Gold Bar Lane | Dye | I-8 West | Caltrans | | |
| 119 | Geometrics | Grading; Signage | Manzanita | Improve access for fire services | Tribe | Manzanita Rd/ Live Oak Trail | Old Hwy 80 | Manzanita Cottonwood Rd | I-8 West | Tribe | | |
| 120 | Geometrics | Grading; Signage | Manzanita | Improve access for fire services | County | Ribbonwood Rd | Old Hwy 80 | Lost Valley Rd | I-8 West | County | | |
| 121 | Geometrics | Grading; Signage | Manzanita | Improve access for fire services | County | McCain Valley Rd | Old Hwy 80 | End of McCain Valley Rd | I-8 West | County | Multiple | |
| 24 | Geometrics | Add shoulders | Viejas | Add shoulders to complete improvement of loop road | Tribe | Browns Rd | Viejas Grade Rd | Willows Rd | I-8 West | Tribe; County | Tribal Transportation Program | |
| 28 | Geometrics | Reconstruction | Viejas | Reconstruction with shoulders and improve drainage | County/Tribe | Viejas Grande Rd | Willows Rd | Conejos Valley Rd | I-8 West | Tribe; County | Multiple | |
| 29 | Geometrics | Widening | Viejas | Widen from 2 to 4 lanes for trucks | County | Willows Rd | West Willow Rd Interchange | East Willow Rd Interchange | I-8 West | County | Multiple | |

| PROJECT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Type | Improvement Description | Tribe | Notes | Reservation/ Jurisdiction | Cross Street 1 | Cross Street 2 | Region | ROW_Owner | Funding | Project Status |
| 11 | Geometrics | Intersection Improvements | Barona | Safety and capacity enhancements; interchange | Caltrans/County | SR-67 | Mapleview Rd | I-8 West | Caltrans; County | | |
| 15 | Signal, Signage, and Lighting | Signal | Barona | Safety improvement and intersection with signal | County | Willow Rd | Ashwood Rd | I-8 West | County | | |
| 16 | TDM | Rideshare Service | Barona | Add rideshare service | Private | N/A | N/A | I-8 West | Tribe | | |
| 17 | TDM | Vanpool Program | Barona | Vanpool program at casino | Tribe | N/A | N/A | I-8 West | Tribe | | |
| 18 | Comment | Closure | Capitan Grande | Reduce and restrict access to reservation roads | Forest Service/Tribe | N/A | N/A | I-8 West | Tribe | | |
| 19 | Comment | Remove Trail Plan | Capitan Grande | Remove trail development SD River Park Trail | County | N/A | N/A | I-8 West | Tribe | | |
| 20 | Comment | Remove Trail Plan | Capitan Grande | Remove trail development Trans County Trail | County | N/A | N/A | I-8 West | Tribe | | |
| 33 | Signal, Signage, and Lighting | Signage | Ewiiaapaayp Band of Kumey | Replace signage at off ramp for tribal office | Tribe | Willows Rd | Westbound Offramp | I-8 West | Caltrans | | |
| 34 | Signal, Signage, and Lighting | Signage | Ewiiaapaayp Band of Kumey | Replace signage at off ramp for tribal office | Tribe | Willows Rd | Eastbound Offramp | I-8 West | Caltrans | | |
| 21 | Bridge | Bridge Repair | Viejas | Repair bridge on Willows Rd; in poor condition | County | N/A | N/A | I-8 West | County | | |
| 22 | Comment | Remove Bike Plan | Viejas | Remove Anderson Rd trail alignment from plan | County | N/A | N/A | I-8 West | County | | |
| 23 | Comment | Remove Trail Plan | Viejas | Remove CRHT trail alignment from plan | County | N/A | N/A | I-8 West | County | | |
| 25 | Geometrics | Interchange Improvements | Viejas | Enhance capacity at interchange/nearby roads | Caltrans/County | I-8 | West Willows Rd | I-8 West | County; Caltrans | | |
| 26 | Geometrics | Interchange Improvements | Viejas | Enhance capacity at interchange/nearby roads | Caltrans/County | I-8 | East Willows Rd | I-8 West | County; Caltrans | | |
| 27 | Geometrics | New Interchange | Viejas | New interchange at Casa De Roca Way | Caltrans | I-8 | Casa De Roca Way | I-8 West | Caltrans | | |
| 30 | Realignment | Realign Intersection | Viejas | Dangerous intersection | County/Tribe | Willows Rd | Viejas Grande Road | I-8 West | County | | |
| 31 | TDM | Vanpool Program | Viejas | Vanpool program at casino | Tribe | N/A | N/A | I-8 West | Tribe | | |
| 32 | Transit | Service | Viejas | Enhanced Route 864 | MTS | N/A | N/A | I-8 West | Tribe | | |


Date: 4/21/2021
ITTS South Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
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Project Line
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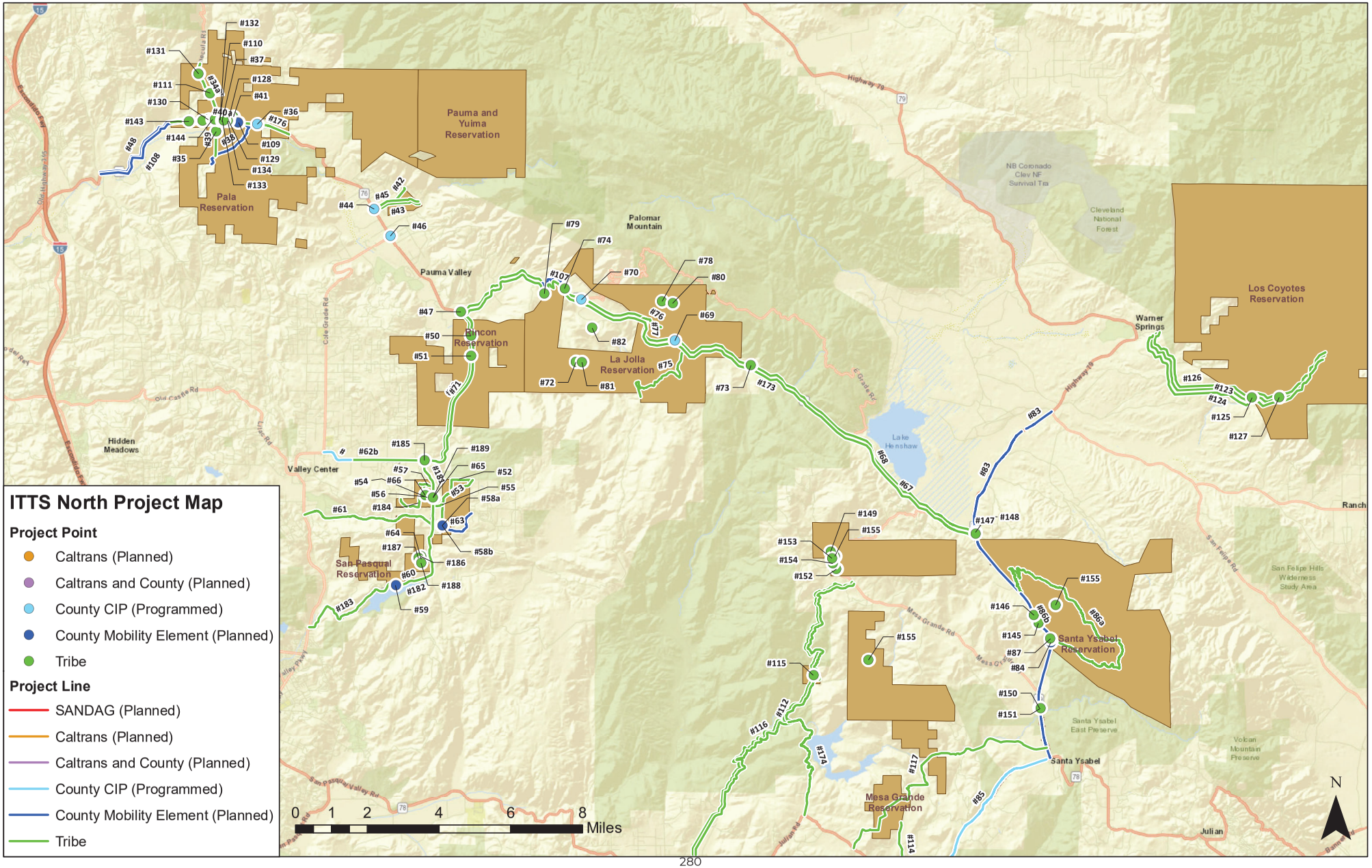
Tribe
0 1 2 4 6 8 Miles
Ramona
San Diego Country Estates
Inaja-Cosmit Reservation
Poway
Barona Reservation
Capitan Grande Reservation
Cuyamaca Rancho State Park
Sawtooth Mountains Wilderness
Santee
Winter Gardens
El Cajon
La Mesa
Sycuan Reservation
Descanso
Guatay
Pine Valley
Alpine
Ewiiaapaayp Reservation
Cleveland National Forest
Manzanita Reservation
La Posta Reservation
Campo
Campo Reservation
Bonita
Tecate
Encanto Sur
Fracc Lomas de Santa Anita
Mi Ranchito
UNITED STATES
MÉXICO MEXICO

# A4. Tribal Document Review

Scan of Provided Tribal Transportation Plans

| Tribe | Long Range Transportation Plan | Transportation Safety Plan | Transit Plan | Active Transportation Plan | Tribal Resiliency Plan | Mobility Plan | Transportation Related Grant Applications | Tribal Mitigation Plan | Other |
|---|---|---|---|---|---|---|---|---|---|
| Jamul Indian Village | Reviewed; Lifted projects into inventory | Reviewed; Lifted projects into inventory | Tribe confirmed does not have one | Tribe confirmed does not have one | Currently being developed by Tribe; Expected completion Fall 2021 | Tribe confirmed does not have one | Reviewed; Lifted projects into inventory | Tribe confirmed does not have one | None identified |
| San Pasqual Band of Diegueño Indians | Tribe confirmed does not have one | Reviewed; Lifted projects into inventory | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | None identified |
| Barona Band of Mission Indians | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | Reviewed Letter |
| Campo Band of Mission Indians | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | None identified |
| Mesa Grande Band of Mission Indians | Currently being developed by Tribe; Expected completion TBD | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | None identified |
| Iipay Nation of Santa Ysabel | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | None identified |
| La Jolla Band of Luiseño Indians | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | None identified |
| La Posta Band of the Kumeyaay Nation | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | None identified |
| Los Coyotes Band of Cahuilla and Cupeño Indians | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | None identified |
| Manzanita Band of the Kumeyaay Nation | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | None identified |
| Pala Band of Mission Indians | Currently being developed by Tribe; Expected completion TBD | Reviewed; Lifted projects into inventory | Tribe confirmed does not have one | Tribe confirmed does not have one | Currently being developed by Tribe; Expected completion Fall 2021 | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | None identified |
| Pauma Band of Luiseño Indians | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | None identified |
| Rincon Band of Luiseño Indians | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | None identified |
| Sycuan Band of Kumeyaay Nation | Currently being developed by Tribe; Expected completion TBD | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | No confirmation from Tribe | None identified |
| Viejas Band of Kumeyaay Indians | Currently being developed by Tribe; Expected completion TBD | Reviewed; Lifted projects into inventory | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | None identified |
| Capitan Grande | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | No Response From Tribe | None identified |
| Ewiiaapaayp Band of Kumeyaay | Currently being developed by Tribe; Expected completion TBD | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | Tribe confirmed does not have one | None identified |

# A5. Redlines for Tribal Review & Feedback


ITTS North Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Project Line
SANDAG (Planned)
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Pauma and Yuima Reservation
Pala Reservation
Pauma Valley
Palomar Mountain
Rincon Reservation
La Jolla Reservation
San Pasqual Reservation
Mesa Grande Reservation
Santa Ysabel Reservation
Los Coyotes Reservation
Valley Center
Hidden Meadows
Warner Springs
Lake Henshaw
Santa Ysabel
Julian
0 1 2 4 6 8 Miles
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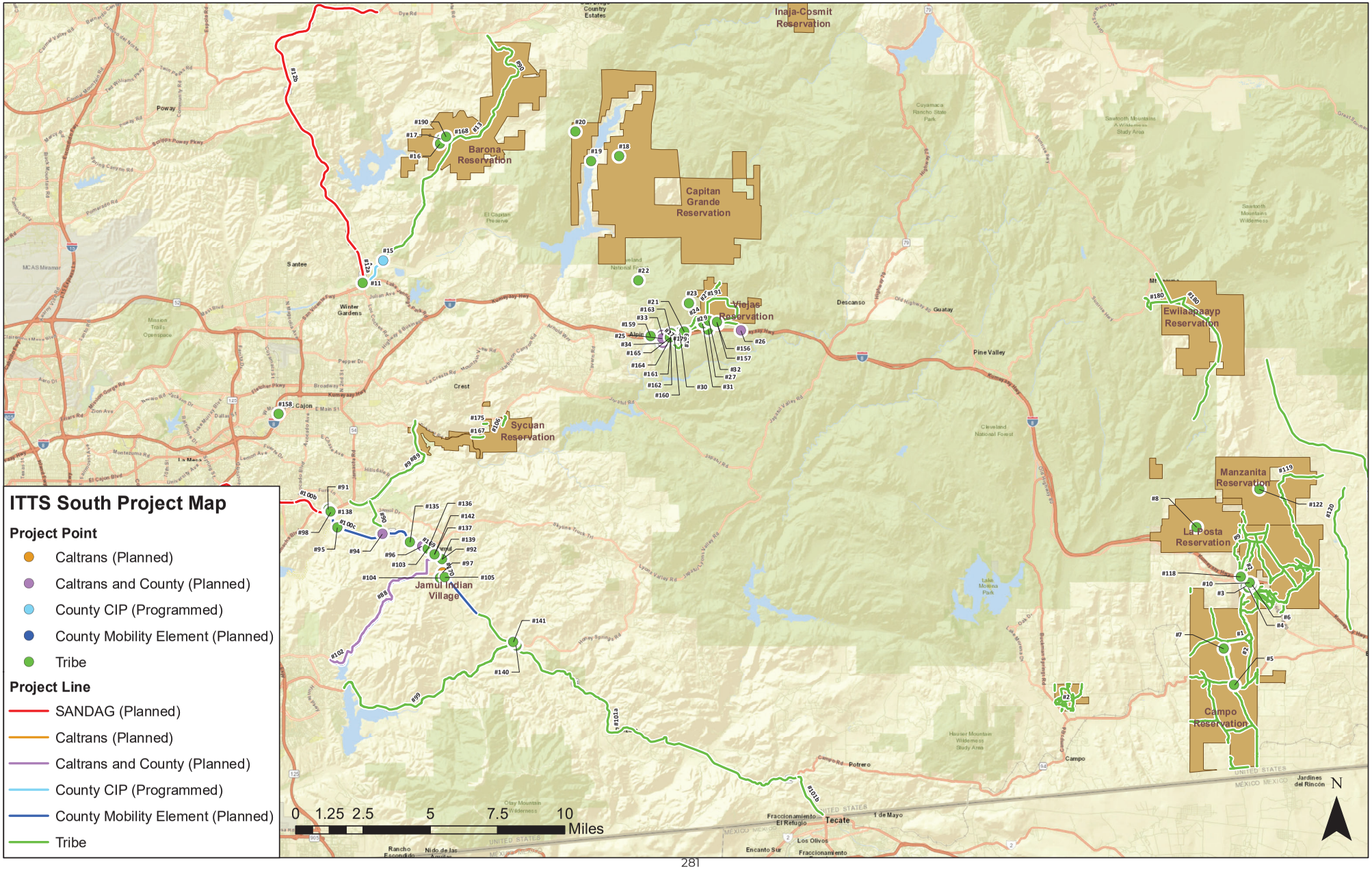
ITTS South Project Map
Project Point
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Project Line
SANDAG (Planned)
Caltrans (Planned)
Caltrans and County (Planned)
County CIP (Programmed)
County Mobility Element (Planned)
Tribe
Inaja-Cosmit Reservation
Barona Reservation
Capitan Grande Reservation
Viejas Reservation
Ewiiaapaayp Reservation
Sycuan Reservation
Manzanita Reservation
La Posta Reservation
Campo Reservation
Jamul Indian Village
0 1.25 2.5 5 7.5 10
Miles
N

## Linear Projects (Barona)

| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12a | I-8 West | Barona | Geometrics | Lane Widening | SR-67 | Mapleview Rd | Gold Bar Ln | Support SANDAG RTP project | Caltrans/SANDAG | SANDAG | Concept/ Planning | 2018 ITTS |
| 12b | I-8 West | Barona | Geometrics | Lane Widening | SR-67 | Gold Bar Ln | Dye Rd | Support SANDAG RTP project | Caltrans/SANDAG | SANDAG | Concept/ Planning | 2018 ITTS |
| 13 | I-8 West | Barona | Geometrics | Shoulder Widening; Repairs | Wildcat Canyon Rd | Willow Rd | San Vicente Rd | Shoulders; straightening; repair dips in road | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 14 | I-8 West | Barona | Geometrics | Lane Widening; Straightening | Ashwood Rd | Mapleview Rd | Willow Rd | Widen from 2 to 4 lanes | County | County CIP | Concept/ Planning | 2018 ITTS |
| 168 | I-8 West | Barona | Bike | Add Bike Lane | Wildcat Canyon Rd | Willow Rd | San Vicente Rd | Add bike lane | County/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

## Point Projects (Barona)

| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | I-8 West | Barona | Geometrics | Intersection Improvements | SR 67 / Mapleview Rd | N/A | N/A | Safety and capacity enhancements; interchange | Caltrans/County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 15 | I-8 West | Barona | Signal, Signage, and Lighting | Signal | Willow Rd/ Ashwood Rd | N/A | N/A | Safety improvement and intersection with signal | County | County CIP | Concept/ Planning | 2018 ITTS |
| 16 | I-8 West | Barona | TDM | Rideshare Service | N/A | N/A | N/A | Add rideshare service | Private | Tribe Only | Concept/ Planning | 2018 ITTS |
| 17 | I-8 West | Barona | TDM | Vanpool Program | N/A | N/A | N/A | Vanpool program at casino | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 190 | I-8 West | Barona | TDM | EV Charging | N/A | N/A | N/A | Install EV charging stations | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

| Linear Projects (Campo) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 1 | I-8 East | Campo | Bike | Add Bike Lane | Church Rd | SR-80 | SR-94 | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 2a | I-8 East | Campo | General Roadway Improvements | Improve Drainage | I-8 | Reservation Boundary | Reservation Boundary | All roads on reservation | Tribe | Caltrans | Concept/ Planning | 2018 ITTS |
| 2b | I-8 East | Campo | General Roadway Improvements | Improve Drainage | SR-94 | Reservation Boundary | Reservation Boundary | All roads on reservation | Tribe | Caltrans | Concept/ Planning | 2018 ITTS |
| 2c | I-8 East | Campo | General Roadway Improvements | Improve Drainage | All roads | N/A | N/A | All roads on reservation | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

| Point Projects (Campo) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 3 | I-8 East | Campo | Geometrics | Realignment | Golden Acre Way / SR 80 | N/A | N/A | Improve traffic circulation | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 4 | I-8 East | Campo | Pedestrian | Add Sidewalk | Church Rd | SR-80 | SR-94 | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 5 | I-8 East | Campo | Signal, Signage, and Lighting | Signage and Lighting | Church Rd / SR 80 | N/A | N/A | Poor visibility at intersection | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 6 | I-8 East | Campo | Transit | Service | N/A | N/A | N/A | Continuous stop at Golden Acre casino | MTS | Tribe Only | Concept/ Planning | 2018 ITTS |
| 7 | I-8 East | Campo | Transit | Service | N/A | N/A | N/A | Continuous stops | MTS | Tribe Only | Concept/ Planning | 2018 ITTS |

| Linear Projects (Ewiiaapaayp) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Potential Funding | Project Readiness | Source |
| 178 | SR-79 | Ewiiaapaayp Band of Kumey | Geometrics | Pave | New Road | Willows Rd | Otto Ave | Pave a new roadway to improve community access to clinic | Tribe | Tribe | None identified | Concept/ Planning | Newly added (one-on-one meeting) |
| 179 | SR-79 | Ewiiaapaayp Band of Kumey | Geometrics | Pave | New Road | Star Valley Rd | N/A | Pave a new roadway 0.5 miles south of Alpine Blvd to future clinic development west of Star Valley Rd | Tribe | Tribe | None identified | Concept/ Planning | Newly added (one-on-one meeting) |
| 180 | SR-79 | Ewiiaapaayp Band of Kumey | Geometrics | Pave | Thing Valley Rd | Sunrise Hwy | Morris Ranch Rd | Pave roadway | Tribe | Tribe | None identified | Concept/ Planning | Newly added (one-on-one meeting) |

| Point Projects (Ewiiaapaayp) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 33 | I-8 West | Ewiiaapaayp Band of Kumey | Signal, Signage, and Lighting | Signage | I-8 / Willows Rd WB off-ramp | Willows Rd | Westbound Offramp | ~~Replace~~ install signage at off ramp for ~~tribal office~~reservation | Tribe | Caltrans; County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 34 | I-8 West | Ewiiaapaayp Band of Kumey | Signal, Signage, and Lighting | Signage | I-8 / Willows Rd EB off-ramp | Willows Rd | Eastbound Offramp | Replace damaged signage at off ramp for ~~tribal office~~reservation | Tribe | Caltrans; County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 159 | I-8 West | Ewiiaapaayp Band of Kumey | Signal, Signage, and Lighting | Signage | I-8/East bound Offramp | I-8 | East bound Offramp | Install signage indicating the use of east Willow Rd ramps for casino access to prevent congestion at west Willows ramps and reduce vehicle and pedestrian conflict along Willows Rd | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 160 | I-8 West | Ewiiaapaayp Band of Kumey | Signal, Signage, and Lighting | Signage | Willows Rd/Hillcrest Drive | Willows Rd | Hillcrest Drive | Install speed warning signage and pedestian signage along Willows Rd curve to encourage driver and pedestrian safety | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 161 | I-8 West | Ewiiaapaayp Band of Kumey | Transit | EV Fleets | Willows Rd | N/A | N/A | Update transit fleet to EV | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 162 | I-8 West | Ewiiaapaayp Band of Kumey | TDM | EV charging | Willows Rd | N/A | N/A | Install EV charging stations near clinic | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 163 | I-8 West | Ewiiaapaayp Band of Kumey | General | Fiber optic | N/A | N/A | N/A | Implement broadband connections and electrification of reservation | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 164 | I-8 West | Ewiiaapaayp Band of Kumey | Transit | New Bus Stop | Willows Rd | N/A | N/A | Provide shuttles stops to clinic | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 165 | I-8 West | Ewiiaapaayp Band of Kumey | Transit | Service | Willows Rd | N/A | N/A | Improve frequency of transit stops at Little Ewiiaapaayp. Shelter bus stop. | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

| Linear Projects (Jamul) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 88 | SR-94 | Jamul Indian Village | Bike | Add Bike Lane | Proctor Valley Rd / Melody Rd | SR-94 | Northwoods Dr | | County | Caltrans; County Mobility Element | Concept/ Planning | 2018 ITTS |
| 89 | SR-94 | Sycuan~~Jamul Indian Village~~ | Bike | Add Bike Lane | Willow Glen Dr | Dehesa Rd | Jamacha Rd | | County | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 90 | SR-94 | Jamul Indian Village | Bike; Pedestrian | Add Bike Lane and Sidewalks | Steele Canyon Rd | SR-94 | Willow Glen Dr | | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 93 | SR-94 | Jamul Indian Village | Geometrics | Add Lane | Willow Glen Dr | Dehesa Rd | Jamacha Blvd | 2 to 4 lanes | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 99 | SR-94 | Jamul Indian Village | Geometrics | Shoulders | Otay Lakes Rd | SR-94 | Wuseste Rd | Widen shoulders and enhance safety | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 100a | SR-94 | Jamul Indian Village | Geometrics | Lane Widening | SR-94 | SR-125 | Avocado Blvd | SANDAG Project | Caltrans | SANDAG | Concept/ Planning | 2018 ITTS |
| 100b | SR-94 | Jamul Indian Village | Geometrics | Lane Widening | SR-94 | Avocado Blvd | Jamacha Rd | SANDAG Project | Caltrans | SANDAG | Concept/ Planning | 2018 ITTS |
| 100c | SR-94 | Jamul Indian Village | Geometrics | Lane Widening | SR-94 | Jamacha Rd | Steele Canyon Rd | SANDAG Project | Caltrans | SANDAG | Concept/ Planning | 2018 ITTS |
| 101a | SR-95 | Jamul Indian Village | Geometrics | Shoulder Widening; Straightening | SR-94 | Reservation | Tecate Rd | Support trucking from the Tecate border crossing | Caltrans | Tribe Only | Concept/ Planning | 2018 ITTS |
| 101b | SR-96 | Jamul Indian Village | Geometrics | Shoulder Widening; Straightening | Tecate Rd | SR-94 | Tecate border crossing | Support trucking from the Tecate border crossing | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 102 | SR-94 | Jamul Indian Village | Paving; Geometrics | Paving; Straightening | Proctor Valley Rd | Echo Valley Rd | Northwoods Dr | | County | County Mobility Element | Concept/ Planning | 2018 ITTS |
| 169 | SR-94 | Jamul Indian Village | Bike; Pedestrian | Add Multi-use Pathway | SR-94 | Jamacha Rd | SE Jamul-Dulzura community boundary | 7-mile Class 1 mixed-use path to connect the reservation to nearby schools, bus stops, and commercial centers | County/Caltrans | County Mobility Element; Tribe | Preliminary Design | Newly Added (LRSP) |
| 171 | SR-94 | Jamul Indian Village | Geometrics | Widening | SR-94 | Maxfield Rd | Reservation boundary | Widen roadway north of Maxfield Rd | County | Tribe Only | Preliminary Design | Newly Added (One-on-one meeting) |

| Point Projects (Jamul) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 91 | SR-94 | Jamul Indian Village | Capacity | Intersection Widening | SR 94 / Jamacha Rd | ~~N/A~~SR 94 | Jamacha Rd~~N/A~~ | Widen EB approach | Caltrans/County | Tribe Only | Final Design | 2018 ITTS with modifications from 2021 Update |
| 92 | SR-94 | Jamul Indian Village | Geometrics | Add Acceleration Lane | SR 94 / Maxfield Rd | SR 94~~N/A~~ | Maxfield Rd~~N/A~~ | Acceleration lane for left turns to NB SR-94 | Caltrans/County | Tribe Only | Final Design | 2018 ITTS with modifications from 2021 Update |
| 94 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements~~Add Turn Lanes~~ | SR 94 / Steele Canyon Rd | SR 94~~N/A~~ | Steele Canyon Rd~~N/A~~ | Add EB and WB turn lanes; add through lanes and merging taper lanes; upgrade pedestrian ramps~~Add EB and WB turn lanes~~ | Caltrans/County | Caltrans; County Mobility Element | Construction | 2018 ITTS with modifications from 2021 Update |
| 95 | SR-94 | Jamul Indian Village | Geometrics | Add Turn Lanes | SR 94 / Millar Ranch Rd | SR 94~~N/A~~ | Millar Ranch Rd~~N/A~~ | Intersection Improvements | Caltrans/County | Tribe Only | Construction | 2018 ITTS with modifications from 2021 Update |
| 96 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR 94 / Vista Diego Dr | SR 94~~N/A~~ | Vista Diego Dr~~N/A~~ | No additional notes | Caltrans/County | Caltrans; County Mobility Element | Final Design | 2018 ITTS with modifications from 2021 Update |
| 97 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR 94 / Melody Rd~~SR 94 / Melody Rd / Daisy Dr~~ | SR 94~~N/A~~ | Melody Rd~~N/A~~ | Realignment; Traffic Signal; Additional Lanes | Caltrans/County | Caltrans | Final Design | 2018 ITTS with modifications from 2021 Update |
| 98 | SR-94 | Jamul Indian Village | Geometrics | Re-stripe | SR-94 /Jamacha Rd | SR 94~~N/A~~ | Jamacha Rd~~N/A~~ | Restripe NB approach | Caltrans/County | Tribe Only | Final Design | 2018 ITTS with modifications from 2021 Update |
| 103 | SR-94 | Jamul Indian Village | Signal, Signage, and Lighting | Install Traffic Signal | SR 94 / Lyons Valley Rd | SR 94~~N/A~~ | Lyons Valley Rd~~N/A~~ | | Caltrans/County | Tribe Only | Preliminary Design | 2018 ITTS with modifications from 2021 Update |
| 104 | SR-94 | Jamul Indian Village | TDM | Rideshare Program | N/A | N/A | N/A | Rideshare program at casino | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

| Point Projects (Jamul) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 105 | SR-94 | Jamul Indian Village | Transit | New Bus Stop | N/A | N/A | N/A | Bus stop at gaming facility; express service to DT | MTS | Tribe Only | Concept/ Planning | 2018 ITTS |
| 135 | SR-94 | Jamul Indian Village | Geometrics | Add turn Lanes | SR-94/Vista Sage Ln | SR 94 | Vista Sage Ln | Intersection improvements | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (One-on-one meeting) |
| 136 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR-94/Indian Springs Dr/ Lyons Valley Rd | SR 94 | Lyons Valley Rd | Intersection improvements to address previous collisions | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (One-on-one meeting) |
| 137 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR-94/Proctor Valley Rd | SR 94 | Proctor Valley Rd | Intersection widening | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (One-on-one meeting) |
| 138 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR-94/Jamacha Blvd | SR 94 | Jamacha Blvd | Restripe NB approach | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (Safety Plan) |
| 139 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR-94/Maxfield Rd | SR 94 | Maxfield Rd | Restripe NB and SB approaches to include TWLTL | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (Safety Plan) |
| 140 | SR-94 | Jamul Indian Village | Signal | Intersection Improvements | SR-94/Otay Lakes Rd | SR 94 | Otay Lakes Rd | Install traffic signal | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (Safety Plan) |
| 141 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR-94/Honey Spring Rd | SR 94 | Honey Spring Rd | Intersections improvements to address sight distance concerns | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (One-on-one meeting) |
| 142 | SR-94 | Jamul Indian Village | Geometrics | Intersection Improvements | SR-94/Jefferson St/Proctor Valley | SR 94 | Jefferson St | Road widening and intersection improvements | Caltrans/County | Tribe Only | Preliminary Design | Newly Added (One-on-one meeting) |

| Linear Projects (La Jolla) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 67 | SR-76 | La Jolla | Bike; Pedestrian | Add Bike Lane | SR-76 | SR-79 | Valley Center Road | Add bike lanes to accommodate increased bicyclist activity | Caltrans/Tribe | County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 68 | SR-76 | La Jolla | Geometrics | Straighten; Widen; Shoulders; Lighting; Fiber | SR-76 | SR-79 | Valley Center Road | Upgrade facility and add intelligent transportation system utilities | Caltrans/Tribe | Caltrans | Concept/ Planning | 2018 ITTS |
| 71 | SR-76 | ~~La Jolla~~Rincon | Geometrics | Straightening | Valley Center Road | SR-76 | North Lake Wohlford Rd | | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 75 | SR-76 | La Jolla | Paving | Paving | Campground Rd | SR-76 | Zip-Line Tower | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| ~~76~~ | ~~SR-76~~ | ~~La Jolla~~ | ~~Paving~~ | ~~Paving~~ | ~~Church Rd~~ | ~~SR-76~~ | ~~BIA Road 40~~ | | ~~Tribe~~ | Tribe Only | Complete | 2018 ITTS with modifications from 2021 Update |
| 77 | SR-76 | La Jolla | General Roadway Improvements | Planning | SR-76 | SR-79 | Valley Center Road | Trucking/Freight study; speed/traffic study | Caltrans/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 107 | SR-76 | La Jolla | Geometrics | Straightening | SR-76 | Pauma Ranch Rd | Harolds Rd | Roadway straightening to address sight distance concerns at driveways | County | County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 173 | SR-76 | La Jolla | Geometrics | Widening | SR-76 | SR-79 | Valley Center Road | Widening | Caltrans | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

| Point Projects (La Jolla) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 69 | SR-76 | La Jolla | Geometrics | Roundabout; Safety | | SR-76 | Sengme Oaks Rd | Roundabout; Traffic Calming | Caltrans/Tribe | County CIP; County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 70 | SR-76 | La Jolla | Geometrics | Roundabout; Safety | | SR-76 | Palomar Mountain Rd | Roundabout; Traffic Calming | Caltrans/Tribe | County CIP; County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 72 | SR-76 | La Jolla | Signal, Signage, and Lighting | Signage; Lighting | | N/A | N/A | Intersection signage, wayfinding, and lighting | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 73 | SR-76 | La Jolla | Other | Gateway Feature | Mesa Truck Trail/SR-76 | SR-76 | Mesa Truck Trail | | Caltrans/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 74 | SR-76 | La Jolla | Other | Gateway Feature | Harolds Rd/SR-76 | SR-76 | Harolds Road | | Caltrans/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 78 | SR-76 | La Jolla | Comment | Planning/Study | | N/A | N/A | Develop address system | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 79 | SR-76 | La Jolla | Transit | Service | | N/A | N/A | Fixed route on SR 76 connecting service between Valley Center Road and SR 79 | NCTD | Tribe Only | Concept/ Planning | 2018 ITTS |
| 80 | SR-76 | La Jolla | Transit | High Speed Rail Connection | | TBD | TBD | | Caltrans/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 81 | SR-76 | La Jolla | TDM | Electric Vehicle Plug-Ins | | N/A | N/A | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 82 | SR-76 | La Jolla | TDM | Vanpool/Shuttle | | N/A | N/A | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

## Linear Projects (La Posta)

| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | I-8 East | La Posta | General Roadway Improvements | Shoulder Widening; Safety Improvements; Evacuation | Crestwood Rd | Tusil Rd | Blackwood Rd | Sidewalks; road signage; improve evacuation route | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

## Point Projects (La Posta)

| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | I-8 East | La Posta | General | ATV Trails | N/A | N/A | N/A | Construct for safe movement thru reservation | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 10 | I-8 East | La Posta | Transit | Service | | N/A | N/A | 7-day transit service; MUCH NEEDED | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

| Linear Projects (Los Coyotes) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 123 | SR-79 | Los Coyotes | Paving | Fill cracks; Restripe | Camino San Ignacio | Camino Ortega | Sukat Rd | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 124 | SR-79 | Los Coyotes | General Roadway Improvements | Drainage Improvements | Camino San Ignacio | Camino Ortega | Sukat Rd | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 126 | SR-79 | Los Coyotes | Geometrics | Shoulder reconstruction | Camino San Ignacio | Camino Ortega | Sukat Rd | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

| Point Projects (Los Coyotes) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 125 | SR-79 | Los Coyotes | Signal, Signage, and Lighting | signage improvements | Camino San Ignacio | Camino Ortega | Sukat Rd | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 127 | SR-79 | Los Coyotes | TDM | Shuttle/ Rideshare Service | TBD | Warner Springs Ranch Resort | Los Coyotes Tribal Hall | | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

| Linear Projects (Manzanita) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 119 | I-8 West | Manzanita | Geometrics; Signage | Grading; Signage | Manzanita Rd/ Live Oak Trail | Old Hwy 80 | Manzanita Cottonwood Rd | Improve safety for fire services. Not intended to serve additional traffic | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 120 | I-8 West | Manzanita | Geometrics; Signage | Grading; Signage | Ribbonwood Road | Old Hwy 80 | Lost Valley Rd | Improve safety for fire services. Not intended to serve additional traffic | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 121 | I-8 West | Manzanita | Geometrics; Signage | Grading; Signage | McCain Valley Road | Old Hwy 80 | End of McCain Valley Road | Improve safety for fire services. Not intended to serve additional traffic | County | Tribe Only | Concept/ Planning | 2018 ITTS |

| Point Projects (Manzanita) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 118 | I-8 West | Manzanita | Signage, Safety, and Lighting | Interchange Improvements | Crestwood Road/ I-8 Interchange | n/a | n/a | | Caltrans/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 122 | I-8 West | Manzanita | TDM | Rideshare Service | TBD | N/A | N/A | Improve access to employment centers and local destinations (e.g. grocery store) | TBD | Tribe Only | Concept/ Planning | 2018 ITTS |

| Linear Projects (Mesa Grande) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 112 | SR-79 | Mesa Grande | Bike; Geometrics; Paving | Bike Lane; Shoulder Widening; Paving | Black Canyon Road | Pile St | Mesa Grande Rd | | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 114 | SR-79 | Mesa Grande | Paving | Paving | Rancho Ballena Rd | SR-78 | Mesa Grande Reservation | | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 116 | SR-79 | Mesa Grande | Signal, Signage, and Lighting | Safety; Signage | Black Canyon Road | Pile St | Mesa Grande Rd | Install guardrails, improve signage | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 117 | SR-79 | Mesa Grande | Bike; Pedestrian | Construct Trail | n/a | n/a | n/a | Need support from private property owners along route | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 174 | SR-78 | Mesa Grande | Geometrics | Widening; Paving; Signage | Sutherland Dam Rd | SR-78 | Black Canyon Rd | Widen roadway, pave, and update signage | County/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

| Point Projects (Mesa Grande) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 113 | SR-79 | Mesa Grande | Signal, Signage, and Lighting | Traffic Signal | Rancho Ballena Rd / SR-78 | SR-78 | Rancho Ballena Rd | Add traffic signal | County/Tribe | Caltrans; County Mobility Element | Concept/ Planning | 2018 ITTS |
| 115 | SR-79 | Mesa Grande | TDM | Rideshare Service | Black Canyon Rd | N/A | N/A | Improve access to health and employment centers | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |

| Linear Projects (Pala) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 34a | SR-76 | Pala | Bike; Pedestrian | Add Bike Lane; Add Sidewalk | Pala Mission Rd and /Pala ~~Temucula~~ Temecula Rd | Arouba | SR-76 | Improve active transportation conditions by adding bike lane and missing sidewalks; Sidewalks on main roads in village | Tribe ~~Caltrans~~ | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 34b | SR-76 | Pala | Bike | Add Bike Lane | SR-76 | Western Reservation Boundary | Eastern Reservation Boundary | | Caltrans ~~Tribe~~ | County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 38 | SR-76 | Pala | Paving | Paving | Lilac Rd/~~Lilac Rd Extension~~ | SR-76 | Reservation Boundary | | County | County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 39 | SR-76 | Pala | Paving | Paving | Lilac Rd Extension ~~Various Roads~~ | SR-76~~N/A~~ | Reservation Boundary~~N/A~~ | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| ~~40~~ | ~~SR-76~~ | ~~Pala~~ | ~~Pedestrian~~ | ~~Add Sidewalk~~ | ~~Pala Mission Rd / Temecula Rd~~ | | | ~~Sidewalks on main roads in village~~ | ~~Tribe; County~~ | ~~Tribe~~ | | Removed and consolidated with Project ID 34a |
| 108 | SR-76 | Pala | Geometrics | Straightening | SR-76 | Rice Canyon Rd | Pala Reservation | Straighten c~~C~~urves on highway 76 west of Pala | Caltrans | County Mobility Element | Concept/ Planning | 2018 ITTS |
| 176 | SR-76 | Pala | Geometrics | Roadway Widening | SR-76 | Western Reservation Boundary | Eastern Reservation Boundary | Widen shoulders to enhance safety for emergency response vehicles | Caltrans | Tribe Only | Concept/ Planning | Newly Added (Safety Plan) |
| 177 | SR-76 | Pala | General Roadway Improvements | Drainage | Pala-Temecula Road | Arouba | SR-76 | Drainage Improvements | Tribe | Tribe Only | | Newly Added (Safety Plan) |

| Point Projects (Pala) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 35 | SR-76 | Pala | Bridge | Bridge Construction | San Luis Rey River Bridge | N/A | N/A | Construct bridge over San Luis Rey River | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 36 | SR-76 | Pala | Geometrics | Add Turn Lanes | SR-76 / Magee Rd / Pala Raceway | SR-76 | Magee Rd / Pala Raceway | Provide left turn lanes | Tribe | County CIP; County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 37 | SR-76 | Pala | Paving | Paving | Multiple Locations | N/A | N/A | Paving on dirt residential roads throughout reservation | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 41 | SR-76 | Pala | Transit | Ride Share | To be determined | N/A | N/A | Ride sharing or shuttles for casino employees | Casino, NCTD, or specific residential development | Tribes Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 109 | SR-76 | Pala | Geometrics | Intersection Improvements | SR-76/ Pala Mission Rd | SR-76 | Pala Mission Rd East | ~~Realign Intersection to improve line of sight~~Realign the intersection of Pala Mission Road to the east where it connects with highway 76 to improve line of sight | Caltrans; Tribe | SANDAG; County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 110 | SR-76 | Pala | Signal, Signage, and Lighting | Intersection Improvements | Pala Mission Rd/Pala Temecula Rd | Pala Mission Rd | Pala Temecula Rd | Install a traffic signal at the intersection of Pala Mission and Pala Temecula Roads ~~Add traffic signal~~ | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 111 | SR-76 | Pala | Geometrics~~Signal, Signage, and Lighting~~ | Roadway Safety Improvements | Pala Temecula Rd | N/A~~Pala Temecula Rd~~ | N/A | Add digital speed signs on Pala Temecula Road to alert drivers of their speed | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 128 | SR-76 | Pala | Bridge | Pedestrian bridge | Henderson Rd | N/A | N/A | Add pedestrian bridge to connect two key destinations for the tribe (cemetery and sports complex) | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 129 | SR-76 | Pala | Bridge | Bridge or box culvert | Pala Mission Rd above Trujillo Creek | N/A | N/A | Construct bridge over Trujillo Creek along Pala Mission Road | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 130 | SR-76 | Pala | Bridge | Bridge or box culvert | Pala Mission Rd above Pala Creek | N/A | N/A | Construct bridge over Pala Creek along Pala Mission Road | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

| Point Projects (Pala) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 131 | SR-76 | Pala | Bridge | Bridge or box culvert | Pala Temecula Rd above Pala Creek | N/A | N/A | Construct bridge over Pala Creek along Pala Temecula Road | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 132 | SR-76 | Pala | Pedestrian | Sidewalk and crosswalk | Pala Mission Rd/ Pala Temecula Rd | Pala Mission Rd | Pala Temecula Rd | Construct sidewalk, ramps, and crosswalk improvements | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 133 | SR-76 | Pala | Pedestrian | Crosswalk | Pala Mission Rd/ Pala Mission Circle | Pala Mission Rd | Pala Mission Circle | Add crosswalk to connect two key destinations for the tribe (cemetery and convenience store) | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 134 | SR-76 | Pala | Pedestrian | Crosswalk | Pala Temecula Rd | N/A | N/A | Add crosswalk to connect two key destinations for the tribe (cemetery and Cultural Center) | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 143 | SR-76 | Pala | Signal, Signage, and Lighting | Intersection Safety Improvements | SR-76 | N/A | N/A | Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes | Caltrans | Tribe Only | Concept/ Planning | Newly added (Safety Plan) |
| 144 | SR-76 | Pala | Signal, Signage, and Lighting | Intersection Safety Improvements | Pala Mission Rd | N/A | N/A | Add traffic control signage at residential intersections along Pala Mission Road | Tribe | Tribe Only | Concept/ Planning | Newly added (Safety Plan) |

| Linear Projects (Pauma) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 42 | SR-76 | Pauma | General Roadway Improvements | General Roadway Improvements | Adams Dr | Adams Dr | Reservation Rd | Shoulder work needed to prevent debris flow | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 43 | SR-76 | Pauma | General Roadway Improvements | General Roadway Improvements | Reservation Rd | Reservation Rd | Pala Rd | Road improvement/maintenance to repair ag damage | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 45 | SR-76 | Pauma | Signal, Signage, and Lighting | Street Lights | Reservation Rd | Pala Rd | Reservation Rd | Street lights needed for pedestrians | County | Tribe Only | Concept/ Planning | 2018 ITTS |

| Point Projects (Pauma) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 44 | SR-76 | Pauma | Geometrics | Add Turn Lane | SR 76 / Pala Rd | N/A | N/A | A turn lane is needed on the right side | Caltrans | County CIP; County Mobility Element | Concept/ Planning | 2018 ITTS |
| 46 | SR-76 | Pauma | Signal, Signage, and Lighting | Traffic Signal | Cole Grade Rd / Pala Rd | N/A | N/A | Stop light needed at intersection | Caltrans | County CIP; County Mobility Element | Concept/ Planning | 2018 ITTS |

| Linear Projects (Rincon) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 48 | SR-76 | Rincon | Geometrics | Safety | SR 76 | Pala Casino | Just west of Rice Canyon Rd | Add curb on SR-76 from Casino to Rice Canyon Rd | ~~State~~Caltrans | County Mobility Element | Concept/ Planning | 2018 ITTS |
| 49 | SR-76 | Rincon | Safety; Bike | Traffic Calming; Add Bike Lane | Valley Center Road | SR-76 | North Lake Wohlford Rd | Speed reduced from 55 to 45 mph and add bike lane | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 71 | SR-76 | ~~La Jolla~~ Rincon | Geometrics | Straightening | Valley Center Road | SR-76 | North Lake Wohlford Rd | | County | County/Tribe | Tribal Transportation Program | Concept/ Planning |

| Point Projects (Rincon) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 47 | SR-76 | Rincon | Geometrics | Roundabout | SR 76 / S6 | N/A | N/A | Not needed; lack of justification; costly | Caltrans | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 50 | SR-76 | Rincon | Signal, Signage, and Lighting | Safety | Charter School | School Zone | N/A | Child safety measure 200 feet from school | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 51 | SR-76 | Rincon | Transit | Increased transit service | N/A | N/A | N/A | Increase Route 388 | NCTD | Tribe Only | Concept/ Planning | 2018 ITTS |

| Linear Projects (San Pasqual) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 52 | SR-76 | San Pasqual | Bike; Pedestrian | Construct Trail | Oos Road | East Canal Road | East Canal Road | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 53 | SR-76 | San Pasqual | Bike; Pedestrian | Construct Trail | Canal Road | East of Water Tank | Paradise Mountain Road | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 54 | SR-76 | San Pasqual | Bike; Pedestrian | Construct Trail | Kunyaaw Path | Kunyaaw Path | Cool Water Ranch Road | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 55 | SR-76 | San Pasqual | Bike; Pedestrian | Construct Trail | Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road | Kunyaaw Path | Kunyaaw Path | Loop | Tribe; County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 56 | SR-76 | San Pasqual | Bike; Pedestrian | Construct Trail | San Pasqual Rd | Nyemii Pass | Kumeyaay Way | Roadway widening, striping improvements, drainage improvements, | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 57 | SR-76 | San Pasqual | Bike; Pedestrian | Construct Trail | Nyemii Pass Place | West End | Casino | | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 60 | SR-76 | San Pasqual | Geometrics | ~~Turn Lanes~~General Roadway Improvements | Lake Wohlford Rd | Valley Center Road | Valley Center Road / S6 | ~~Road is narrow; need passing and turn lanes~~Roadway widening, striping improvements, drainage improvements | County | County Mobility Element | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 61 | SR-76 | San Pasqual | Geometrics | Widening | Woods Valley Rd | Valley Center Road | Lake Wohlford Rd | Road is narrow; no shoulder | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| ~~62a~~ | ~~SR-76~~ | ~~San Pasqual~~ | ~~Geometrics~~ | ~~Widening~~ | ~~Valley Center Road~~ | ~~Cole Grade~~ | ~~.75 east of Cole Grade~~ | ~~Road is narrow; no shoulder; improve lighting~~ | ~~County~~ | ~~County CIP~~ | Complete | 2018 ITTS |
| 62b | SR-76 | San Pasqual | Geometrics | Widening | Valley Center Road | ~~Cole Grade~~Rock Hill Ranch Rd | Lake Wohlford Rd | Road is narrow; no shoulder; improve lighting | County | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 63 | SR-76 | San Pasqual | Geometrics | Widening | Paradise Mountain Rd | Canal Road | Paradise Meadow Lane | Road is narrow; no shoulder | County | County Mobility Element | Concept/ Planning | 2018 ITTS |
| 181 | SR-76 | San Pasqual | Bike; Pedestrian | Construct Trail | N Lake Wohlford Rd | Kumeyaay Way | Valley Center Rd | Construct trail to connect pedestrians and cyclists to government center, school facilities and other popular community destinations | County | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 182 | SR-76 | San Pasqual | General Roadway Improvements | Designate truck route and improve roadway | Lake Wohlford Rd | Valley Center Road | Valley Center Road / S6 | Designate Lake Wohlford as a truck route to assist in goods movement to reservation an incorporate signage and pavement improvements such as rumble strips | County | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 183 | SR-76 | San Pasqual | Geometrics | Straightening | Duro Rd | Lake Wohlford Rd | N/A | Straighten Curves | County | Tribe Only | Concept/ Planning | Newly Added (TTSP) |
| 184 | SR-76 | San Pasqual | Geometrics | Straightening | Kunyaaw Path | Kewaak Way | Old San Pasqual Rd | Straighten Curves | Tribe | Tribe Only | Concept/ Planning | Newly Added (TTSP) |

| Point Projects (San Pasqual) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 58a | SR-76 | San Pasqual | Geometrics | Realignment | Canal Rd / Paradise Mountain Rd | Canal Rd | Paradise Mountain Rd | Poor visibility at intersection | County/Tribe | County Mobility Element | Concept/ Planning | 2018 ITTS |
| 58b | SR-76 | San Pasqual | Geometrics | Signage; Restriping | Canal Rd / Paradise Mountain Rd | Canal Rd | Paradise Mountain Rd | Restripe roadway and install signage improvements | County/Tribe | County Mobility Element | Concept/ Planning | Newly added (one-on-one meeting) |
| ~~59~~ | ~~SR-76~~ | ~~San Pasqual~~ | ~~Geometrics~~ | ~~Turn Lanes~~ | ~~Duro Rd / Lake Wohlford Rd~~ | ~~Duro Rd~~ | ~~Lake Wohlford Rd~~ | ~~Turn/acceleration lane~~ | ~~County/Tribe~~ | County Mobility Element | Complete | 2018 ITTS with modifications from 2021 Update |
| 64 | SR-76 | San Pasqual | Signal, Signage, and Lighting | Signage and Lighting | Various | N/A | N/A | Poor lighting and signage on all streets within Tribal Lands | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 65 | SR-76 | San Pasqual | Transit | New Bus Stop | N/A | N/A | N/A | Stop at Wohlford Rd and Kumeyaay Way | NCTD | Tribe Only | Concept/ Planning | 2018 ITTS |
| 66 | SR-76 | San Pasqual | Transit | New Bus Stop | N/A | N/A | N/A | Stop at government center | NCTD | Tribe Only | Concept/ Planning | 2018 ITTS |
| 185 | SR-76 | San Pasqual | TDM | Mobility hub enhancements | Lake Wohlford Rd/Valley Center Rd | N Wohlford Rd | Valley Center Rd | Create a designated mobility hub to provide service for reservation | County/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 186 | SR-76 | San Pasqual | Transit | EV Fleets | N/A | N/A | N/A | Convert some of the existing approximate 20 vehicle fleet to EV | County/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 187 | SR-76 | San Pasqual | TDM | Rideshare/Shuttle | N/A | N/A | N/A | Implement a tribal microtransit system to transport community members to key destinations such as doctor's offices and popular community facilities | County/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 188 | SR-76 | San Pasqual | TDM | E-bike and NEV | N/A | N/A | N/A | Implement E-bikes and NEV infrastructure which may accompany new trail system | County/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 189 | SR-76 | San Pasqual | Transit | New Bus Turnaround | N Lake Wohlford Rd/Kumeyaay Way | N Lake Wohlford Rd | Kumeyaay Way | Construct new bus turnaround to promote pedestrian safety near school zone | County/Tribe | Tribe Only | Concept/ Planning | Newly added (TTSP) |

| Linear Projects (Santa Ysabel) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 83 | SR-79 | Santa Ysabel | Bike | Add Bike Lane | SR-78 / SR-79 | Deer Canyon Dr | San Felipe Rd | Existing narrow lanes | Caltrans | County Mobility Element | Concept/ Planning | 2018 ITTS |
| 85 | SR-79 | Santa Ysabel | Geometrics | Turn Lanes | SR-78 | Deer Capnyon Dr | Santa Ysabel | High accident and fatality rate | Caltrans | County CIP; County Mobility Element | Concept/ Planning | 2018 ITTS |
| 86a | SR-79 | Santa Ysabel | Pedestrian | Add Sidewalk | Schoolhouse Canyon Rd / BIA 52 | SR-79 | SR-79 | Connect housing developments with trail/path | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 86b | SR-79 | Santa Ysabel | Pedestrian | Add Sidewalk | SR-79 | BIA 52 | BIA 52 | Connect housing developments with trail/path | Caltrans | County Mobility Element | Concept/ Planning | 2018 ITTS |

| Point Projects (Santa Ysabel) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 84 | SR-79 | Santa Ysabel | Geometrics | Turn Lanes | SR 79 / Schoolhouse Canyon Road | SR-79 | Schoolhouse at Cyn Road | Construct left/right turn lanes | Caltrans/Tribe | County Mobility Element | Concept/ Planning | 2018 ITTS |
| 87 | SR-79 | Santa Ysabel | Transit | New Bus Stop | N/A | N/A | N/A | Install weather protected ~~B~~bus stop at tribal government facility | MTS | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 145 | SR-79 | Santa Ysabel | Geometrics | Add turn Lanes | SR-79/Epie Rd | SR-79 | Epie Rd | Construct left/right turn lanes | Caltrans/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 146 | SR-79 | Santa Ysabel | Geometrics | Add turn Lanes | SR-79/Driveway 0.26 miles north of Epie Hill Rd | SR-79 | Driveway 0.26 miles north of Epie Hill Rd | Construct left/right turn lanes | Caltrans/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 147 | SR-79 | Santa Ysabel | Geometrics | Add turn Lanes | SR-79/SR-76/Beresford Ln | SR-79 | SR-76/Baresford Ln | Construct left/right turn lanes | Caltrans/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 148 | SR-79 | Santa Ysabel | Signal, Signage, and Lighting | Signage | SR-79/Angels Crossing | SR-79 | Angels Crossing | Install mile marker signage | Caltrans/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 149 | SR-79 | Santa Ysabel | Geometrics | Add turn Lanes | Mesa Grande Rd/Angel Mountain Rd | Mesa Grande Rd | Angel Mountain Rd | Construct left/right turn lanes | Tribe/County | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 150 | SR-79 | Santa Ysabel | Geometrics | Intersection Improvements | SR-79/Santa Ysabel Mission Driveway | SR-79 | Santa Ysabel Mission Driveway | Construct intersection improvements including adding left/right turn lanes | Caltrans/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 151 | SR-79 | Santa Ysabel | Signal, Signage, and Lighting | Signage | SR-79/Santa Ysabel Mission Driveway | SR-79 | Santa Ysabel Mission Driveway | Add speed feedback signage approaching Santa Ysabel Mission Driveway | Caltrans/Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 152 | SR-79 | Santa Ysabel | Geometrics | Add turn Lanes | Mesa Grande Rd/Quail Springs Rd | Mesa Grande Rd | Quail Springs Rd | Construct left/right turn lanes | Tribe/County | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 153 | SR-79 | Santa Ysabel | Signal, Signage, and Lighting | Signage | Mesa Grande Rd | N/A | N/A | Install wayfinding signage along roadway | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 154 | SR-79 | Santa Ysabel | Signal, Signage, and Lighting | Signage | Mesa Grande Rd/Mesa Truck Trail | Mesa Grande Rd | Mesa Truck Trail | Install "slow down" signage and fire department signage approaching Mesa Grande Truck Trl/Fire department driveway | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 155 | SR-79 | Santa Ysabel | General | Fiber optic | N/A | N/A | N/A | Install fiber optic lines in Tracks 1, 2, and 3 | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

| Linear Projects (Sycuan) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 106 | SR-94 | Sycuan | Paving | Paving | Sycuan Rd | Dehesa Rd | Guard Gate on Sycuan Rd | | Tribe; County | Tribe | Concept/ Planning | 2018 ITTS |
| 144 | SR-94 | Sycuan | Geometrics | Construct Roadway | New Road | Sloane Canyon Rd | N/A | Connect residential neighborhoods via a new road east off of Sloane Canyon Road | Tribe; County | Tribe | Concept/ Planning | Newly added (one-on-one meeting) |
| 152 | SR-94 | Sycuan | Geometrics | Construct Roadway | New Road | Dehesa Rd | N/A | New residential road to access future housing development east of Dehesa Rd south of Quail Haven Ln | Tribe; County | Tribe | Concept/ Planning | Newly added (one-on-one meeting) |

| Linear Projects (Viejas) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | From | To | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 24 | I-8 West | Viejas | Geometrics | Reconstruction~~Add shoulders~~ | Browns Rd | Viejas Grade Rd | Willows Rd | Reconstruction with shoulders and improved drainage to complete improvement of loop road~~Add shoulders to complete improvement of loop road~~ | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 28 | I-8 West | Viejas | Geometrics | Reconstruction | Viejas Grande Rd | Willows Rd | Conejos Valley Rd | Reconstruction with shoulders and improve drainage | County/Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 29 | I-8 West | Viejas | Geometrics | Widening | Willows Rd | West Willow Rd Interchange | East Willow Rd Interchange | Widen from 2 to 4 lanes for trucks | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 191 | I-8 West | Viejas | Geometrics | Signage; Restriping | Browns Rd | Viejas Grade Rd | Willows Rd | Replace warning signage approaching 5 horizonal curves, restripe roadway, install rumble strips | Tribe | Tribe Only | Concept/ Planning | Newly added (Safety Plan) |

| Point Projects (Viejas) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID | Corridor | Tribal Nation | Improvement Category | Improvement Description | Street or Intersection | Cross Street 1 | Cross Street 2 | Notes | Road Ownership | Overlap with Jurisdictional Project | Project Readiness | Source |
| 21 | I-8 West | Viejas | Bridge | Bridge Repair | N/A | N/A | N/A | Repair bridge on Willows Rd; in poor condition | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 22 | I-8 West | Viejas | Comment | Remove Bike Plan | N/A | N/A | N/A | Remove Anderson Rd trail alignment from plan | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 23 | I-8 West | Viejas | Comment | Remove Trail Plan | N/A | N/A | N/A | Remove CRHT trail alignment from plan | County | Tribe Only | Concept/ Planning | 2018 ITTS |
| 25 | I-8 West | Viejas | Geometrics | Interchange Improvements | I-8/ West Willows Rd interchange | I-8 | West Willows Rd | Enhance capacity at interchange/nearby roads | Caltrans/County | Caltrans; County Mobility Element | Concept/ Planning | 2018 ITTS |
| 26 | I-8 West | Viejas | Geometrics | Interchange Improvements | I-8 / East Willows Rd interchange | I-8 | East Willows Rd | Enhance capacity at interchange/nearby roads | Caltrans/County | Caltrans; County Mobility Element | Concept/ Planning | 2018 ITTS |
| 27 | I-8 West | Viejas | Geometrics | New Interchange | I-8/ Casa De Roca Way | I-8 | Casa De Roca Way | New interchange at Casa De Roca Way | Caltrans | Tribe Only | Concept/ Planning | 2018 ITTS |
| 30 | I-8 West | Viejas | Realignment | Realign Intersection | Willows Rd / Viejas Grande Rd | Willows Rd | Viejas Grande Road | Dangerous intersection | County/Tribe | Tribe Only | Completed | 2018 ITTS with modifications from 2021 Update |
| 31 | I-8 West | Viejas | TDM | Vanpool Program | N/A | N/A | N/A | Vanpool program at casino | Tribe | Tribe Only | Concept/ Planning | 2018 ITTS |
| 32 | I-8 West | Viejas | Transit | Service | N/A | N/A | N/A | Enhanced Route ~~864~~s 838 and 888 | MTS | Tribe Only | Concept/ Planning | 2018 ITTS with modifications from 2021 Update |
| 156 | I-8 West | Viejas | TDM | EV charging | N/A | N/A | N/A | Install EV charging stations to meet CalGreen requirements | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 157 | I-8 West | Viejas | Transit | EV Fleets | N/A | N/A | N/A | Convert some of the existing shuttle fleet to EV | Tribe | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |
| 158 | I-8 West | Viejas | TDM | Mobility hub enhancements | N/A | N/A | N/A | Install mobility hub enhancements including signage, at the El Cajon Trolley Station to connect travelers during the last mile | MTS | Tribe Only | Concept/ Planning | Newly added (one-on-one meeting) |

# Intraregional Tribal Transportation Strategy Update

## 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 | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| **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 | • Very effective<br>• Should be maintained/ continued | No modifications; Leave as is |
| **Pursue strategic ~~periodic~~ meetings with jurisdictional decision and policy makers** – The Working Group ~~should~~ will request periodic meetings with decision makers ~~of potential~~from jurisdictional partners~~. These meetings would allow the tribes~~ to communicate tribal priorities, ~~identify~~ discuss overlapping ~~regional goals~~projects, and build trust and understanding with decision and policy makers. To effectively identify key jurisdictional decision and policy makers, a contact list will be | Working Group | Working Group | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Varies | • Slightly to moderately effective<br>• Should be refined to engage with policy and decision makers<br>• Important to maintain contact list of jurisdictional decision makers<br>• Need to strategize on tribal objectives and projects to discuss with decision makers<br>• Staff helpful for the technical assessment<br>• Check-ins with agencies (both in the region and external to the region) to ensure tribal transportation issues and needs are considered | Modified language of action |

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| developed and maintained. The Working Group will leverage staff at partner agencies to organize meetings with the decision and policy makers when tribal specific funding opportunities arise. | | | | | • Continue to provide incentives for partnership participation (e.g., leveraging tribal specific funding & grant opportunities) | |
| **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. To streamline the process, the Working Group will include components of the Biannual Monitoring Report as standing Working Group agenda items to be able to pull and compile from. | SANDAG; Working Group Task Force | Working Group~~,~~ ~~corridor~~ Ttask Fforce~~s~~, SCTCA | Caltrans, County of San Diego, BIA, FHWA | Every two years | • Slightly to moderately effective<br>• Should streamline and adjust level of effort due to limited resources (e.g., staff and time) to complete<br>• Consider changing lead agency to a specific committee made of individuals from the Working Group | Modified language of action, lead agency, and responsible party |
| **Enhance Tribal Representation at Partner Agency Meetings and Projects** – Working Group members will attend agency committee meetings to keep up to date with the projects and goals of partner agencies to identify potential partnership opportunities. This is especially important during the Regional Plan development. Information will be reported back to the Working Group using an on-going agenda item of "Partnerships & Collaborations." | Volunteers from the Working Group | Working Group | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Varies | • Discussed at workshop; Project team recommended action<br>• Engagement of working members in relevant regional projects such as the Comprehensive Multimodal Corridor Plans<br>• Attendance and active participation in outside agency meetings that can impact the working group<br>• Limited knowledge of the resources and expertise that can be provided by working group members and potential agency partners (e.g., SANDAG, NCTD, MTS, County of San Diego)<br>• Assign working group members to monitor and/or attend meetings of agencies in the region that may impact tribal transportation needs | New action for consideration |

# Intraregional Tribal Transportation Strategy Update

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| | | | | | • Enhanced representation during RTP technical development<br>• No dissenting comments received | |
| **Share success stories and lessons learned for Partnerships and Collaborations among the Working Group** – The Working Group will include an on-going agenda item of "Partnerships & Collaborations." This item would be an opportunity for members to share existing and future partnerships and collaborations. Individual tribal governments will be encouraged to announce partnerships and collaborations during the Working Group meeting and through an email. This allows documentation and sharing of partnerships. | SANDAG | Individual tribal governments | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Quarterly | • Discussed at workshop; Project team recommended action<br>• Initiated several projects in partnership with other agencies in region (e.g., SR 94 Multi-Use Pathway Feasibility Study, Pala Tribal Resiliency Plans, Safety Plans)<br>• Sharing of partnership opportunities and contacts with all members of the working group<br>• No dissenting comments received | New action for consideration |

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on "what went well," "what could be improved," and "recommended actions."

# Intraregional Tribal Transportation Strategy Update

## 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 | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| **Develop ~~corridor~~ a Working Group T~~t~~ask F~~f~~orce~~s of the Working Group~~ to identify partnership and funding opportunities to implement Tribal projects** ~~–~~ The Working Group will leverage planning efforts completed by partner agencies such as community plans and corridor plans to include Tribal projects. ~~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 force~~s should~~ will use the project screening tool to identify projects that could be worth advancing. The | Volunteers from the Working Group | Working Group | Caltrans, County of San Diego, BIA, FHWA | Report out quarterly to the Tribal TWG | • Slightly to moderately effective<br>• Task force meetings held to discuss and report to Working Group about potential opportunities for tribal projects<br>• Held series of workshops after the completion of the previous ITTS to break Working Group members into corridor groups<br>• There may be another mechanism to group tribes and implement projects<br>• Tribes working together but not necessarily using corridors<br>• Regular sharing of project inventory with Caltrans<br>• Limitations with how "live"/editable/ collaborative the project screening tool is in its current format<br>• Consider moving the project screening tool into online interactive dashboard with map component | Modified language of action |

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| ~~corridor~~ task force~~s~~ ~~can~~ will cooperatively annually review federal, state, regional and county plans. It is recommended for the task group to look at projects along identified corridors in the region that provide regional connection between Tribal communities and the rest of the region. | | | | | that the working group members have access to | |
| **Develop near-term or quick build ~~actions~~ projects that are critical to the success of tribal transportation and align with regional and state goals** – The ~~corridor~~ task force~~s~~ ~~should~~ will discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as "near-term ~~action~~" projects. These projects will align with regional and state goals, typical funding criteria such as safety and multi-modal connectivity, and be located on roads that Tribes identified as important in their LRTPs. These projects will clearly communicate the early actions of the Working Group. ~~Longer-term priorities should also be identified and considered for "early action" status as funding and partnership opportunities change.~~ | Volunteers from the Working Group | Working Group, ~~corridor~~ Ttask Fforce~~s~~ | SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA | Annually | • Slightly to moderately effective<br>• Every project is important to the tribe and should avoid ranking projects<br>• Identify important roads in their Tribal LRTPs<br>• Identify projects that are a cut above the rest and provide the most benefit to tribes<br>• Clearly communicate what the early action projects of the Working Group<br>• Create a short list of projects that are critical to the success of tribal transportation | Modified language of action and responsible party |
| **Monitor partner agency websites, meeting agendas, and project lists to identify "parallel" efforts that may impact or align with tribal transportation needs and projects** - The Working Group will monitor the | Volunteers from the Working Group | Working Group, task force | SANDAG, SCTCA, Caltrans, County of | Varies | • Discussed at workshop<br>• Knowledge of process and timeline for new and/or updated federal, state, regional, and county plans<br>• Assign working group members to monitor agency websites and/or | New action for consideration |

## Intraregional Tribal Transportation Strategy Update

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| activities of partner agencies by reviewing their website, meeting agendas, and published project lists to identify projects that align with tribal transportation needs and represent an opportunity for collaborative planning. Information will be reported back during the Working Group meetings using the on-going agenda item "Parallel Efforts." When an opportunity for collaborative planning is identified, the Working Group will pursue a meeting with jurisdictional staff and/or decision makers. | | | San Diego, BIA, FHWA | | meeting agendas identify efforts that may impact tribal transportation needs<br>• Include a "Parallel Efforts" as an on-going agenda item for working group<br>• Partner with working group members to educate and identify opportunities for emerging mobility technology implementation (e.g., EV charging, microtransit, mobility hubs)<br>• No dissenting comments received | |

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on "what went well," "what could be improved," and "recommended actions."

## 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 torelevant 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 | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| **Develop and maintain an online project screening tool that Working Group members can access and edit in "real-time"** – The project screening tool will live as an online interactive map with dashboard stat components that all the Working Group members have access to. The online tool will allow members to add new transportation projects from LRTPs and other Tribal transportation documents. Phasing will be a component of each project that members can edit/update as projects progress towards implementation. The tool will also include other components that allow members to filter projects quickly and efficiently to identify projects for funding and partnership opportunities. Projects considered to be "near-term" or quick build will also be identified. | SANDAG | Working Group; Individual Tribes | Caltrans, County of San Diego | Varies; A review for quality control should be completed ~~E~~every two years | • Slightly to moderately effective<br>• Identified resources to update the ITTS and its components<br>• Incorporated most tribal transportation related documents (e.g., LRTPs)<br>• Need to continue the incorporation of tribal specific transportation plans (e.g., Tribal Safety Plans, Tribal LRTPS) into the project screening tool as these continue to be developed/updated<br>• Include "Plan Status Check" as an on-going agenda item for working group members to report out the status/need of tribal transportation documents<br>• Easy for tribes to keep track of their own projects if the inventory was an online instead of PDF maps, attached | Modified language of action, responsible party, and action timeline |

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| | | | | | shapefiles, and attached excel file<br>• Continue completing LRTPs and get projects from LRTPs included into the project inventory<br>• Projects are on different timelines so need an inventory that allows flexibility/real-time maintenance<br>• Funding available for different project phases. Ideally, project inventory can identify projects for the different funding opportunities out there (E.g., planning, environmental, design)<br>• Develop and maintain phasing for project inventory | |
| **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 | • Slightly to moderately effective<br>• Identified resources to update the ITTS and its components<br>• Timeline should be in advance of the RTP update/regional planning process<br>• Strategy Update is the mechanism for updating the project inventory/screening tool<br>• ITTS project inventory from 2018 included into the 2021 Regional Plan and that the update will be for the next regional planning effort | No modifications; Leave as is |

# Intraregional Tribal Transportation Strategy Update

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| **Develop and ~~I~~incorporate completed and updated 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 using available resources/tools and funding opportunities. Available resources, tools, and potential funding sources will be periodically distributed to the Tribes or be accessible through an online webpage. The~~is~~ LRTP is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts. The Working Group will maintain the status of each tribe's LRTP by including a "Plan Status Check" as an on-going Working Group agenda item for working group members to report out the status and need of tribal transportation documents such as the LRTP. The status of the LRTPs and its integration into the project inventory will be reviewed and updated periodically. | SANDAG; Working Group Task Force | 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) | • Slightly to moderately effective<br>• Identifying resources (e.g., funding and staff) for all the tribes to develop a comprehensive Tribal Long-Range Transportation Plans (LRTPs)<br>• Tribes should continue to complete LRTPs and get the projects identified through the LRTP process into the project inventory<br>• Include "Plan Status Check" as an on-going agenda item for working group members to report out the status/need of tribal transportation documents<br>• Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their importance in obtaining funding opportunities<br>• Consider the creation of on online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update) | Modified language of action and lead agency |
| **Create an online resource library for data resources, online tools, and applicable Tribal planning documents** – The Working Group will | SANDAG | Individual tribal governments | SCTCA, BIA | Varies | • Presented at workshop<br>• Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their | New action for consideration |

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| consider having a central location of relevant transportation planning resources and documents. The online resource library will list out readily available data and resources that the Tribe can filter and use to support tribal transportation projects in grant applications and other funding opportunities. This online library will also act as a library for Tribes to store their relevant transportation plans such as Tribal Transportation Safety Plans and LRTPs. | | | | | importance in obtaining funding opportunities<br>• Consider the creation of an online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update)<br>• Create an online data library that working group members can readily access for grant applications and project development<br>• Access to data and evidence that can be used to support tribal transportation projects in grant applications and other funding opportunities<br>• Online library should not include grant applications to avoid direct replication<br>• Online library should be a resource of readily available data and tools to help with funding opportunities and project identification/justification | |

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on "what went well," "what could be improved," and "recommended actions."

## 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 | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| **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 force~~s~~ | Working Group ~~corridor~~ task force~~s~~ | Caltrans, County of San Diego, BIA, FHWA | Annually | • Slightly effective<br>• Tribes have and should continue leveraging funding opportunities<br>• No early action project list developed; however, tribes are secured funding for several projects and brought in partners when applicable<br>• Leveraged opportunities to program enhancements for transportation concurrent with other agency infrastructure projects (e.g., SR 67 Fiber)<br>• Continue/improve monitoring of early action projects (once developed) and funding opportunities<br>• Develop of near-term projects (low hanging fruit) that have a higher likelihood of finding funding and jurisdictional partners | No modifications to action; Modified lead agency and responsible party |
| **Regularly attend SANDAG Policy Advisory Committees** – The tribes should have regular attendance at | Tribal representatives | Tribal representatives | SANDAG | Monthly | • Slightly to moderately effective<br>• Gained representation on other SANDAG committees | No modifications; Leave as is |

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| SANDAG Policy Advisory Committees to advocate for issues that are meaningful to their communities and learn about efforts across the region. | | | | | | |
| ~~**Update SANDAG webpage to provide information on funding opportunities**~~ **Research and identify funding opportunities that align with Tribal projects and share funding opportunity with Tribal members** ~~Maintain and update funding opportunities on the SANDAG tribal webpage~~ The Working Group should review the funding matrix in the ITTS as well as research potentially new funding opportunities that align with projects in the inventory. These funding opportunities should be shared with the Working Group members through an on-going agenda item called "Funding Opportunities." Tribal members should attend relevant grant workshops to increase the successes of their application. If an application is successful, Tribal members should share their experience and process for developing the application with other members, especially for re-occurring funding opportunities. | SANDAG; Working Group Task Force | SANDAG | Caltrans, BIA, FHWA | Quarterly | • Slightly to moderately effective<br>• Funding opportunities not listed on the tribal webpage but mentioned during the Working Group meetings<br>• Capacity issues to pursue funding opportunities<br>• Difficult to go after new opportunities due to lacking knowledge on the level of effort and what needs to be done<br>• Would be good if fellow tribal members could do a walk-through/workshop of opportunities they were successful at (e.g., "Step by step" presentation of the process, what was required in each section, and what the Tribe member did)<br>• Online resource sharing successful grants would be good but possibility of people replicating word by word → Determined it would be more useful for a "step by step" presentation of the process<br>• Identify reoccurring funds that align with top tribal projects<br>• Make funding matrix in the ITTS that identifies tribal specific | Modified language of action and lead agency |

# Intraregional Tribal Transportation Strategy Update

| Short term and on-going actions | Lead agency | Responsible Party | Other Agencies | Action Timeline | Workshop Feedback[1] | Recommendation |
|---|---|---|---|---|---|---|
| | | | | | funding opportunities readily available for Tribes to access<br>• Include Funding Opportunities as an on-going agenda item for working group meetings<br>• Assign working group members to research potential funding opportunities and alignment with project screening tool<br>• Assign working group members to attend upcoming grant workshops | |

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on "what went well," "what could be improved," and "recommended actions."

# A6. Tribal Early Action Project Development Process

## Objective

SCTCA is considering several tactics for the expenditure of up to $5 million to advance tribal transportation goals. The tactics listed below highlight possible paths forward that range between full implementation of new infrastructure for small-sized projects to final design for large-sized projects.

## Potential Paths Forward

| Tactic[1] | Pros | Cons | Potential Funding Opportunities |
|---|---|---|---|
| 1. Fund full implementation (environmental, final design, and construction) of a medium-sized project | • Immediate and positive impact (seeing the results)<br>• Less administrative resource needs (Staff and tribal working group able to focus on one project) | • Smaller scale of community<br>• Fewer tribal members will benefit<br>• May be difficult to select based on multiple priorities (regional and tribal)<br>• High risk of putting funds in one bucket (e.g., delay in project schedule) | • Not applicable for tactics 1 to 3. |
| 2. Fund full implementation (environmental, final design, and construction) of 2 small-sized projects<br>- One in north<br>- One in south | • Immediate and positive impact (seeing results)<br>• Increase regional reach (1 project north and 1 project south)<br>• Greater likelihood to positively impact more tribal members<br>• Can implement multiple projects identified in the ITTS database | • Reduce overall project-specific benefit due project size<br>• Additional administrative resource needs | |

[1] Notes: Large-sized project over $5 million dollars. Medium-sized project $2-5 million dollars. Small-sized project less than $2 million dollars.

| Tactic[1] | Pros | Cons | Potential Funding Opportunities |
|---|---|---|---|
| 3. Fund full implementation of multiple small-sized safety projects | • Larger regional coverage of projects<br>• Can implement projects that wouldn't be necessarily competitive in safety funding opportunities (e.g., HSIP)<br>• Can implement multiple projects identified in the ITTS database<br>• Higher likelihood of project completion | • Additional administrative resource needs<br>• Reduce overall project-specific benefit due to project size<br>• May not implement a larger size project identified in the 2021 Regional Plan | |
| 4. Fund up to environmental and final design for 1 or 2 large-sized projects | • Could get projects to be shovel ready and be more competitive for outside funding<br>• Bring more outside dollars to the region<br>• Increased overall project-specific benefit due to project size | • Additional administrative resource needs<br>• Delayed project implementation<br>• Community members won't see direct immediate benefit | ***Potential Funding Opportunities for Option 4 to 6:***<br>• FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities<br>• Safety projects:<br>○ Highway Safety Improvement Program (HSIP)<br>○ Tribal Transportation Program Safety Fund (TTPSF)<br>• Active Transportation projects:<br>○ Active Transportation Program (ATP)<br>○ Recreational Trails and Greenways Grant Program |
| 5. Fund up to environmental and final design for multiple small/medium-sized projects | • Could get projects to be shovel ready and be more competitive for outside funding<br>• Bring more outside dollars to the region<br>• More regional coverage | • Additional administrative resource needs<br>• Delayed project implementation<br>• Community members won't see direct immediate benefit | |
| 6. Add tribal project to an on-going project being led by a partner agency | • Could get projects to be shovel ready and be more competitive for outside funding | • Delayed project implementation<br>• Community members won't see direct immediate benefit | |

| Tactic[1] | Pros | Cons | Potential Funding Opportunities |
|---|---|---|---|
| such as Caltrans and County of San Diego | • Bring more outside dollars to the region<br>• More regional coverage<br>• Less tribal administrative resource needs | | • Bipartisan Infrastructure Investment and Jobs Act:<br>○ Tribal Transportation Program ($2.9 billion)<br>○ Tribal Transportation Facility Bridge set-aside ($110 million)<br>○ Tribal High Priority Projects ($150 million)<br>○ Tribal Transportation Program Safety Fund<br>○ Road Maintenance under BIA<br>○ Climate Resilience and Adaption ($216 million)<br>○ Tribal Broadband Connectivity Program ($2 billion)<br>○ Water Infrastructure ($3.5 billion) |

## Next Steps

1. Tribal Taskforce/Working Group to determine tactic or blend of tactics (e.g., tactic 3 and tactic 5).
2. Review project list from 2021 Regional Plan and ITTS database to identify potential projects
3. Vetting of potential projects to confirm feasibility and opinion of probable costs.
4. Final selection of projects and present proposal to SANDAG

## Potential Projects by Tactic Table

Typically, large-sized projects are over $5 million dollars. Medium-sized project are $2-5 million dollars. Small-sized projects are less than $2 million dollars.

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AT092 | - | I-8 Corridor – Lake Jennings Park Road to Dunbar Lane | On-Street | I-8 | $23 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| AT093 | 1 | I-8 Corridor – Olde Highway 80 to Willows Road | On-Street | I-8 East | $55 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| AT095 | - | I-8 Corridor – Willows Road to SR 79 | On-Street | I-8 | $22 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | ✓ | -- |
| CC047 | 25 | I-8 (I-8 to West Willows Road) | Interchange Improvements | I-8 West | $11 | Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | ✓ | -- |
| CC048 | 26 | I-8 (I-8 to East Willows Road) | Interchange Improvements | I-8 West | $11 | Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | ✓ | -- |
| CC052 | 108 | SR 76 (Rice Canyon Road to Pala Reservation) | Straightening | SR 76 | $60 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC055 | - | SR 76 (SR 76 to Cole Grade Road) | Intersection Improvements | SR 76 | $1 | Draft 2021 Regional Plan Rural Corridors | -- | ✓ | ✓ | -- | ✓ |
| CC057 | 44 | SR 76 (SR 76 to Pauma Reservation Road) | Intersection Improvements | SR 76 | $1 | Draft 2021 Regional Plan Rural Corridors | -- | ✓ | ✓ | -- | ✓ |
| CC058 | 48 | SR 76 (Pala Casino to Rice Canyon Road) | Facility Improvements | SR 76 | $1 | Draft 2021 Regional Plan Rural Corridors | -- | ✓ | ✓ | -- | ✓ |
| CC051 | 68 | SR 76 (SR 79 to Valley Center Road) | Facility Improvements | SR 76 | $693 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC053 | 107 | SR 76 (Harolds Road to Pauma Rancho) | Straightening | SR 76 | $21 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |

[1] Rows highlighted with yellow indicate multiple sources.
[2] Typically, funding up to environmental and final design for a large-sized project would be around 20% of the total costs. Due to this, projects above $22 million were not considered for option 4.

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CC054 | 109 | SR 76 (SR 76 to Pala Mission Road) | Intersection Improvements | SR 76 | $1 | Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020) | -- | ✓ | ✓ | -- | ✓ |
| CC056 | 34b | SR 76 (West Reservation Boundary to East Reservation Boundary) | Shoulder Widening | SR 76 | $40 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC145 | - | SR 76 | SIS | SR 76 | $55 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC144 | - | SR 76 | ATDM | SR 76 | $159 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC060 | 84 | SR 79 (SR 79 to Schoolhouse Canyon Road) | Intersection Improvements | SR 79 | $1 | Draft 2021 Regional Plan Rural Corridors | -- | ✓ | ✓ | -- | ✓ |
| CC059 | - | SR 79 (Deer Canyon Road to San Felipe Road) | Shoulder Widening | SR 79 | $226 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC147 | - | SR 79 | SIS | SR 79 | $14 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | ✓ | -- |
| CC146 | - | SR 79 | ATDM | SR 79 | $40 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC049 | 97 | SR 94 (SR 94 to Melody Road/Daisy Drive) | Intersection Improvements | SR 94 | $8 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | ✓ | -- |
| CC062 | 101a | SR 94 (Jamul Reservation to Tecate Road) | Shoulder Widening/ Straightening | SR 94 | $252 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| CC050 | 12ab | SR 67 (Mapleview to Dye Road) | Shoulder Widening/ Straightening | SR 67 | $206 | Draft 2021 Regional Plan Rural Corridors | -- | -- | -- | -- | -- |
| -- | 71 | Valley Center Road from Lake Wohlford to SR 76 | Shoulder Widening | SR 67 | $17.5 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | -- | -- |
| -- | 69 | Senge Oaks Road / SR-76 | Roundabout; Traffic Calming | SR 67 | $2.3 | ITTS N-S Tribal Corridor Sublist (February 2020) | ✓ | -- | -- | -- | ✓ |
| -- | 36 | SR-76 / Magee Rd / Pala Raceway | Add Turn Lanes | SR 67 | $1.5 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | ✓ | ✓ | -- | ✓ |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| -- | 38 | Lilac Road/Lilac Road extension from SR 76 to reservation boundary | Paving | SR 67 | $8.5 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | ✓ | -- |
| -- | 60 | Lake Wohlford Road from Valley Center Road to Valley Center Road /S6 | Roadway widening, striping improvements, drainage improvements | SR 76 | $150 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | -- | -- |
| -- | 62b | Valley Center from Rock Hill Ranch Rd to Lake Wohlford Road | Shoulder Widening with lighting improvement | SR 76 | $15.3 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | ✓ | -- |
| -- | 90 | Steele Canyon Road from State Route 94 to Willow Glen Drive | Bike lane | SR 94 | $10 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | ✓ | -- |
| -- | 105 | New bus stop at gaming facility on Jamul Indian Village | Transit facility | SR 94 | $0.15 | ITTS N-S Tribal Corridor Sublist (February 2020) | | ✓ | ✓ | -- | ✓ |
| -- | 2a | Improve drainage at Interstate 8 (I-8) and roads on Camp Reservation | Drainage Improvements | I-8 East | $3 | ITTS N-S Tribal Corridor Sublist (February 2020) | ✓ | -- | -- | -- | ✓ |
| -- | 14 | Ashwood Rd from Mapleview Rd to Willow Rd | Widening/ Straightening | I-8 West | $19 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | -- | -- | -- | -- |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | I-8 West | $0.77 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | ✓ | ✓ | -- | ✓ |
| -- | 5 | Church Rd and SR 80 | Traffic signal/Lighting/ Intersection improvements | I-8 East | $0.75 | ITTS N-S Tribal Corridor Sublist (February 2020) | -- | ✓ | ✓ | ✓ | ✓ |
| -- | 111 | Add digital speed signs along Pala Temecula Road to alert drivers of their speed | Roadway Safety Improvements | SR 76 | $0.40 | ITTS Safety Projects (June 2020) | -- | -- | ✓ | -- | ✓ |
| -- | 53 | Construct Trail along Canal Road, East of Water Tank to Paradise Mountain Road | Trail | SR 76 | $0.25 | ITTS Safety Projects (June 2020) | -- | -- | ✓ | -- | ✓ |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| -- | 64 | Various intersections and roads on tribal lands for San Pasqual | Signal, Signage, and Lighting | SR 76 | $0.18 | ITTS Safety Projects (June 2020) | -- | -- | ✓ | -- | ✓ |
| -- | 125 | Camino San Ignacio from Camino Ortega to Sukat Rd | Signal, Signage, and Lighting | SR 79 | $0.75 | ITTS Safety Projects (June 2020) | -- | -- | ✓ | -- | ✓ |
| -- | 4 | Add sidewalk from SR-80 to SR-94 | Pedestrian Improvements | I-8 East | $0.75 | ITTS Safety Projects (June 2020) | -- | -- | ✓ | -- | ✓ |
| -- | 98 | Re-striping from SR-94/Jamacha Rd. | Roadway Reconfiguration | SR 94 | $0.6 | ITTS Safety Projects (June 2020) | -- | -- | ✓ | -- | ✓ |
| | 34a | Pala Mission Rd and Pala Temecula Rd from Arouba to SR 76 | Improve active transportation conditions by adding bike lane and missing sidewalks | SR 76 | $30 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 40 | Pala Mission Rd / Temecula Rd from Pala's Reservation Boundary to SR 76 | Add sidewalk on main roads | SR 76 | $3.8 | ITTS Database 2021 Update | ✓ | -- | -- | -- | ✓ |
| | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | SR 76 | $0.5 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 128 | Pedestrian bridge at Henderson Rd | Add pedestrian bridge to connect two key destinations for Pala | SR 76 | $10 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 129 | Pala Mission Rd above Trujillo Creek | Construct bridge over Trujillo Creek along Pala Mission Road | SR 76 | $18 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 130 | Pala Mission Rd above Pala Creek | Construct bridge over Pala Creek along Pala Mission Road | SR 76 | $18 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 131 | Pala Temecula Rd above Pala Creek | Construct bridge over Pala Creek along Pala Temecula Road | SR 76 | $18 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 132 | Pala Mission Rd/Pala Temecula Rd from Pala Mission Road to Pala Temecula Road | Construct sidewalk, ramps, and crosswalk improvements | SR 76 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 133 | Pala Mission Rd/Pala Mission Circle from Pala Mission Rd to Pala Mission Circle | Add crosswalk to connect two key destinations for Pala | SR 76 | $0.3 | ITTS Database 2021 Update | -- | ✓ | -- | -- | ✓ |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 143 | SR 76 | Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes | SR 76 | $4 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 144 | Add traffic control signage at residential intersections along Pala Mission Road | Intersection Safety Improvements | SR 76 | $3.5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | ✓ |
| | 42 | Adams Dr from Adams Dr to Reservation Rd | Shoulder work needed to prevent debris flow | SR 76 | $0.4 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 43 | Reservation Rd from Reservation Rd to Pala Rd | Road improvement/maintenance to repair ag damage | SR 76 | $8.5 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 45 | Street Lights along Reservation Rd (Pala Rd and Reservation Rd) | Street Lights | SR 76 | $0.46 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 46 | Traffic Signal at Cole Grade Rd / Pala Rd | Traffic Signal | SR 76 | $0.6 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 49 | Traffic Calming; Add Bike Lane along Valley Center Road (SR-76 and North Lake Wohlford Rd) | Traffic Calming; Add Bike Lane | SR 76 | $50 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 52 | Construct Trail along Oos Road (East Canal Road and East Canal Road) | Construct Trail | SR 76 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 54 | Construct Trail along Kunyaaw Path (Kunyaaw Path and Cool Water Ranch Road) | Construct Trail | SR 76 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 55 | Construct Trail along Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road (Kunyaaw Path and Kunyaaw Path) | Construct Trail | SR 76 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 56 | Construct Trail along San Pasqual Rd (Nyemii Pass and Kumeyaay Way) | Construct Trail | SR 76 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 57 | Construct Trail along Nyemii Pass Place (West End and Casino) | Construct Trail | SR 76 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 58a | Realignment along Canal Rd / Paradise Mountain Rd (Canal Rd and Paradise Mountain Rd) | Realignment | SR 76 | $3 | ITTS Database 2021 Update | ✓ | -- | -- | -- | ✓ |
| | 58b | Signage; Restriping along Canal Rd / Paradise Mountain Rd (Canal Rd and Paradise Mountain Rd) | Signage; Restriping | SR 76 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 59 | Turn Lanes along Duro Rd / Lake Wohlford Rd (Duro Rd and Lake Wohlford Rd) | Turn Lanes | SR 76 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 61 | Shoulder Widening along Woods Valley Rd (Valley Center Road and Lake Wohlford Rd) | Shoulder Widening | SR 76 | $38 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 63 | Shoulder Widening along Paradise Mountain Rd (Canal Road and Paradise Meadow Lane) | Shoulder Widening | SR 76 | $17 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 185 | Mobility hub enhancements along Lake Wohlford Rd/Valley Center Rd (N Wohlford Rd and Valley Center Rd) | Mobility hub enhancements | SR 76 | $30 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 189 | New Bus Turnaround along N Lake Wohlford Rd/Kumeyaay Way (N Lake Wohlford Rd and Kumeyaay Way) | New Bus Turnaround | SR 76 | $30 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 70 | Roundabout/Traffic calming at Palomar Mountain Road/SR-76 | Roundabout/Traffic calming | SR 76 | $8 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 75 | Paving along Campground Road (SR 76 and Zip-Line tower) | Paving | SR 76 | $8.5 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 76 | Paving along Church Road (BIA Road 40 and SR-76) | Paving | SR 76 | $8.5 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 83 | Add Bike Lane along SR-78 / SR-79 (Deer Canyon Dr and San Felipe Rd) | Add Bike Lane | SR 79 | $170 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 85 | Turn Lanes along SR-78 / Deer Canyon Dr (Deer Canyon Dr and Santa Ysabel) | Turn Lanes | SR 79 | $2.8 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 86a | Add Sidewalk along Schoolhouse Canyon Rd / BIA 52 (SR-79 and SR-79) | Add Sidewalk | SR 79 | $9 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 86b | Add Sidewalk along SR-79 (BIA 52 and BIA 52) | Add Sidewalk | SR 79 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 145 | Add turn Lanes along SR-79/Epie Rd (SR-79 and Epie Rd) | Add turn Lanes | SR 79 | $4 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | -- |
| | 146 | Add turn Lanes along SR-79/Driveway 0.26 miles north of Epie Hill Rd (SR-79 and Driveway 0.26 miles north of Epie Hill Rd) | Add turn Lanes | SR 79 | $4 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | -- |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 147 | Add turn Lanes along SR-79/SR-76/Beresford Ln (SR-79 and SR-76/Baresford Ln) | Add turn Lanes | SR 79 | $4 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | -- |
| | 148 | Signage along SR-79/Angels Crossing (SR-79 and Angels Crossing) | Signage | SR 79 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | -- |
| | 149 | Add turn Lanes along Mesa Grande Rd/Angel Mountain Rd (Mesa Grande Rd and Angel Mountain Rd) | Add turn Lanes | SR 79 | $4 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | -- |
| | 150 | Intersection Improvements along SR-79/Santa Ysabel Mission Driveway (SR-79 and Santa Ysabel Mission Driveway) | Intersection Improvements | SR 79 | $8 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 151 | Signage along SR-79/Santa Ysabel Mission Driveway (SR-79 and Santa Ysabel Mission Driveway) | Signage | SR 79 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 152 | Add turn Lanes along Mesa Grande Rd/Quail Springs Rd (Mesa Grande Rd and Quail Springs Rd) | Add turn Lanes | SR 79 | $3 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 154 | Signage along Mesa Grande Rd/Mesa Truck Trail (Mesa Grande Rd and Mesa Truck Trail) | Signage | SR 79 | $2 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 112 | Bike Lane; Shoulder Widening; Paving along Black Canyon Rd (Pile St and Mesa Grande Rd) | Bike Lane; Shoulder Widening; Paving | SR 79 | $130 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 113 | Add Traffic Signal along Rancho Ballena Rd / SR-78 (SR-78 and Rancho Ballena Rd) | Add Traffic Signal | SR 79 | $0.5 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 114 | Paving along Rancho Ballena Rd (SR-78 and Tribe) | Paving | SR 79 | $8.5 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 116 | Signage; Safety along Black Canyon Road (Pile St and Mesa Grande Rd) | Signage; Safety | SR 79 | $2.5 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 174 | Widening; Paving; Signage along Sutherland Dam Rd (SR-78 and Black Canyon Rd) | Widening; Paving; Signage | SR 79 | $28 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 123 | Fill cracks; Restripe along Camino San Ignacio (Camino Ortega and Sukat Rd) | Fill cracks; Restripe | SR 79 | $40 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 124 | Drainage Improvements along Camino San Ignacio (Camino Ortega and Sukat Rd) | Drainage Improvements | SR 79 | $4 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | -- |
| | 126 | Shoulder reconstruction along Camino San Ignacio (Camino Ortega and Sukat Rd) | Shoulder reconstruction | SR 79 | $7 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 2b | Improve Drainage along SR-94 (Reservation Boundary and Reservation Boundary) | Improve Drainage | I-8 East | $3 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 2c | Improve Drainage along All roads (N/A and N/A ) | Improve Drainage | I-8 East | $54 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3 | Realignment along Golden Acre Way / SR 80 (N/A and N/A ) | Realignment | I-8 East | $1 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 9 | Shoulder Widening; Safety Improvements; Evacuation along Crestwood Rd (Tusil Rd and Blackwood Rd) | Shoulder Widening; Safety Improvements; Evacuation | I-8 East | $3 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 11 | Intersection Improvements along SR 67 / Mapleview Rd (N/A and N/A ) | Intersection Improvements | I-8 West | $30 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 13 | Shoulder Widening; Repairs along Wildcat Canyon Rd (Willow Rd and San Vicente Rd) | Shoulder Widening; Repairs | I-8 West | $18 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 168 | Add Bike Lane along Wildcat Canyon Rd (Willow Rd and San Vicente Rd) | Add Bike Lane | I-8 West | $12 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 24 | Reconstruction along Browns Rd (Viejas Grade Rd and Willows Rd) | Reconstruction | I-8 West | $38 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 28 | Reconstruction along Viejas Grande Rd (Willows Rd and Conejos Valley Rd) | Reconstruction | I-8 West | $92 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 30 | Realign Intersection along Willows Rd / Viejas Grande Rd (N/A and N/A ) | Realign Intersection | I-8 West | $0.3 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 160 | Signage along Willows Rd/Hillcrest Drive (N/A and N/A) | Signage | I-8 East | $3 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 88 | Add Bike Lane along Proctor Valley Rd / Melody Rd (SR-94 and Northwoods Dr) | Add Bike Lane | SR 94 | $60 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 89 | Add Bike Lane along Willow Glen Dr (Dehesa Rd and Jamacha Rd) | Add Bike Lane | SR 94 | $46 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 94 | Intersection Improvements along SR 94 / Steele Canyon Rd (SR 94 and Steele Canyon Rd) | Intersection Improvements | SR 94 | $3 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 95 | Add Turn Lanes along SR 94 / Millar Ranch Rd (SR 94 and Millar Ranch Rd) | Add Turn Lanes | SR 94 | $1 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 96 | Intersection Improvements along SR 94 / Vista Diego Dr (SR 94 and Vista Diego Dr) | Intersection Improvements | SR 94 | $0.5 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 99 | Shoulders along Otay Lakes Rd (SR-94 and Wuseste Rd) | Shoulders | SR 94 | $85 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 101b | Shoulder Widening; Straightening along Tecate Rd (SR-94 and Tecate border crossing) | Shoulder Widening; Straightening | SR 96 | $10.5 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |
| | 102 | Paving; Straightening along Proctor Valley Rd (Echo Valley Rd and Northwoods Dr) | Paving; Straightening | SR 94 | $100 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 103 | Install Traffic Signal along SR 94 / Lyons Valley Rd (SR 94 and Lyons Valley Rd) | Install Traffic Signal | SR 94 | $0.5 | ITTS Database 2021 Update | -- | ✓ | ✓ | -- | ✓ |
| | 135 | Add turn Lanes along SR-94/Vista Sage Ln (SR 94 and Vista Sage Ln) | Add turn Lanes | SR 94 | $8 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 136 | Intersection Improvements along SR-94/Indian Springs Dr/ Lyons Valley Rd (SR 94 and Lyons Valley Rd) | Intersection Improvements | SR 94 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 138 | Intersection Improvements along SR-94/Jamacha Blvd (SR 94 and Jamacha Blvd) | Intersection Improvements | SR 94 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 139 | Intersection Improvements along SR-94/Maxfield Rd (SR 94 and Maxfield Rd) | Intersection Improvements | SR 94 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 140 | Intersection Improvements along SR-94/Otay Lakes Rd (SR 94 and Otay Lakes Rd) | Intersection Improvements | SR 94 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 141 | Intersection Improvements along SR-94/Honey Spring Rd (SR 94 and Honey Spring Rd) | Intersection Improvements | SR 94 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 142 | Intersection Improvements along SR-94/Jefferson St/Proctor Valley (SR 94 and Jefferson St) | Intersection Improvements | SR 94 | $5 | ITTS Database 2021 Update | ✓ | -- | -- | -- | -- |
| | 118 | Interchange Improvements along Crestwood Road/ I-8 Interchange (n/a and n/a) | Interchange Improvements | I-8 West | $8.5 | ITTS Database 2021 Update | -- | -- | -- | ✓ | -- |

| Project ID | ITTS Code | Project Name | Project Description | Corridor Benefit | Opinion of Probable Cost (Millions) | Source[1] | Tactic 1: Full Implementation of Medium-Sized Project | Tactic 2: Full Implementation of 2 Small-Sized Projects | Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects | Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects[2] | Tactic 5: Environmental and Final Design for Multiple Small/ Medium-Sized Projects |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 119 | Grading; Signage along Manzanita Rd/ Live Oak Trail (Old Hwy 80 and Manzanita Cottonwood Rd) | Grading; Signage | I-8 West | $34 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 120 | Grading; Signage along Ribbonwood Road (Old Hwy 80 and Lost Valley Rd) | Grading; Signage | I-8 West | $25 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |
| | 121 | Grading; Signage along McCain Valley Road (Old Hwy 80 and End of McCain Valley Road) | Grading; Signage | I-8 West | $65 | ITTS Database 2021 Update | -- | -- | -- | -- | -- |

# Tribal Early Action Project Selection

## Tribal Taskforce

December 15, 2021

# Potential Project List Development

## 2021 Regional Plan Rural Corridors

- Projects lifted from 2018 ITTS Effort

## N-S Tribal Corridor List

- Projects identified by Tribal Working Group in February 2020
- List of projects identified for North & South
- Taskforce utilizing list to identify potential funding sources

## Safety Projects

- Query projects from ITTS database related to safety
- No cap on probable cost

## Tribal Task Force

- Review & discussion with tribal task force members

# Taskforce Feedback

- **ITTS Code 25: I-8 (I-8 to West Willows Road)**
  - Benefits about 7 tribes due to tribal medical facility nearby
- **ITTS Code 108: SR 76 (Rice Canyon Road to Pala Reservation)**
  - Consider breaking into a smaller project to make curve more accessible for larger vehicles at Deadman's Curve
  - Reviewed with group and group is unsure of what can be done with the amount of funding currently being suggested
- 3 key intersections along SR 76
  - **ITTS Code 109: SR 76 (SR 76 to Pala Mission Road)**
  - **ITTS Code 110: Pala Mission Road/Pala Temecula Road**

# Tactics for Selection

1. **Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project
2. **Tactic #2:** Fund ***full implementation*** (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*
3. **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects
4. **Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects
5. **Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects
6. **Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

*Notes: Large-sized project over $5 million dollars. Medium-sized project $2-5 million dollars. Small-sized project less than $2 million dollars.*

# Early Action Priority Scan (Higher to Lower)

- **Help refine project list further using a higher to lower scale after considering the following factors:**
  - Potential Tribe Impact
  - Potential Environmental Issues
  - Potential Right-of-Way Concerns
  - Funding Resources Availability
  - Potential Outside Funding Sources
  - Previous Recommendation from Taskforce

# Tactics for Selection

**1** **Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project

***Pros:***

- Immediate and positive impact (seeing the results)
- Less administrative resource needs (Staff and tribal working group able to focus on one project)

***Cons:***

- Smaller scale of community
- Fewer tribal members will benefit
- May be difficult to select based on multiple priorities (regional and tribal)
- High risk of putting funds in one bucket (e.g., delay in project schedule)

# Tactics for Selection

**1** **Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Scan Category |
|---|---|---|---|---|---|
| -- | 69 | Senge Oaks Road / SR-76 | Roundabout; Traffic Calming | $2.30 | Lower |
| -- | 2a | Improve drainage at Interstate 8 (I-8) and roads on Campo Reservation | Drainage Improvements | $3 | Lower |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Tactics for Selection

2

**Tactic #2:** Fund full implementation (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*

***Pros:***

- Immediate and positive impact (seeing results)
- Increase regional reach (1 project north and 1 project south)
- Greater likelihood to positively impact more tribal members
- Can implement multiple projects identified in the ITTS database

***Cons:***

- Reduce overall project-specific benefit due project size
- Additional administrative resource needs

# Tactics for Selection

**2**

**Tactic #2:** Fund ***full implementation*** (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Scan Category |
|---|---|---|---|---|---|
| CC055 | - | SR 76 (SR 76/Cole Grade Road) | Intersection Improvements | $1 | Higher |
| CC057 | 44 | SR 76 (SR 76/Pauma Reservation Road) | Intersection Improvements | $1 | Higher |
| CC054 | 109 | SR 76 (SR 76/Pala Mission Road) | Intersection Improvements | $1 | Higher |
| -- | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $0.50 | Higher |
| CC058 | 48 | SR 76 (Pala Casino to Rice Canyon Road) | Facility Improvements | $1 | Medium |
| -- | 36 | SR-76 / Magee Rd / Pala Raceway | Add Turn Lanes | $1.50 | Medium |
| CC060 | 84 | SR 79 (SR 79/Schoolhouse Canyon Road) | Intersection Improvements | $1 | Medium |
| -- | 5 | Church Rd and SR 80 | Traffic signal/Lighting/ Intersection improvements | $0.75 | Medium |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | $0.77 | Medium |
| -- | 105 | New bus stop at gaming facility on Jamul Indian Village | Transit facility | $0.15 | Lower |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Tactics for Selection

**3** **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects

***Pros:***

- Larger regional coverage of projects
- Can implement projects that wouldn't be necessarily competitive in safety funding opportunities (e.g., HSIP)
- Can implement multiple projects identified in the ITTS database
- Higher likelihood of project completion

***Cons:***

- Additional administrative resource needs
- Reduce overall project-specific benefit due to project size
- May not implement a larger size project identified in the 2021 Regional Plan

# Tactics for Selection

**3** **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Scan Category |
|---|---|---|---|---|---|
| CC055 | - | SR 76 (SR 76/Cole Grade Road) | Intersection Improvements | $1 | Higher |
| CC057 | 44 | SR 76 (SR 76/Pauma Reservation Road) | Intersection Improvements | $1 | Higher |
| CC054 | 109 | SR 76 (SR 76/Pala Mission Road) | Intersection Improvements | $1 | Higher |
| -- | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $0.50 | Higher |
| CC058 | 48 | SR 76 (Pala Casino to Rice Canyon Road) | Facility Improvements | $1 | Medium |
| -- | 36 | SR-76 / Magee Rd / Pala Raceway | Add Turn Lanes | $1.50 | Medium |
| CC060 | 84 | SR 79 (SR 79/Schoolhouse Canyon Road) | Intersection Improvements | $1 | Medium |
| -- | 5 | Church Rd and SR 80 | Traffic signal/Lighting/ Intersection improvements | $0.75 | Medium |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | $0.77 | Medium |
| -- | 105 | New bus stop at gaming facility on Jamul Indian Village | Transit facility | $0.15 | Lower |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Tactics for Selection

**4**

**Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects

***Pros:***

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- Increased overall project-specific benefit due to project size

***Cons:***

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

# Tactics for Selection

**4**

**Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Scan Category |
|---|---|---|---|---|---|
| CC047 | 25 | I-8 (I-8/West Willows Road) | Interchange Improvements | $11 | Higher |
| CC147 | - | SR 79 | SIS | $14 | Higher |
| AT095 | - | I-8 Corridor – Willows Road to SR 79 | On-Street | $22 | Medium |
| CC048 | 26 | I-8 (I-8/East Willows Road) | Interchange Improvements | $11 | Medium |
| CC049 | 97 | SR 94 (SR 94 to Melody Road/Daisy Drive) | Intersection Improvements | $8 | Medium |
| -- | 38 | Lilac Road/Lilac Road extension from SR 76 to reservation boundary | Paving | $8.50 | Medium |
| -- | 71 | Valley Center Road from Lake Wohlford to SR 76 | Shoulder Widening | $17.50 | Lower |
| -- | 62b | Valley Center from Rock Hill Ranch Rd to Lake Wohlford Road | Shoulder Widening with lighting improvement | $15.30 | Lower |
| -- | 90 | Steele Canyon Road from State Route 94 to Willow Glen Dr | Bike lane | $10 | Lower |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Tactics for Selection

**5**

**Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects

***Pros:***

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage

***Cons:***

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

# Tactics for Selection

**5**

**Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Scan Category |
|---|---|---|---|---|---|
| CC055 | - | SR 76 (SR 76/Cole Grade Road) | Intersection Improvements | $1 | Higher |
| CC057 | 44 | SR 76 (SR 76/Pauma Reservation Road) | Intersection Improvements | $1 | Higher |
| CC054 | 109 | SR 76 (SR 76/Pala Mission Road) | Intersection Improvements | $1 | Higher |
| -- | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $0.50 | Higher |
| CC058 | 48 | SR 76 (Pala Casino to Rice Canyon Road) | Facility Improvements | $1 | Medium |
| -- | 36 | SR-76 / Magee Rd / Pala Raceway | Add Turn Lanes | $1.50 | Medium |
| CC060 | 84 | SR 79 (SR 79/Schoolhouse Canyon Road) | Intersection Improvements | $1 | Medium |
| -- | 5 | Church Rd and SR 80 | Traffic signal/Lighting/ Intersection improvements | $0.75 | Medium |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | $0.77 | Medium |
| -- | 69 | Senge Oaks Road / SR-76 | Roundabout; Traffic Calming | $2.30 | Lower |
| -- | 105 | New bus stop at gaming facility on Jamul Indian Village | Transit facility | $0.15 | Lower |
| -- | 2a | Improve drainage at Interstate 8 (I-8) and roads on Campo Reservation | Drainage Improvements | $3 | Lower |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Tactics for Selection

6

**Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

***Pros:***

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage
- Less tribal administrative resource needs

***Cons:***

- Delayed project implementation
- Community members won't see direct immediate benefit

# Tactics for Selection

6

**Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Scan Category |
|---|---|---|---|---|---|
| CC047 | 25 | I-8 (I-8/West Willows Road) | Interchange Improvements | $11 | Higher |
| CC048 | 26 | I-8 (I-8/East Willows Road) | Interchange Improvements | $11 | Medium |
| CC060 | 84 | SR 79 (SR 79/Schoolhouse Canyon Road) | Intersection Improvements | $1 | Medium |
| -- | 15 | Willow Road and Ashwood Road | Traffic signal/ Intersection improvements | $0.77 | Medium |
| -- | 14 | Ashwood Rd from Mapleview Rd to Willow Rd | Widening/ Straightening | $19 | Lower |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Refined Project List

***Discussion***

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Area | *Recommendation* | *Recommended Funding* |
|---|---|---|---|---|---|---|---|
| CC047 | 25 | I-8 (I-8/West Willows Road) | Interchange Improvements | $11 | South | ***Project Initiation Document*** | |
| CC054 | 109 | SR 76 (SR 76/Pala Mission Road) | Intersection Improvements | $1 | North | ***Implement in Full*** | |
| CC052 | 108 | SR 76 (Rice Canyon Road to Pala Reservation) | Straightening | $60 | North | ***Individual CMCP to break project into smaller feasible projects*** | |
| -- | 5 | Church Rd and SR 80 | Traffic signal/Lighting/ Intersection improvements | $0.75 | South | ***Implement in Full*** | |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Alternative Project List

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) * | Area | Tactic 1 | Tactic 2 | Tactic 3 | Tactic 4 | Tactic 5 | Tactic 6 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CC055 | 46 | SR 76 (SR 76/Cole Grade Road) | Intersection Improvements (Traffic Signal) | $1 | North | | ✓ | ✓ | | ✓ | |
| CC057 | 44 | SR 76 (SR 76/Pauma Reservation Road) | Intersection Improvements (Turn Lane) | $1 | North | | ✓ | ✓ | | ✓ | |
| -- | 110 | Pala Mission Rd/Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $0.50 | North | | ✓ | ✓ | | ✓ | |
| | | | | | South | | | | | | |
| | | | | | South | | | | | | |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Next Steps

- Bring forward refined EAP list to SCTCA Board
- Collaborate with SANDAG on identifying funding

# Tribal Early Action Project Selection

**SCTCA**

December 21, 2021

# Opportunity

- Identify a tribal project(s) for potential accelerated funding
- Test case for a reoccurring tribal-specific funding

# Potential Project List Development

## 2021 Regional Plan Rural Corridors

- Projects lifted from 2018 ITTS Effort

## N-S Tribal Corridor List

- Projects identified by Tribal Working Group in February 2020
- List of projects identified for North & South
- Taskforce utilizing list to identify potential funding sources

## Safety Projects

- Query projects from ITTS database related to safety
- No cap on probable cost

## Tribal Task Force

- Review & discussion with tribal task force members

# Tactics for Selection

1. **Tactic #1:** Fund ***full implementation*** (environmental, final design, and construction) of a medium-sized project
2. **Tactic #2:** Fund ***full implementation*** (environmental, final design, and construction) of 2 small-sized projects *(e.g., One in north & One in south)*
3. **Tactic #3:** Fund ***full implementation*** of multiple small-sized safety projects
4. **Tactic #4:** Fund up to ***environmental and final design*** for 1 or 2 large-sized projects
5. **Tactic #5:** Fund up to ***environmental and final design*** for multiple small/medium-sized projects
6. **Tactic #6:** Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

*Notes: Large-sized project over $5 million dollars. Medium-sized project $2-5 million dollars. Small-sized project less than $2 million dollars.*

# Early Action Scan (Higher to Lower)

- **Help refine project list further using a higher to lower scale after considering the following factors:**
  - Potential Tribe Impact
  - Potential Environmental Issues
  - Potential Right-of-Way Concerns
  - Funding Resources Availability
  - Potential Outside Funding Sources
  - Previous Recommendation from Taskforce

# Refined Project List

***Discussion***

Task Force Recommendation

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions)* | Area | Status | Agency | Project Planning | Environment (PAED) | Design (PS&E) | Construction | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CC047 | 25 | I-8 (I-8/West Willows Road) | Interchange Improvements | $11 | South | Proposal | Caltrans | $0.8 | $1.7 | $1.7 | $13.2 | **$17.3** |
| CC054 | 109 | SR 76 (SR 76/Pala Mission Road) | Intersection Improvements (Realignment) | $1.25 | North | Proposal | Caltrans | $0.1 | $0.2 | $0.2 | $1.5 | **$2.0** |
| CC052 | 108 | SR 76 (Rice Canyon Road to Pala Reservation) | Straightening | $60 | North | Proposal | Caltrans | $4.2 | $9.0 | $9.0 | $72.0 | **$94.2** |
| -- | 5 | Church Rd and SR 80 | Intersection improvements (Traffic Signal/Lighting) | $1.25 | South | Proposal | Caltrans | $0.1 | $0.2 | $0.2 | $1.5 | **$2.0** |

Notes: *Does not include recent surge in costs reported by stakeholders.

# Recommendation

***Discussion***

Task Force Recommendation

| RP ID | ITTS Code | Project Name | Project Description | Area | Status | Agency | Recommendation | Recommended Amount |
|---|---|---|---|---|---|---|---|---|
| CC047 | 25 | I-8 (I-8/West Willows Road) | Interchange Improvements | South | Proposal | Caltrans | ***Project Planning*** | **$0.8** |
| CC054 | 109 | SR 76 (SR 76/Pala Mission Road) | Intersection Improvements (Realignment) | North | Preliminary Designs | Caltrans | ***Implement in Full*** | **$2.0** |
| -- | 5 | Church Rd and SR 80 | Intersection improvements (Traffic Signal/Lighting) | South | Proposal | Caltrans | ***Implement in Full*** | **$2.0** |
| CC052 | 108 | SR 76 (Rice Canyon Road to Pala Reservation) | Straightening | North | Proposal | Caltrans | ***Refine Location/Scope*** | **$0.2** |
| ***Total Amount Recommended*** | | | | | | | | **$5.0** |

# Alternative Project List

| RP ID | ITTS Code | Project Name | Project Description | Opinion of Probable Cost (Millions) * | Area | Status | Agency |
|---|---|---|---|---|---|---|---|
| CC055 | 46 | SR 76 (SR 76/Cole Grade Road) | Intersection Improvements (Traffic Signal) | $1 | North | Proposal | Caltrans |
| CC057 | 44 | SR 76 (SR 76/Pauma Reservation Road) | Intersection Improvements (Add Turn Lane) | $1 | North | Preliminary Designs | Caltrans |
| CC147 | - | SR 79 | SIS | $14 | North | Proposal | Caltrans |
| -- | 110 | Pala Mission Rd/ Pala Temecula Rd | Intersection Improvements (Traffic Signal, Signage, and Lighting) | $1.25 | North | Proposal | County |
| AT095 | - | I-8 Corridor (Willows Road to SR 79) | On-Street | $22 | South | Proposal | Caltrans |
| CC048 | 26 | I-8 (I-8/East Willows Road) | Interchange Improvements | $11 | South | Proposal | Caltrans |
| CC049 | 97 | SR 94 (SR 94 to Melody Road/Daisy Drive) | Intersection Improvements | $8 | South | Preliminary Designs | Caltrans |

Notes: *Does not include recent surge in costs reported by stakeholders.

**Tribal Early Action Project Selection**

| Project ID | ITTS Code | Project Name | Project Description | Details | Notes | Opinion of Probable Cost (Millions) | Area | Source | Proposed Scan Category | Tactic 1: Full Implementation (Medium) | Tactic 2: Full Implementation (2 Small) | Tactic 3: Full Implementation (Multiple Small Safety) | Tactic 4: Environmental/Final Design (Large) | Tactic 5: Environmental/Final Design (Multiple Small-Medium) | Tactic 6: Agency Project Alignment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AT095 | - | I-8 Corridor – Willows Road to SR 79 | On-Street | None | None | $22 | South | Draft 2021 Regional Plan Rural Corridors | Medium | | | | Y | | |
| CC048 | 26 | I-8 (I-8/East Willows Road) | Interchange Improvements | | | $11 | South | Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020) | Medium | | | | Y | | Y |
| CC049 | 97 | SR 94 (SR 94 to Melody Road/Daisy Drive) | Intersection Improvements | Intersection Improvements | Realignment; Traffic Signal; Additional Lanes | $8 | South | Draft 2021 Regional Plan Rural Corridors | Medium | | | | Y | | |

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SANDAG

# Interagency Technical Working Group on Tribal Transportation Issues

Item: 8

March 30, 2022

Action: **Information**

# Regional Digital Equity Strategy and Action Plan - Early Actions

## Introduction

Technology and connectivity are critical to the future of transportation and the vision outlined in the 2021 Regional Plan. As the San Diego region's transportation planning agency and metropolitan planning organization, SANDAG has a key role to play in planning for and implementing digital communications infrastructure needed to support transportation technology improvements, smart city initiatives, and access to high-quality internet.

At its December 17, 2022, the Board of Directors adopted the Regional Digital Equity Strategy and Action Plan (Attachment 1) to spur rapid broadband deployment and adoption in the San Diego region. The Strategy and Action Plan was developed with input from the Regional Digital Divide Taskforce, which consists of representatives from public agencies, broadband providers, and non-profit organizations that are actively working to bridge the digital divide. The Southern California Tribal Chairmen's Association is a member of the Digital Divide Taskforce.

## Discussion

*The Digital Divide in the San Diego Region*

To inform the recommendations in the Strategy and Action Plan, SANDAG staff conducted a regional gap analysis to identify where there are disparities in broadband infrastructure and service. The analysis revealed that only 66% of the population in rural and tribal communities have access to fixed broadband in the San Diego region. In urban areas, 94% of the population have fixed broadband service available. However, service is not affordable, leading to low adoption especially among households earning less than $50,000 per year. In some communities, more than 20% of low-income households do not have a broadband subscription or computer at home. This makes it difficult to participate in virtual learning, remote work, telehealth, and access other critical online services. The Digital Divide in the San Diego Region Story Map provides more information on the state of the digital divide in the San Diego region.

## Early Actions

The Strategy and Action Plan identifies seven overarching strategies and actions for improving both broadband access and adoption in San Diego County. SANDAG staff are collaborating with stakeholders on several near-term initiatives including:

**Initiative: Pursue projects to expand service in unserved and underserved areas.**

Status: As part of the State's Middle-Mile Broadband Initiative, the California Department of Technology (CDT) is overseeing the deployment of an open-access, middle-mile network that will expand high-speed broadband service throughout the state. In November 2021, the CDT announced 18 initial broadband projects and four corridors in the San Diego region for inclusion in the statewide middle-mile network (State Routes 67, 76, 78, and 79). It is anticipated that the CDT will identify additional segments over the next few months. When complete, this network will provide connectivity to many of our underserved areas, rural communities, and tribes.

Last year, SANDAG, Caltrans, and the County of San Diego partnered to identify $7 million in funding to install fiber with Caltrans planned SR 67 Pavement Rehabilitation project, which will fill a critical gap in the region's fiber network. Now a part of the statewide middle-mile network, SANDAG and Caltrans are working to advance the delivery of the state's first middle-mile segment. Construction is anticipated to begin in spring 2022. When complete, this will enable the expansion of reliable and affordable broadband and establish the necessary infrastructure to implement transportation operation and safety improvements along the SR 67 corridor.

As part of its Statewide Rural Connectivity efforts, the California State Parks Department is leading a broadband pilot to provide service within Anza Borrego State Park. SANDAG and members of the Regional Digital Divide Taskforce are supporting this effort and evaluating opportunities to expand service beyond state parks that could serve rural households and tribal lands.

**Initiative: Create a regional portal for digital equity resources like the Federal Communications Commission's (FCC) Affordable Connectivity Program. Coordinate with 211 to cross-promote information.**

Status: SANDAG will be launching a "Get Connected" campaign to increase awareness of regional digital equity resources including subsidies for broadband service (e.g., FCC's Affordable Connectivity Program), digital literacy programs, accessibility, and device technical assistance. Collaborating with partners is essential to spreading awareness and increasing adoption. The campaign will develop partner outreach toolkits to cross-collaborate with trusted community partners like the Tribal TWG, Social Equity Working Group, the Digital Divide Taskforce, social service and healthcare providers, education-based organizations, and local jurisdictions. Direct outreach will focus on communities that have low broadband adoption rates. The City of San Diego and 211 are partnering on the outreach effort and supporting the development of a regional database of digital equity resources. The outreach campaign will launch in early April 2022. The Tribal TWG is asked to cross-collaborate and partner on the "Get Connected" outreach campaign.

**Initiative: Continue convening public agencies, community-based organizations (CBOs), tribes, public housing, public health, libraries, and education organizations to advance digital equity.**

Status: SANDAG will continue convening the Digital Divide Taskforce on a quarterly basis to share best practices, resources, and coordinate on regional initiatives. The next Taskforce meeting is scheduled for April 13, 2022, and will focus on Get Connected outreach. Members of the Tribal TWG are asked to take part to help increase awareness of digital equity resources in the region.

For more information on joining the Digital Divide Taskforce, please contact Krystal Ayala, krystal.ayala@sandag.org.

**Initiative: Conduct a joint procurement with the Southern California Association of Governments (SCAG) to pre-qualify potential partners for grants and other digital equity projects that expand broadband infrastructure and services in Southern California including tribal lands.**

Status: The request for qualifications (RFQ) was released in December 2021; twenty organizations expressed interest in partnering with SANDAG and SCAG to expand broadband services. A panel of stakeholders from the SANDAG and SCAG regions have made final prospective partnership recommendations, which will be announced end of March 2022. This RFQ will prepare the region for forthcoming state and federal funding that could support broadband expansion projects in unserved and underserved areas. Last year, several tribes submitted proposals as part of the National Telecommunications and Information Association's Tribal Broadband Connectivity Program. This RFQ would support future grant and partnership opportunities to expand broadband service to tribal lands.

**Initiative: Develop a dig once policy to cost-effectively integrate broadband and digital communications infrastructure as part of SANDAG-funded projects, including Transnet projects.**

Status: The 2020 California State Broadband Action Plan and AB 1549 task Caltrans with doing this as part of state highway projects. In December 2021, the U.S. Department of Transportation's Federal Highway Administration also passed a final rule (FHWA–2019–0037) allowing for the installation of this infrastructure as part of transportation projects to avoid the need for further excavation in the future.

Status: In alignment with state and federal requirements, early progress is being made to draft the dig once policy that will require SANDAG-funded projects to integrate digital communications infrastructure in areas where there are gaps. This policy would enable public agencies to expand the infrastructure needed to support broadband and intelligent transportation solutions such as smart intersections, real-time traveler information, connected and autonomous vehicle infrastructure, and active transportation demand management solutions support efficient operations during congested periods, major incidents, outages, or evacuations. The dig once policy will be included with the proposed TransNet Ordinance amendments that will be brought to ITOC and the Board later this year.

**Initiative: Convene the Regional Digital Infrastructure Taskforce (ReDIT) to develop regional permitting standards and guidelines that expedite broadband infrastructure development in unserved and underserved communities.**

Status: On February 24, staff convened the first ReDIT meeting to evaluate permitting practices and develop standard guidelines for deployment of digital infrastructure. This Taskforce will meet monthly to develop streamlined permitting guidance for broadband by December 2022. Members of the Tribal TWG are invited to participate in ReDIT. For more information on joining, please contact Krystal Ayala, krystal.ayala@sandag.org.

**Next Steps**

SANDAG staff will continue to monitor implementation of many of these near-term actions, evaluate priorities, and update the Action Plan on an annual basis to reflect progress.

*Antoinette Meier, Director of Regional Planning*

Key Staff Contact: Krystal Ayala, (619) 699-1998, krystal.ayala@sandag.org

Attachment: 1. Regional Digital Equity Strategy and Action Plan

**Agenda Item 8— Attachment 1:**

# Regional Digital Equity Strategy and Action Plan

The full document in electronic format can be downloaded at
https://www.sandag.org/uploads/projectid/projectid_614_31273.pdf

For a printed copy, please contact the Public Information Office at (619) 699-1950 or pio@sandag.org.

SANDAG

# Interagency Technical Working Group on Tribal Transportation Issues

Item: **10**

March 30, 2022

Action: **Information**

# San Vicente Comprehensive Multimodal Corridor Plan Update

## Introduction

At its September 27, 2019, meeting the Board of Directors allocated funding to complete Comprehensive Multimodal Corridor Plans (CMCP) for 11 corridors throughout the region. CMCPs aim to inform decision-makers by providing a framework for an integrated transportation system by working with stakeholders and incorporating local, state, and federal policy considerations. The San Vicente Corridor was identified as one of the five CMCP to be completed in the first half of the corridor plan program.

The San Vicente study area includes the City of Poway, the County of San Diego (the communities of Ramona and Lakeside) and the Barona Indian Reservation. Major transportation facilities included in the study area are State Route 67 (SR 67) between Mapleview Street in Lakeside to State Route 78 (SR 78) in Ramona, SR 78 within the Ramona Community Plan Area, Wildcat Canyon Road, and other local arterial roadways including roadway connections to tribal lands, Metropolitan Transit System (MTS) and North County Transit District (NCTD) transit service, bicycle, pedestrian, and equestrian facilities. An update on the progress of the San Vicente CMCP and an overview of the draft inventory of transportation solutions and needs assessment for the corridor was presented to the Interagency Technical Working Group on Tribal Transportation Issues on September 29, 2021.

## Discussion

### *Key Considerations*

Caltrans and SANDAG are developing the San Vicente CMCP in collaboration with the City of Poway, County of San Diego, California Highway Patrol, CalFire, NCTD, MTS, San Diego Sheriff, Tribal Government representatives, and members from the Lakeside and Ramona Community Planning Groups (CPGs). Representatives from each organization make up the Stakeholder Working Group. The CMCP is taking a holistic approach to evaluate the San Vicente Corridor and develop a multimodal suite of projects and strategies to address the unique corridor characteristics. The corridor is not limited to the highway facility and looks at key connections, intersections, active transportation, and parallel roadways to improve the transportation network.

The needs assessment identified several areas of focus for the corridor: improve roadway safety; increase evacuation capacity; improve utility resilience and create EV infrastructure; increase information accessibility; plan for trucks and emergency vehicles; reduce traffic congestion; and create high quality pedestrian, bicycle, and equestrian facilities.

The proposed transportation solutions were then developed with consideration of the public comments received and the existing conditions and needs analysis. The project team also worked with stakeholders to develop the proposed transportation solutions. The most recent public engagement efforts include a public meeting that took place on February 23, 2022, and presentations to the Lakeside and Ramona CPGs on March 2, 2022, and March 3, 2022, respectively. A high-level overview of the proposed solutions for each identified need are listed in the table below.

| Need | Proposed Solutions |
|---|---|
| **Active Transportation** | Multi-Use Paths, Buffered Bike Lanes, Equestrian Trails, Sidewalk Enhancements, Intersection Improvements, Traffic Calming, Bike Fix-It Stations, Bike Parking Areas, Parallel Low-Stress Routes |
| **Evacuation** | Emergency Communications Systems, Active Transportation and Demand Management, Warning Alerts and Sirens, Alternate Signal Timing, Callboxes, Emergency Tow-Truck Deployment, Evacuation Staging Area |
| **Traffic Congestion and Goods Movement** | Truck Climbing Lanes, Intersection Control Evaluations, Turnouts/Viewpoints, Wayfinding Signage, Frontage Roads, Smart Intersection Systems, New Fixed-Route Transit Service, Rideshare, and On-Demand Shuttles |
| **Safety** | Falling Rock Protection Devices, Intersection Safety Improvements, Speed Studies, Runaway Truck Ramps, Center Left-Turn Lanes, Design Improvements, Dynamic Message Signs, Wildlife Connectivity |
| **Utilities** | Broadband Access, EV Charging, Backup Power Sources, Expanded Digital Infrastructure, Increased Utility Resiliency |

The proposed transportation solutions are shown in Attachment 1 and will also be outlined in the draft CMCP document, which will be released for public review in May 2022.

**Next Steps**

Caltrans and SANDAG staff will provide updates on this project at future meetings.

***Antoinette Meier, Senior Director, Regional Planning***

Key Staff Contacts: Melina Pereira, (619) 379-7349, melina.pereira@dot.ca.gov
Mimi Morisaki, (619) 699-6989, michiko.morisaki@sandag.org

Attachment: 1. San Vicente CMCP – Needs Assessment and Project Inventory Map

# SAFETY

## SUPPORTING INFORMATION

- 4 fatalities occurred within 1/2-mile segment on Recreation Ridge
- Truck related collisions concentrated near Vigilante Road intersection and the Lakeside Segment
- Collision hotspots: intersections, sharp curves, urban segments (Lakeside and Ramona)
- Corridor bisects several wildlife habitats

**38%** of collisions occurred at unsafe speeds

**31%** of collisions were rear end

**28%** involved a vehicle hitting an object

**18** fatal collisions occured between **2015-2019**

**4** were in **Recreation Ridge**

*Source: Statewide Integrated Traffic Records System (SWITRS) 2015 – 2019*

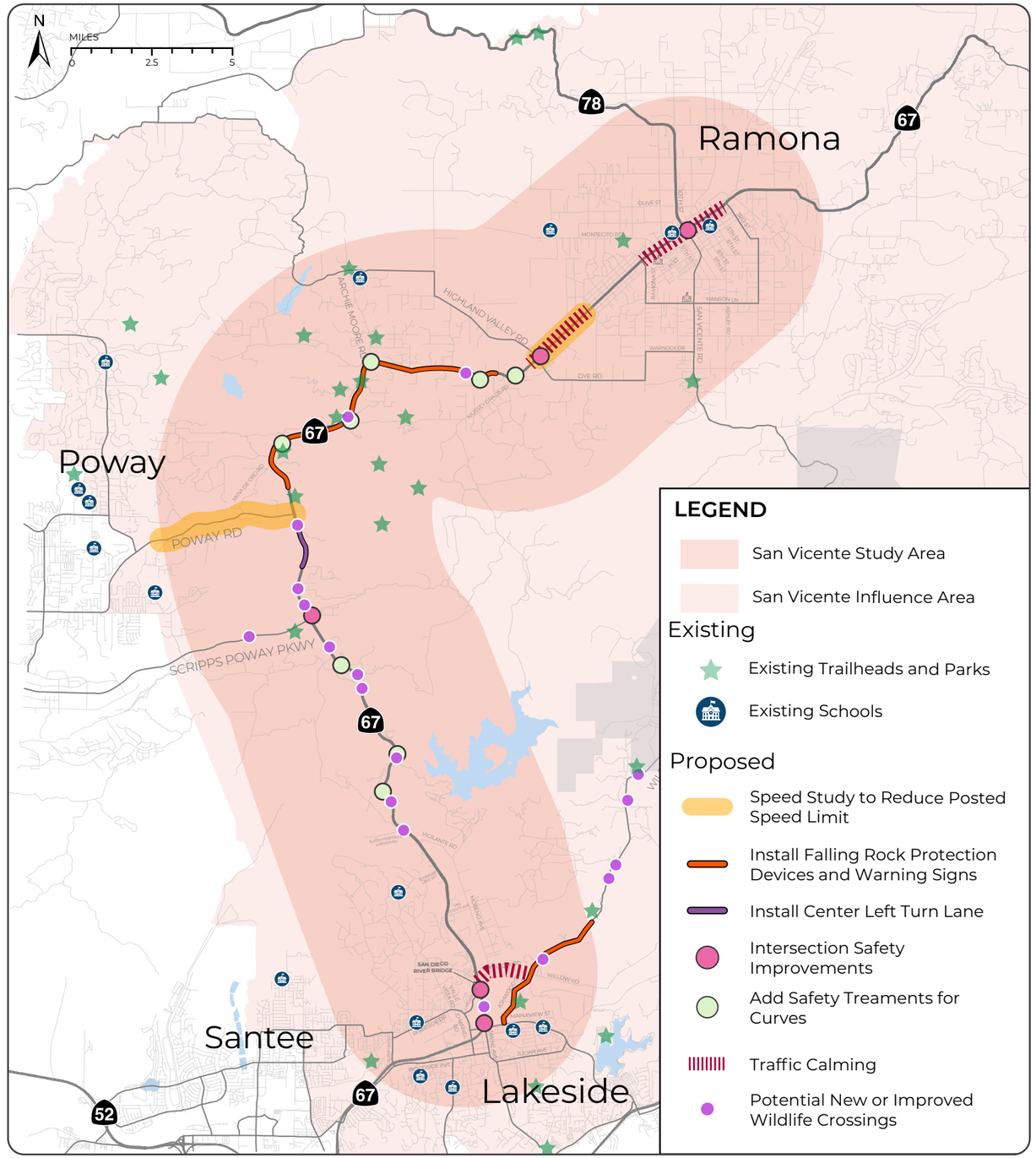
## GOALS

- Address hot spot collision locations
- Systemically apply safety enhancements at locations with roadway characteristics similar to hot spot locations
- Incorporate a “Safe Systems” approach
- Restore and enhance habitat connections

*Center Left Turn Lane*

*Wildlife Underpass*

*Falling Rock Prevention Devices*



# EVACUATION

## SUPPORTING INFORMATION

- Climate change is anticipated to increase wildfire threat/danger
- Study Area has a moderate level of wildfire concern; communities to the east have a high level of wildfire concern
- Adequate capacity for evacuation is under analysis
- Corridor evacuation events involve the unique participation of livestock, including at least 10,000 horses

**31,576** Residents in the **evacuation area**

**80%** use **SR 67** to evacuate

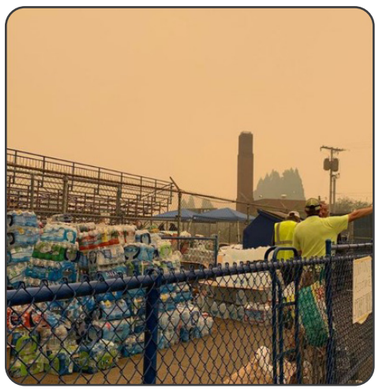
*Source: SR-67 Highway Improvements Project - Project Approval & Environmental Document Phase: Draft Evacuation Plan Recommendations Report (December 2021)*

## GOALS

- Leverage technology to improve distribution of information and evacuation operations
- Address physical bottlenecks that impact evacuation
- Provide for defensible spaces and increase roadway resilience

*Variable Message Signage*

*Evacuation Route Signage*



*Outdoor Evacuation Point*

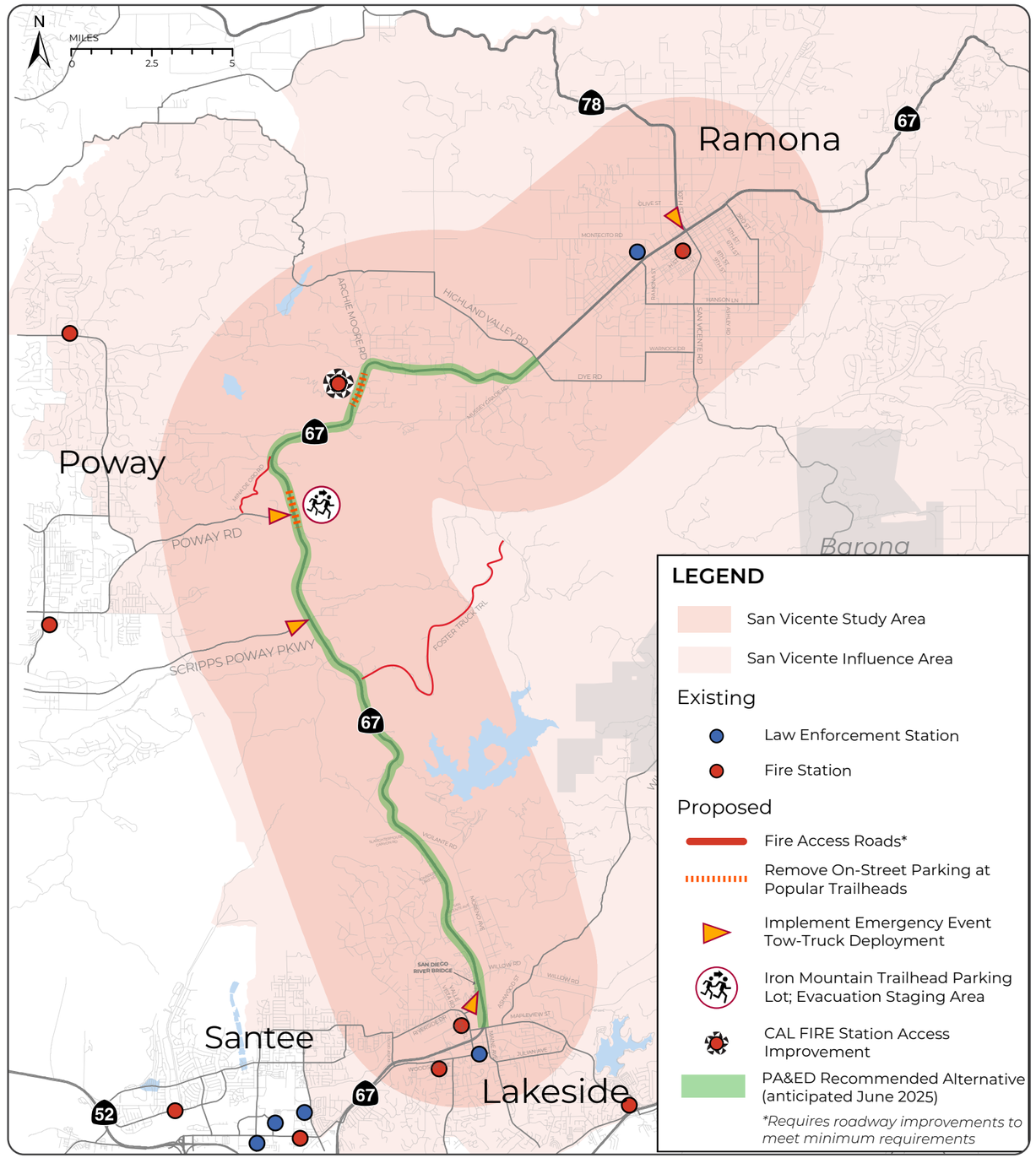



Figure 4-2

# ACTIVE TRANSPORTATION

## SUPPORTING INFORMATION

- Corridor currently provides little to no protection for people who walk, bike, and ride horses
- Existing bicycle facilities are substandard - shared facilities or shoulders along high volumes, high speed roadways
- Existing walking facilities are disconnected and non-compliant based on the Americans with Disabilities Act
- Currently planned projects may not meet community expectations

### Existing Mode Share

**92%** **7%** **1%**

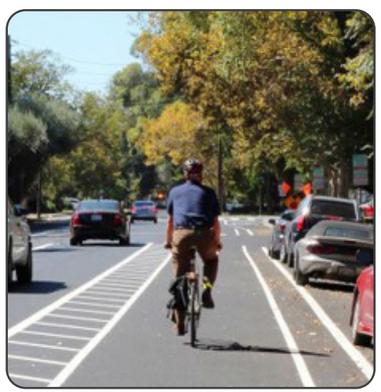
*Source: SANDAG ABM DS39*

**>10,000**

*Source: 2005 Ramona Community Trails and Pathways Plan*

## GOALS

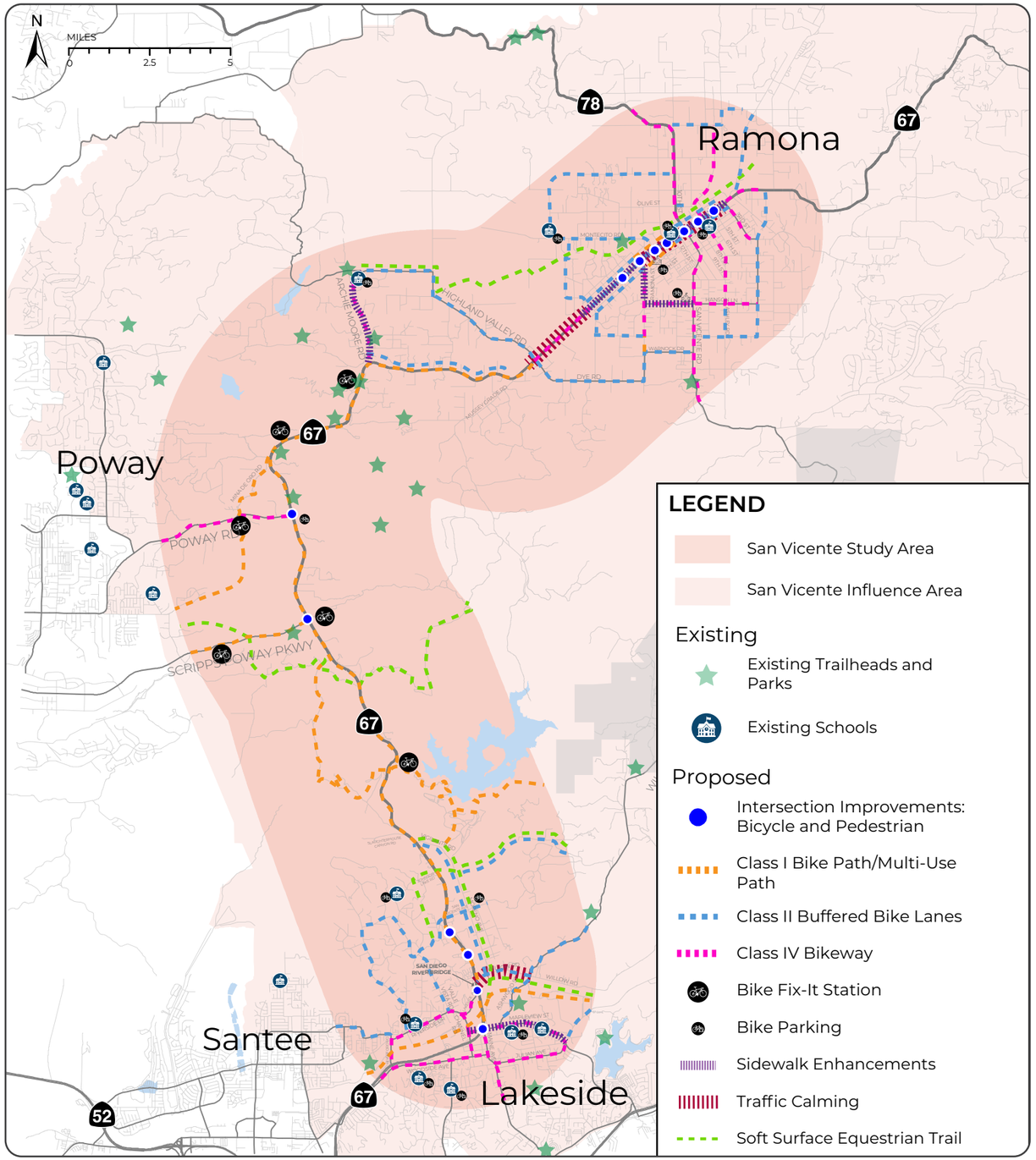
- Provide a connected network of mobility options for all ages and abilities to access key destinations including schools and recreational areas
- Provide low-stress alternative routes parallel to SR-67 where feasible
- Incorporate traffic calming
- Increase comfort and visibility for all users
- Support and advance a “Main Street” environment in Ramona and Lakeside
- Support and supplement the County of San Diego Active Transportation Plan



*Class II: Buffered Bike Lane*

*Lead Pedestrian Intervals*

*Soft Surface Trails*



# TRAFFIC CONGESTION AND GOODS MOVEMENT

## SUPPORTING INFORMATION

- The Corridor is heavily utilized for both commuting and recreational purposes, therefore traffic congestion can be an issue on both weekdays and weekends
- Specific congestion issues experienced along the Recreation Ridge segment for Ramona community members commuting to and from work in Poway
- Alternative transportation options are limited

**81%** of corridor trips are by those driving alone

Corridor bottlenecks in Ramona, Poway, and Lakeside

*Source: SANDAG ABM DS 39*

Trucks make up an average of **7%** of total vehicles on **SR 67**

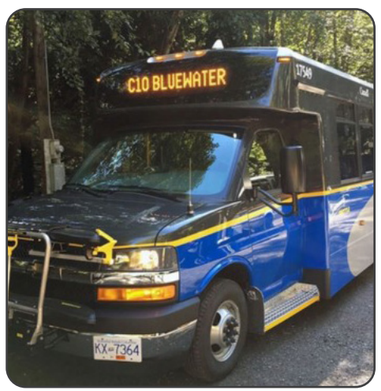
*Source: Caltrans Average Annual Daily Traffic (AADT) 2018*

Trucks in the Area of Influence spend a combined average of **287** **hours** in traffic daily

*Source: SANDAG ABM DS 39*

## GOALS

- Minimize congestion bottlenecks at key pinch-points
- Maximize Corridor efficiency using technology
- Explore alternative intersection designs at major intersections
- Consider unique, fragile, and freight commodities transported along the Corridor




*Neighborhood Shuttle*

*Truck Climbing Lane*

*Frontage Road*

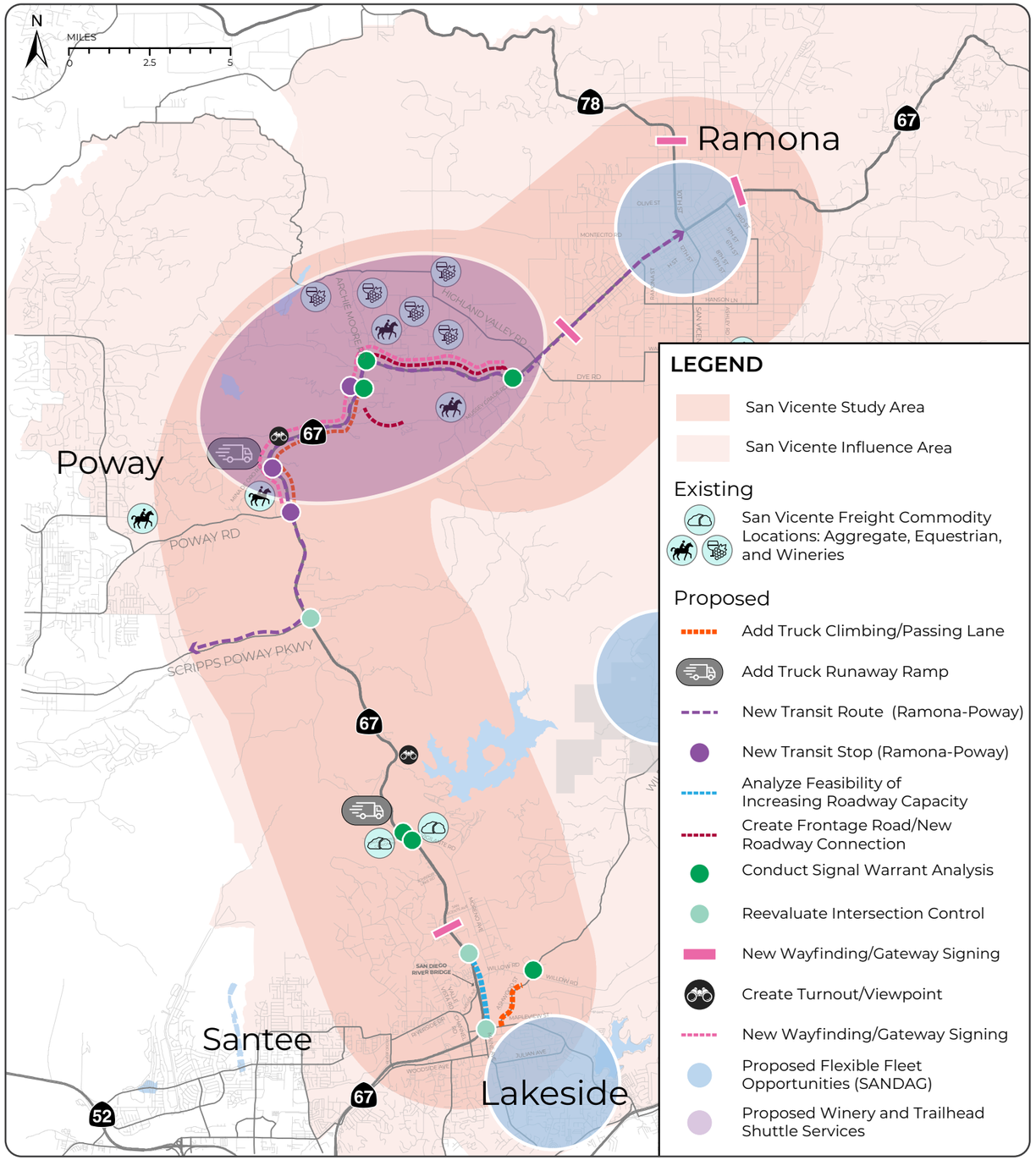



Figure 4-4

# UTILITIES

## SUPPORTING INFORMATION

- SANDAG formed a Regional Digital Divide Taskforce and developed the Regional Digital Equity Strategy and Action Plan to address service disparities and gaps in the broadband network for the region
- As the region transitions to more electric passenger vehicles, trucks, and buses, high-speed chargers will be needed along this critical people- and goods-movement corridor
- Power shutoffs impact the traffic signals on SR 67 and other parallel routes, as well as critical communications equipment, including broadband, cellular, emergency notification equipment, and EV chargers
- Expanding digital infrastructure will enable the deployment of several transportation technology solutions and support evacuation management

**66%** of rural communities in San Diego County have access to fixed broadband

**Percentage** of San Diego County households with **no internet subscription at home** (by income)

| < $20K | $20K - $75K | > $75K |
|---|---|---|
| **29.6%** | **12.9%** | **3.2%** |

*Source: Regional Digital Equity Strategy and Action Plan, SANDAG 2021*

## GOALS

- Expand the digital infrastructure needed to support the transportation system
- Increase utility resiliency to emergencies and climate change
- Modernize broadband access and speeds for communities in the San Vicente Area of Influence

*Electric Vehicle Charging Stations*

*Electric Vehicle Charging Stations*

*Conduit Infrastructure*

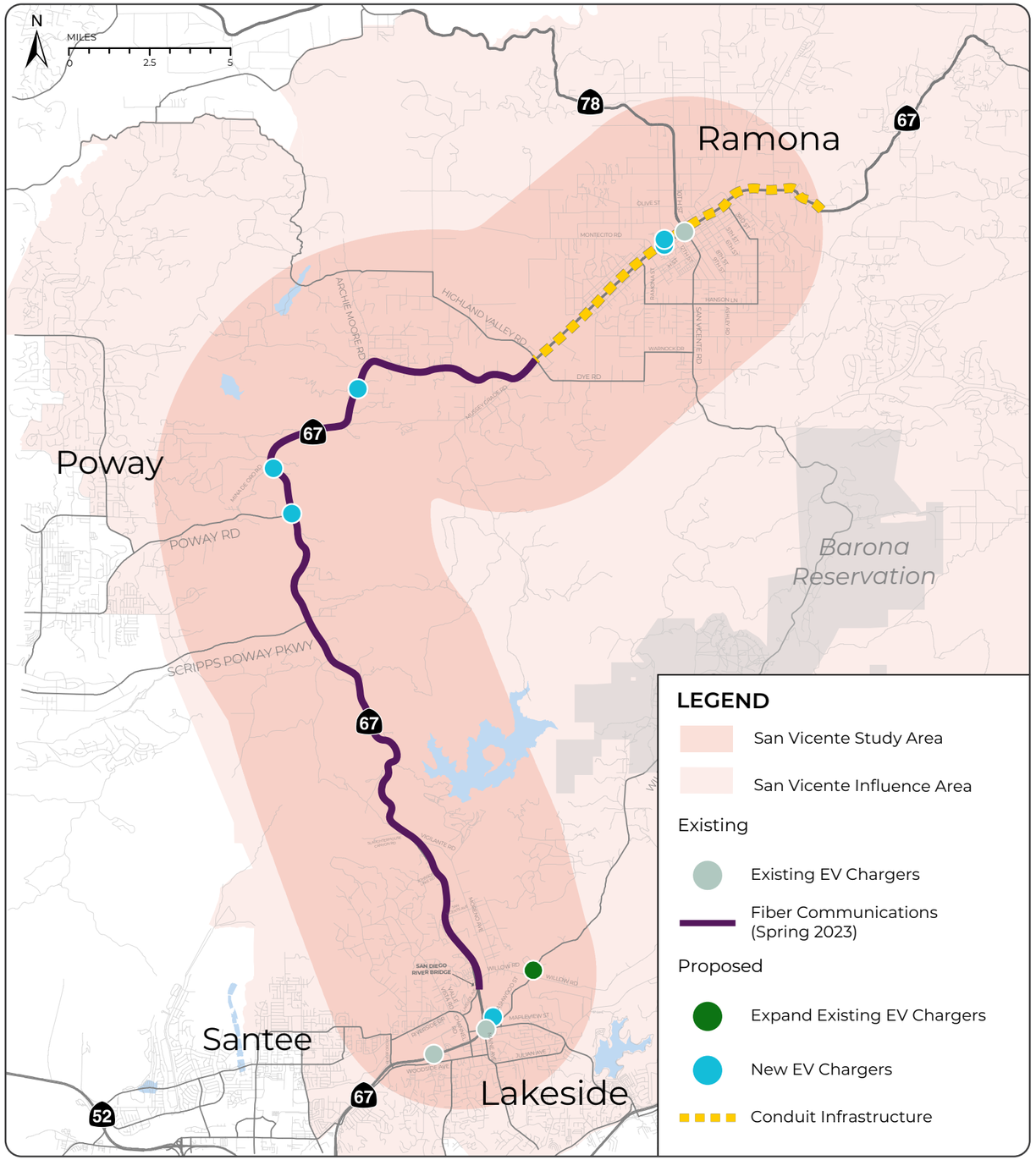



Figure 4-5