



Interagency Technical Working Group on Tribal Transportation Issues

Wednesday, April 29, 2026

10:00 am – 12:00 pm

Rincon Government Center - Sunroom

One Government Center Lane
Valley Center, CA 92082

Agenda

1. Welcome and Introductions

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

2. Member Comments/Communications

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

Opportunity for members to provide information and announcements.

3. Meeting Minutes

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

Working group members are asked to review the minutes of the January 14, 2026, meeting and raise questions or comments.

4. Co-Chairs' Report

Jamul Indian Village of California Chairwoman Erica M. Pinto

Chief Executive Officer Mario Orso, SANDAG

Senior Regional Planning Director Antoinette Meier, SANDAG

Co-Chairs will share updates relevant to the mission of the working group.

Reports

+5. Analyzing Accessibility of Essential Services and Opportunities for Tribal Nations in the San Diego Region

Principal Data Scientist Liang Tian, SANDAG

Data Scientist Darren Jiang, SANDAG

Staff will share findings from a recent research study examining access to essential services and opportunities for Tribal Nations in the San Diego region.

+6. California-Baja California Border Resiliency Plan

Senior Regional Planner Kim Smith, SANDAG

Staff will provide an update on the California-Baja California Border Resiliency Plan and seek input on project deliverables.

+7. Traffic Safety for Native American Youth Project

Program Analyst Karen Lenyoun, Transportation Research and Education for Driving Safety, UC San Diego

Staff from the Transportation Research and Education for Driving Safety (TREDS) program will present on the Traffic Safety for Native American Youth Project.

+8. SANDAG Current Tribal Efforts

Senior Regional Planner/Tribal Liaison Paula Zamudio, SANDAG

SANDAG staff will provide an update on efforts involving tribes and tribal reservations in the San Diego region.

9. Next Meeting and Adjournment

Chairwoman Erica M. Pinto, Tribal TWG Co-Chair, Jamul Indian Village of California

April 29, 2026

January 14, 2026, Meeting Minutes

Chairwoman Erica M. Pinto (Jamul Indian Village of California) called the meeting of the Interagency Technical Working Group on Tribal Transportation Issues to order at 10:09 a.m.

1. Welcome and Introductions

Chairwoman Erica M. Pinto provided a welcome and introduction for the Tribal TWG meeting and asked attendees to introduce themselves. Chairman Kevin Osuna of the Lipay Nation of Santa Ysabel led the group in a blessing.

2. Member Comments/Communications

Tribal TWG members were given the opportunity to provide information, updates, and announcements. No information was shared.

Consent

3. Approval of Meeting Minutes

Working group members approved the meeting minutes for the October 1, 2025, meeting.

Reports

4. Co-Chairs' Report

Chairwoman Erica M. Pinto shared updates on the December 2025 meeting between SANDAG and SCTCA leadership. Topics discussed included a commitment to host more tribal summits and executive leadership meetings to advance tribal projects and priorities, as well as policy changes required to add a tribal voting seat to the SANDAG Board of Directors.

SANDAG Senior Director of Regional Planning Antoinette Meier announced that SANDAG is working with the Southern California Association of Governments on planning for regional impacts of the 2028 Los Angeles Olympic Games; more information will be shared at the Borders Committee meeting on January 23. Meier also shared that the SANDAG Board of Directors adopted the 2025 Regional Plan and associated Environmental Impact Report on December 12, 2025. Tribal priority projects are slated for completion in the earlier phase years of the plan. Additionally, the finalized Regional Climate Action Roadmap has been submitted to the EPA and is available online.

Action: Information only.

5. Middle Mile Broadband Initiative Update

SCTCA Director of Technology Matthew Rantanen presented an update on the Middle Mile Broadband Initiative, which aims to install 10,000 miles of fiber throughout the Southern California region. Efforts are underway to connect tribal reservations impacted by gaps in the network, particularly those along SR 76, SR 79, and SR 94. Current projects are slated for completion by the end of 2026, with some permitting

trickling into 2027.

Working group members asked questions pertaining to specific tribal reservations, resources, and funding.

Action: Information only.

6. 2024 Tribal Summit Follow-Up

Working Group Co-Chairs presented updates on progress made on outcomes of the 2024 Tribal Summit in addition to updates on recent grant applications and awards.

Over the coming months, staff will continue discussions with SCTCA to identify a date for the next Tribal Summit. SANDAG and SCTCA leaders will meet again in early 2026 for continued discussion on key topics. As grant notifications are received, tribes and SCTCA will be informed. SANDAG staff will work with SCTCA staff to review tribal sovereignty education materials. County Tribal Liaison Roberta Leash added that the county is currently updating its Tribal Cultural Resources guidelines for CEQA.

Action: Information only.

7. County of San Diego Update

County Tribal Liaison Roberta Leash provided an overview of the Office of Sustainability and Environmental Justice, highlighting upcoming opportunities for tribal engagement. Department of Public Works Associate Transportation Specialist Tanvir Hossain provided updates on county road improvements at Ashwood Street Corridor, as well as roadway speed reductions implemented and pending on multiple tribal reservations.

Action: Information only.

8. Caltrans District 11 Updates

Caltrans District 11 Tribal Liaison Karen Islas introduced District 11 Native American Coordinator Juliette Meling and provided an overview of the upcoming SR 76 Culvert Rehabilitation Construction Project to improve drainage and enhance integrity throughout the corridor.

Working group members shared feedback on plans to repave the roadway following the project, in addition to site specific recommendations.

Action: Information only.

9. Tribal Priority Projects Update

SANDAG Senior Regional Planner Sara Toma Ischep presented an update on two SANDAG tribal priority projects: interchange improvements at Interstate 8 and West Willows Road, and roadway straightening improvements to State Route 76 from Horse Ranch Creek Road to Pala Mission Road. Initial planning for the I-8 at West Willows Road Project is anticipated to conclude by fall 2026, and work on SR 76 is anticipated to be completed by summer 2027.

Working group members shared feedback on the potential traffic impacts of a new healthcare center by the I-8 at West Willows Road Project as well as opportunities for further tribal consultation.

Action: Information only.

10. Next Meeting and Adjournment

Chairwoman Erica M. Pinto adjourned the meeting at 11:24 a.m.

The next meeting will take place in the spring and a date will be shared once confirmed.



Analyzing Accessibility of Essential Services and Opportunities for Tribal Nations in the San Diego Region

Interagency Technical Working Group on
Tribal Transportation Issues | Item 5
Liang Tian, Ph.D., Principal Data Scientist
Darren Jiang, Data Scientist | Wednesday,
April 29, 2026

Indigenous Data Sovereignty

*Tribal nations and
Indigenous Peoples' rights in
governing the collection,
ownership, and application
of their own data.*

Indigenous Peoples' Rights in Data

DATA FOR GOVERNANCE	GOVERNANCE OF DATA
RIGHT TO SELF-DETERMINATION the ability to organize and control data in relation to a collective identity	RIGHT TO GOVERN the right to lead and collaborate in the development and implementation of protocols and in decisions about access to data
RIGHT TO POSSESS the ability to exercise jurisdictional control over the ways that data flows/moves/are queried	RIGHT TO DEFINE the right to define lifeways of knowing and being including how they are represented in data
RIGHT TO USE the ability of individuals and collectives to use data for their own purposes	RIGHT TO PRIVACY the protection of collective identities and interests from undue attention, also including the possibility of requesting omission and/or erasure
RIGHT TO CONSENT the expression of digital autonomy and the ability to assess risks and accept potential harms	RIGHT TO KNOW the ability to track the storage, use, and reuse of the data and who has had access to them
RIGHT TO REFUSE the right to say "no" to certain uses of data	RIGHT TO ASSOCIATION the recognition of provenance and terms of attribution
RIGHT TO RECLAIM the right to reclaim, retain, and preserve data, data labels, and data outputs that reflect Indigenous Peoples' identities, cultures, and relationships	RIGHT TO BENEFIT the opportunity to benefit from the use of data and equitable benefit sharing from derivatives of data

Global Indigenous Data Alliance (GIDA) | "Indigenous Peoples' Rights in Data."
The Global Indigenous Data Alliance (GIDA) gida.org
DOI: 10.6084/m9.figshare.22131862

Source: Indigenous Peoples' Rights in Data | NNI Database

Why Are We Here?

- Recognize the challenges of data collection
- Identify available data sources
- Share research on Tribal Nations presented to
2025 Census Local Employment Dynamics Partnership Workshop
- Continue engagement on sharing meaningful data & analysis
- Partner for research, grant applications to gain additional resources

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Data Sources

Availability, Vintage, and Geography

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Publicly Available Data Sources

Category	Source
Geographic Boundaries	Census Bureau: TIGER/Line Shapefiles
Employment	Census LEHD Origin-Destination Employment Statistics (LODES) Version 8 (Private Primary Jobs JT03)
Essential Retailers	Google Maps
Education	SANDAG School and College Inventories, 2024
Healthcare Facilities	California Health and Human Services Agency (CalHHS), 2024
Road Network and Activity	SANDAG Regional GIS Data Warehouse (Road Segments) 2024
Traffic Collisions	California Highway Patrol (CHP) - Statewide Integrated Traffic Records System (SWITRS) 2012-2022
Address Points	SANDAG Regional GIS Data Warehouse (SITUS Address Points NG911) 2024
SRA Population/Housing	SANDAG 2024 Population and Housing Estimates

Research Topic and Findings

Research Topics

- Investigate if rural communities and tribal nations have similar access to **essential services**
- Examine **differences in accessibility**, if any, between rural communities and tribal nations
- Discover essential services that are **disproportionately inaccessible** compared to other services
- Explore any statistically significant differences in **road and transit infrastructure**

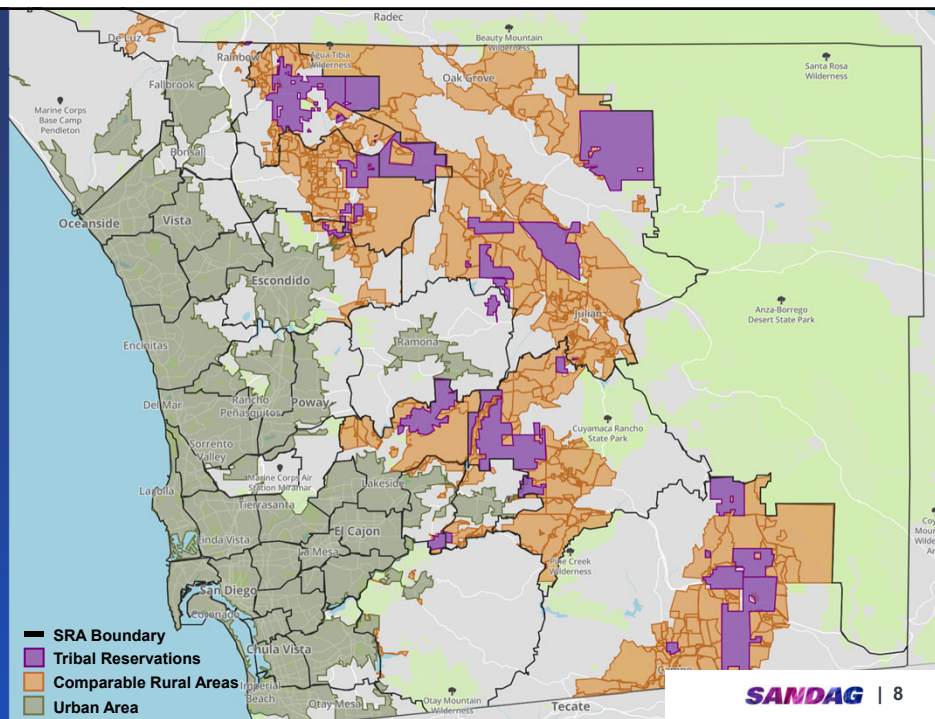
SANDAG | 7

Data Pre-Processing: Comparable Rural Areas

Break up rural, tribal, and urban areas into census blocks

Group census blocks into Subregional Areas (SRAs)

Select all rural blocks that have similar distance from urban blocks as tribal land blocks

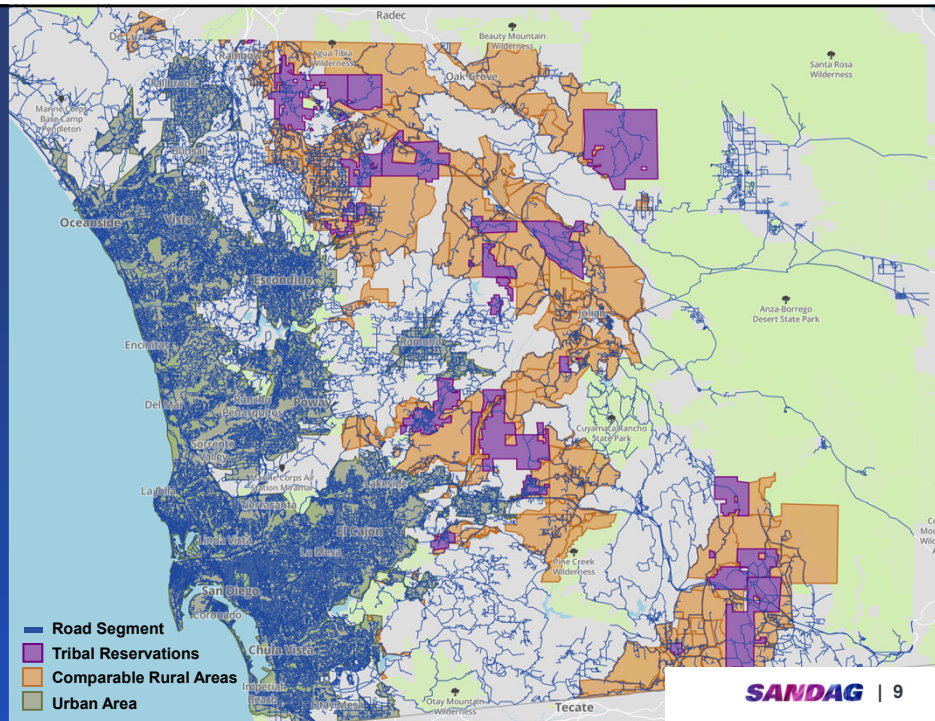


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Road Density

Rural communities on average have more road infrastructure than tribal communities.

Additionally, road infrastructure in northern regions tend to be more developed.

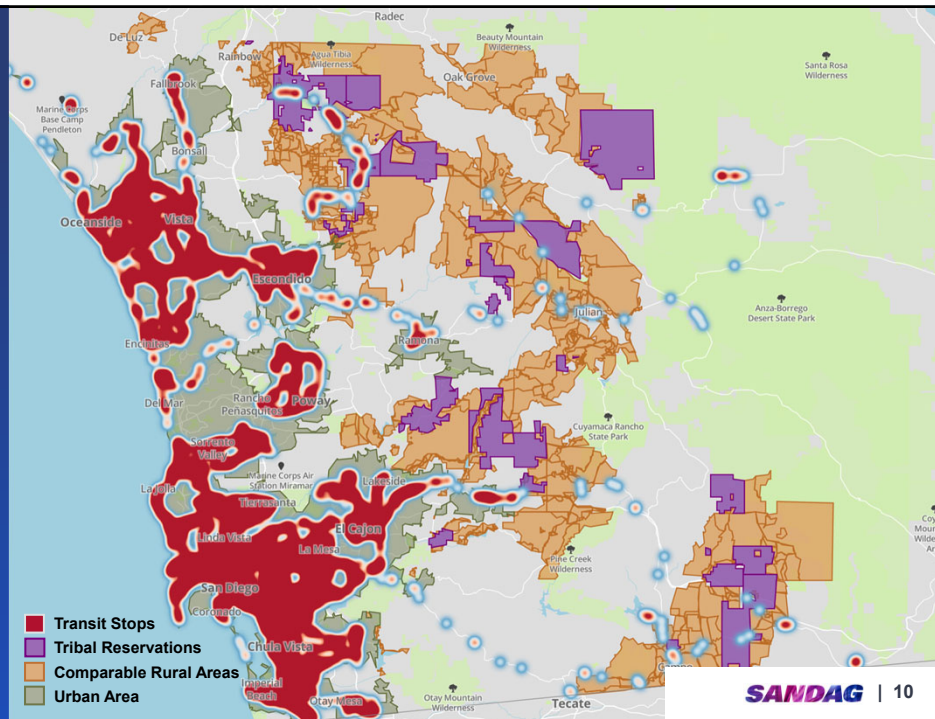


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Transit Stop Infrastructure

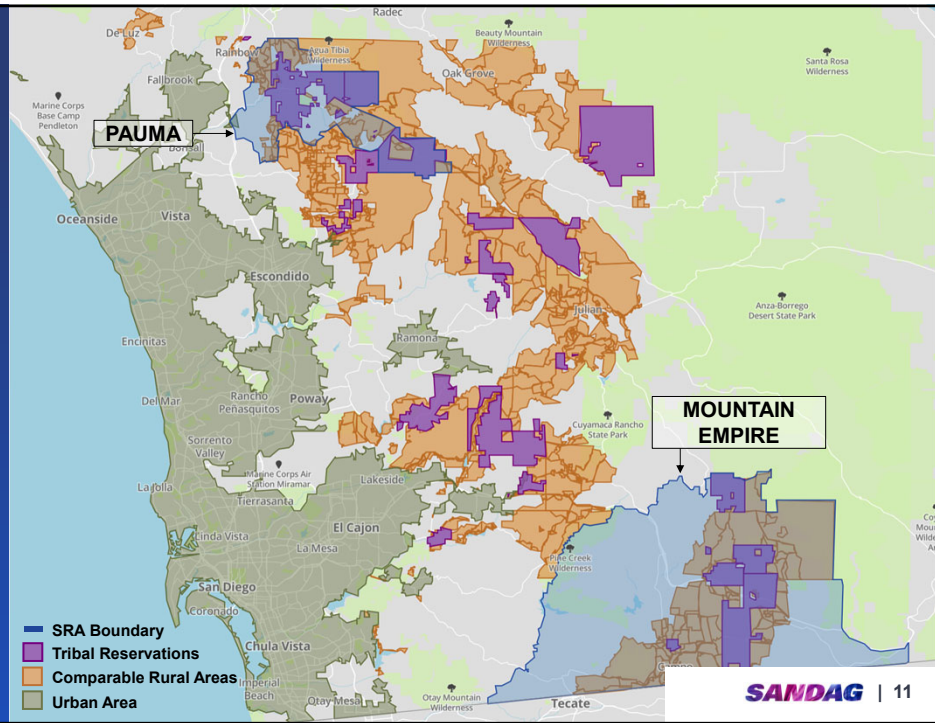
Areas like the Barona Reservation and rural areas north of Escondido have road infrastructure but lack public transit.

In general, the northern areas are more connected with transit infrastructure than the southern areas.



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Pauma and Mountain Empire SRAs in San Diego County



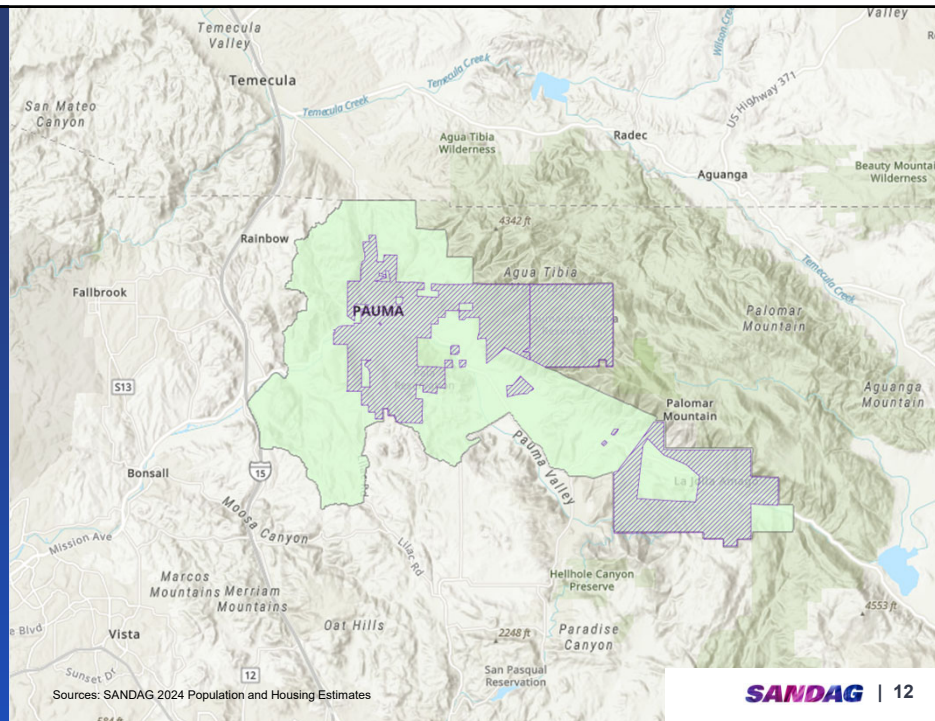
The Pauma Subregional Area

 **6,512**
total population

 **2,646**
housing units

Reservations:

- Pala
- Pauma
- La Jolla

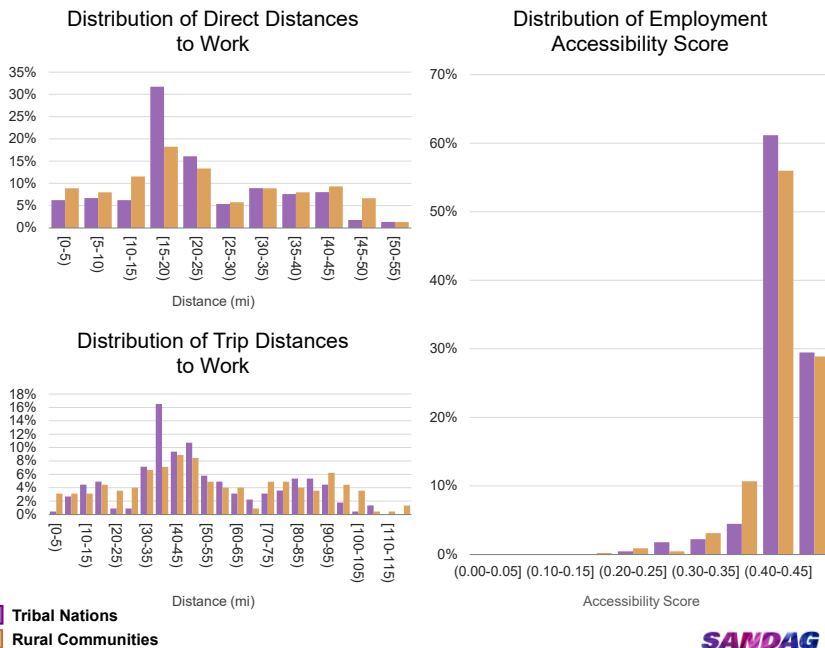


Sources: SANDAG 2024 Population and Housing Estimates

Distribution of Commute Distances in Pauma SRA

Commute distances are generally similar for residents of tribal reservations and comparable rural communities in the Pauma Subregional Area.

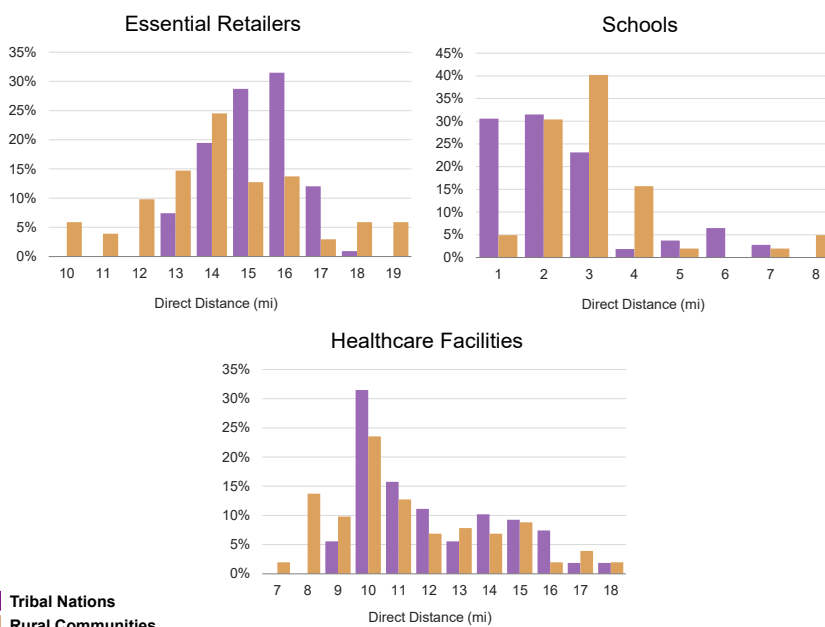
When looking at accessibility ratios, residents of tribal reservations have similarly direct routes to their place of work.



Accessibility Metrics in the Pauma SRA

Residents of tribal reservations in the Pauma Subregional have less accessibility to essential retailers and healthcare facilities.

However, residents of tribal reservation are closer on average to their closest school compared to residents of their local rural communities.

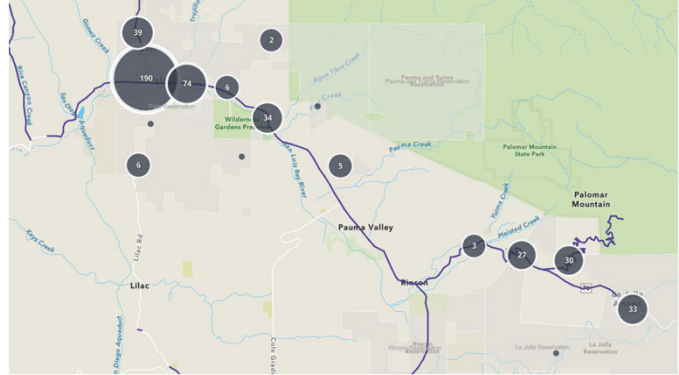


Note: Outlier values were removed from the Essential Retailers, Schools, and Healthcare Facilities graphics.

Traffic Safety in the Pauma Subregional Area

On average, more collisions occurred within tribal reservations, regardless of weighting method.

	Tribal Nation	Rural Community
Average Number of Collisions per Year	53.5	41.1
Average Number of Collisions per Year per 100 miles	60.7	55.0
Average Number of Collisions per Year per 100 people	2.9	1.9



NOTE: Due to limitations in data collection infrastructure for rural areas and Data Sovereignty for tribal nations, the collision metrics could be underreported.
Image Source: [SANDAG Traffic Safety Dashboard](#)

The Mountain Empire Subregional Area



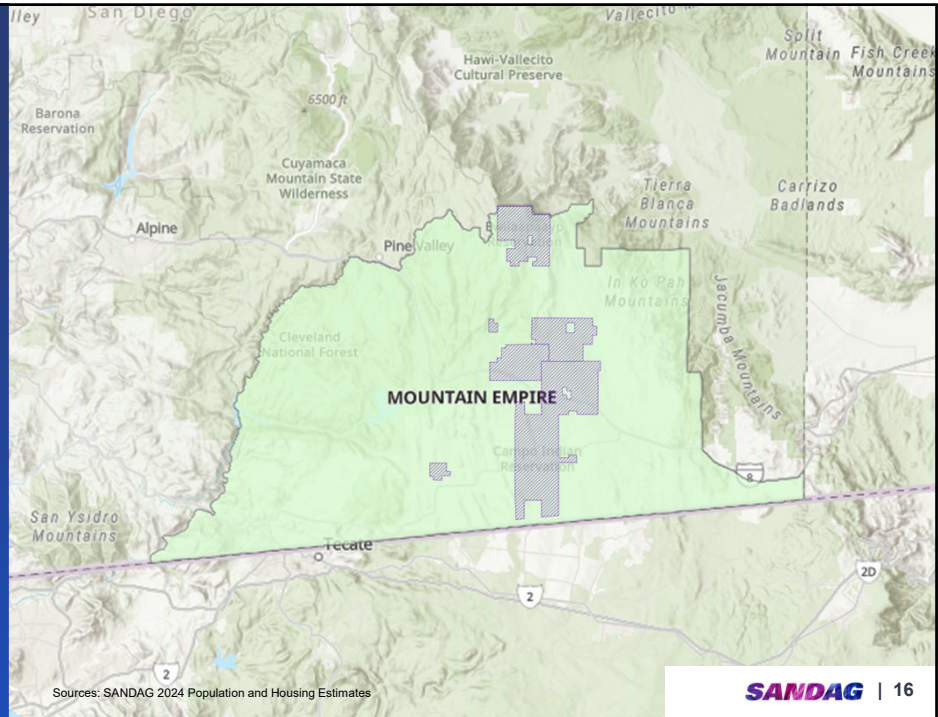
7,789
total population



3,141
housing units

Reservations:

- Campo
- Ewiiapaayp
- La Posta
- Manzanita

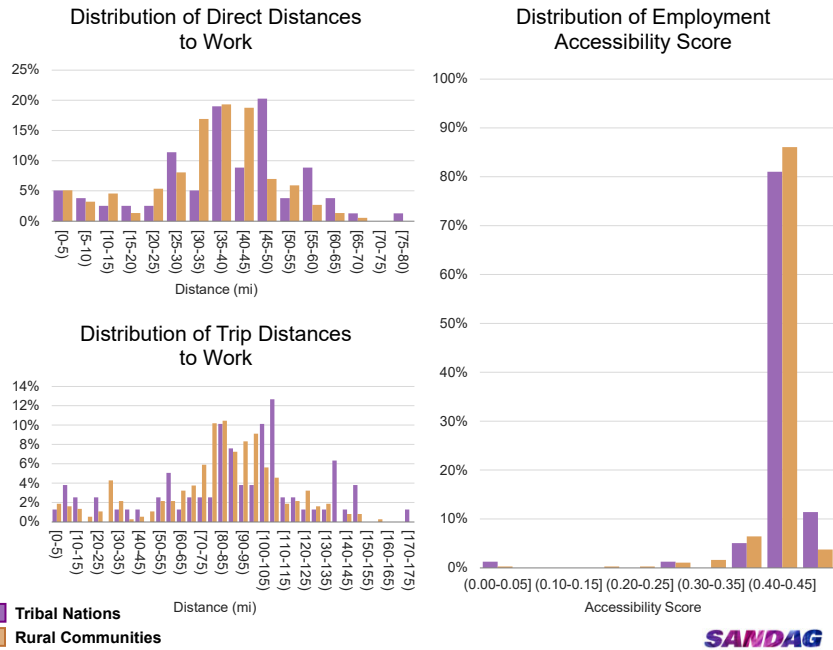


Sources: SANDAG 2024 Population and Housing Estimates

Distribution of Commute Distances in Mountain Empire SRA

Like in the Pauma SRA, commute distances to places of employment are generally similar for residents within tribal reservations and comparable rural communities.

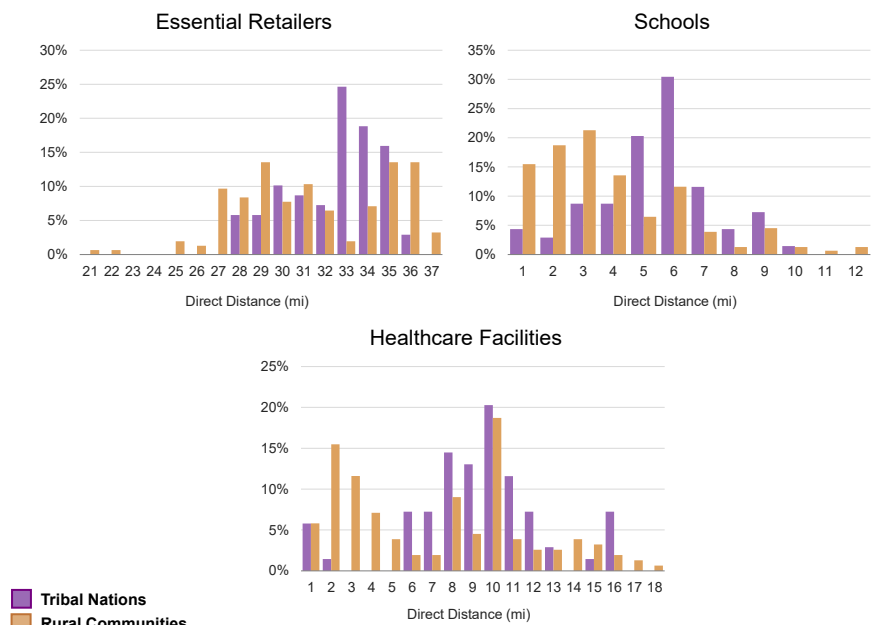
The accessibility score for rural communities tend to be more consistently within the 0.4-0.45 bin, while residents of tribal reservations have more outliers.



Accessibility Metrics in the Mountain Empire SRA

Residents of tribal reservations in the Mountain Empire Subregional Area share similar disparities in access to essential retailers and healthcare facilities.

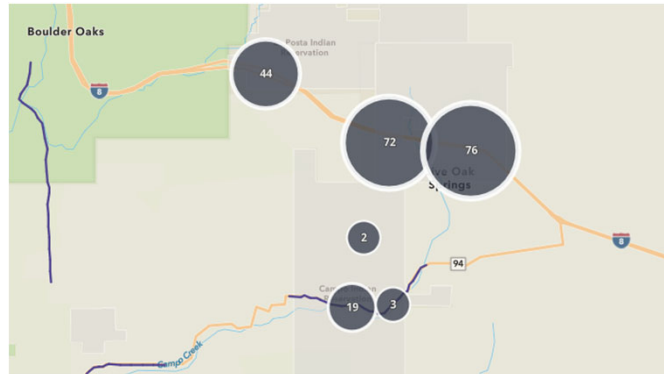
Additionally, we see comparable rural communities have better access to schools when weighted with population.



Traffic Safety in the Mountain Empire Subregional Area

While fewer total crashes occur within tribal reservations, collision rates are disproportionately higher than in rural communities

	Tribal Nation	Rural Community
Average Number of Collisions per Year	22	78.6
Average Number of Collisions per Year per 100 miles	28.0	25.1
Average Number of Collisions per Year per 100 people	4.0	1.4



NOTE: Due to limitations in data collection infrastructure for rural areas and Data Sovereignty for tribal nations, the collision metrics could be underreported.
Image Source: [SANDAG Traffic Safety Dashboard](#)

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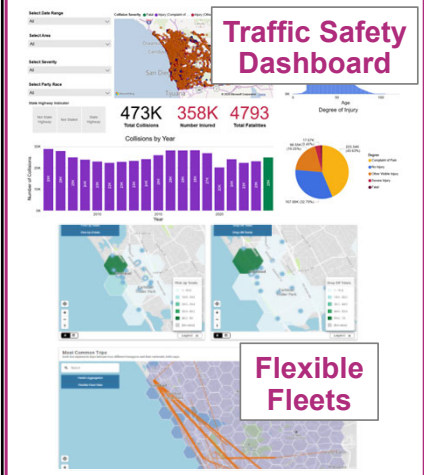
Findings

- Essential services are on average less accessible for tribal nations.
- Healthcare facilities, and essential retailers are particularly difficult to access compared to other essential services within the study area.
- Northern regions have greater access to essential services than southern regions.
- Remote regions have disproportionately low access to essential retailers.
- Rural regions have more accessible road infrastructure.
- Tribal reservations have more transit stops weighted by population.

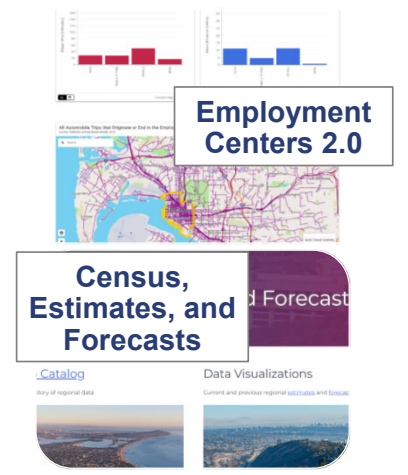
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Resources on SANDAG Open Data Portal

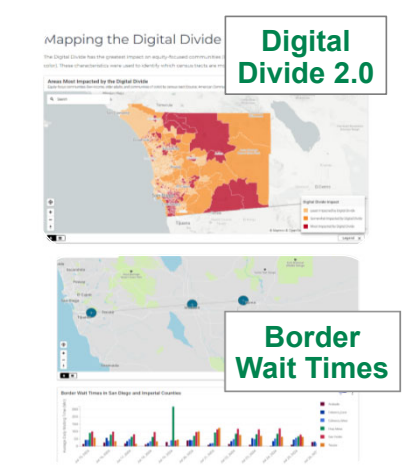
Applications and Featured Stories



Unique Data & Original Research




Connecting Our Communities



Potential Next Steps

- Partner for research, grant applications
- Enhance SANDAG data products to better support Tribal Nations, such as Employment Centers
- Inform regional transportation planning strategies

Stay connected with SANDAG

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 Email: pio@sandag.org data@sandag.org

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Interagency Technical Working Group on Tribal Transportation Issues

April 29, 2026

California- Baja California Border Resiliency Plan Update

Overview

On November 22, 2024, the Board of Directors accepted a \$3 million planning grant from the Caltrans [Sustainable Transportation Planning Grant](#) (STPG) Program to develop the [California- Baja California Border Resiliency Plan](#) (BRP). The BRP is a comprehensive, binational effort that prioritizes climate adaptation and resilience of transportation infrastructure within the border region. It will focus on the communities ten miles to the north and south of the border from the Pacific Ocean, east to the California-Arizona border, including tribal lands on both sides of the border. The BRP will develop strategies and recommendations to address climate hazards and resiliency challenges while maintaining and strengthening binational coordination - building on many years of work being led by border region community leaders, agencies and stakeholders. An overview of the project was provided to the Interagency Technical Working Group on Tribal Transportation Issues at the June 2025 meeting.

Action: Discussion

Staff will present an update to the Interagency Technical Working Group on Tribal Transportation Issues on the California – Baja California Border Resiliency Plan including public engagement efforts.

Fiscal Impact:

This work is funded through Overall Work Program No. 3402101 as established by the Board of Directors.

Schedule/Scope Impact:

Caltrans issued a Notice to Proceed in January 2025. Project will be completed by June 2027.

Key Considerations

Climate hazards, like flooding, extreme heat, wildfire, and sea level rise, are impacting people who drive, use public transit, walk, and bike in the California-Baja California border region. The BRP is a comprehensive, binational partnership with Caltrans, the Southern California Association of Governments, and the State of Baja California to address climate hazards by:

- Identifying strategies to promote border resiliency and improve and protect transportation infrastructure from climate hazards.
- Evaluating existing and planned efforts by tribal governments, federal, state and local agencies to address climate hazards and identify any potential gaps.
- Conducting extensive outreach and collaboration with border region communities and stakeholder groups to develop strategies that address climate challenges and improve resiliency and equity.

A new BRP Interagency Task Force was formed to provide technical guidance and for the duration of the grant. Membership of the Taskforce consists of binational representatives from federal, state, local and tribal governments and agencies (Attachment 1). Four Taskforce meetings have been held focusing on the identification of climate stressors within the project area and effects on air and water quality.

Outreach for the BRP began in early January with the release of a [public survey](#), in addition to planned community outreach events in the project area. The public survey runs through the end of April 2026. Staff have held stakeholder one-on-one meetings, presented to the SANDAG Tribal Taskforce group, and attended community outreach events throughout March and April.

SANDAG would like the Interagency Technical Working Group on Tribal Transportation Issues Group's feedback on the following questions:

1. How have climate hazards (i.e. extreme heat, flooding, wildfires) affected your tribes? Where have these impacts occurred? Who was most affected?

2. Did any of these climate hazards affect how tribal members travel throughout the region?
Example: An access road flooded during heavy rains, preventing people from getting home.
3. Have there been any public health concerns that may have been worsened by climate hazards?
Example: Smoke from wildfires limited outdoor activity and caused people to miss work.
4. Are there projects or initiatives your tribe is currently working on that improve community health or transportation infrastructure?

Next Steps

The fifth BRP Interagency Taskforce meeting will be held on May 7, 2026, and will include an update on outreach efforts and input on climate hazards, as well as a presentation on potential adaptation strategies. A draft Plan is anticipated to be developed for review in early 2027. Staff will continue to bring updates on the progress of the project to the Working Group.

Keith Greer, Deputy Director of Regional Planning

Attachment 1. BRP Taskforce Membership List

California – Baja California Border Resiliency Plan

Interagency Technical Working Group
on Tribal Transportation Issues

Kim Smith, Senior Regional Planner
April 29, 2026

Agenda

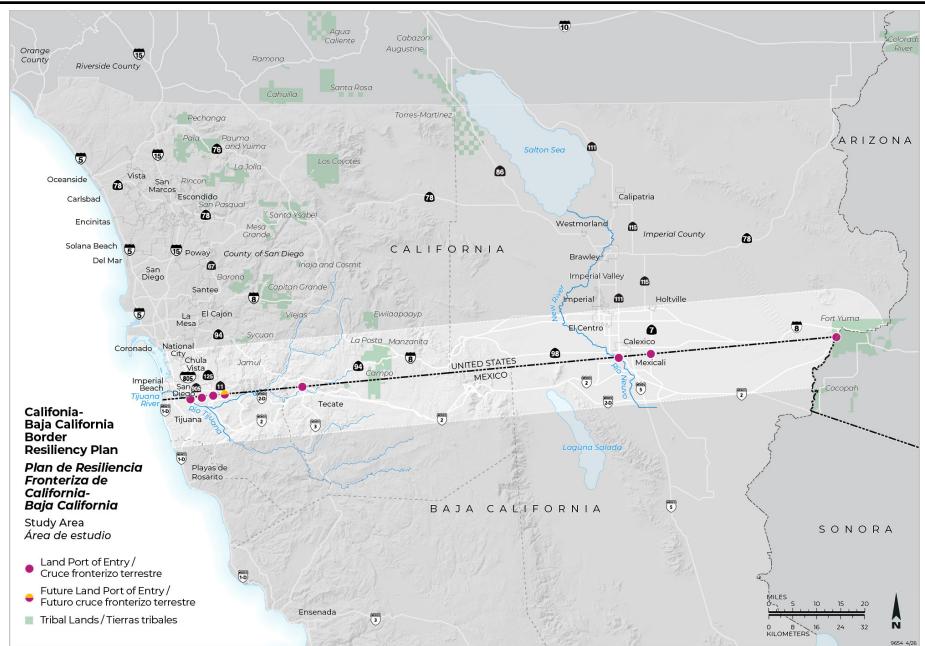
- California-Baja California Border Resiliency Plan Overview
- Outreach and Input
- Discussion
- Next Steps
- Questions

California-Baja California Border Resiliency Plan (BRP)



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Study Area

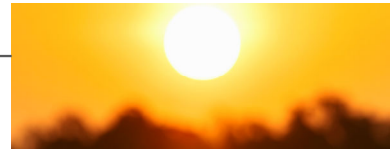


| 4

Categories of Climate Hazards



Temperature
(e.g., extreme heat events)



Precipitation
(e.g., flooding, drought, and dust storms)



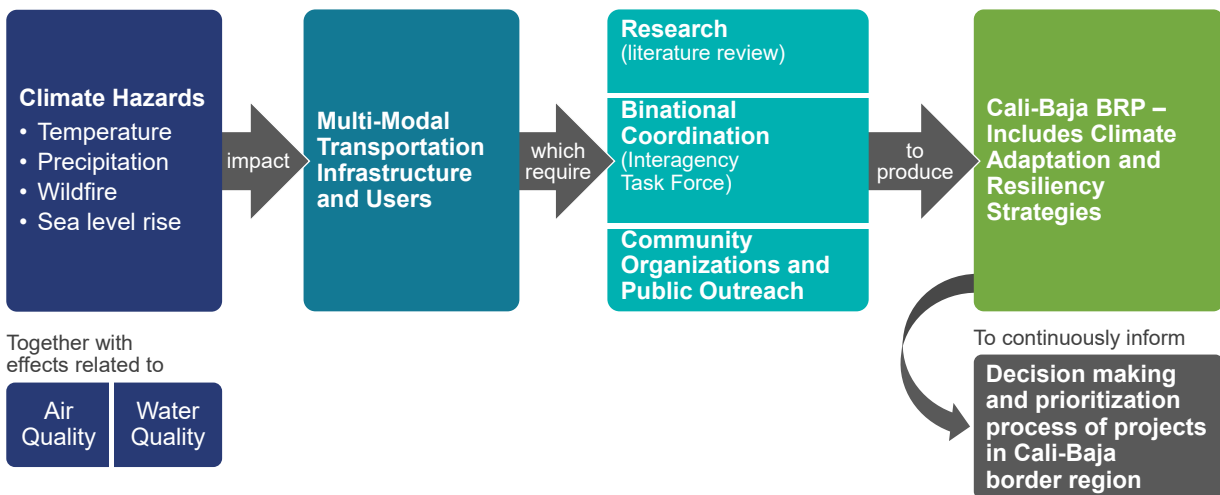
Wildfire



Sea Level Rise and Storm Surge

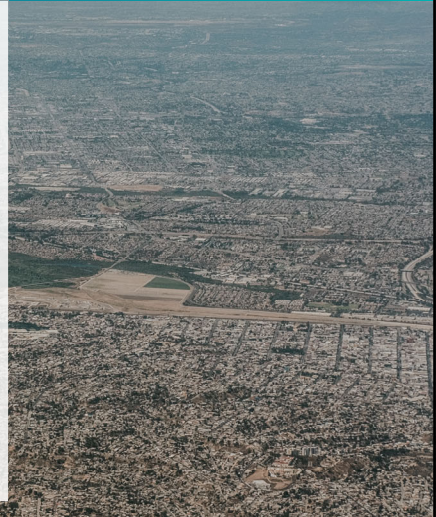


Resilience and Climate Adaptation in the California-Baja California Crossborder Region



Anticipated Outcomes

- Identify climate and public health stressors in the border region
- Identify work currently being done to address issues and identify gaps
- Develop a list of prioritized strategies, policies, and projects with binational public agencies and non-governmental organizations
- Develop financial strategies, potential lead entities, and metrics for tracking progress
- Maintain and strengthen binational coordination



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Outreach & Input



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What We've Heard

- **Sources:**

- Survey responses
- BRP Interagency Task Force
- Tribal Task Force
- Stakeholder Interviews



- Climate hazards like flooding and wildfire have impacts on access roads to tribal lands
- Extreme heat and wildfire affects native plants which can impact a community's access to medicine, food, and traditional materials
- Need for evacuation routes

Question 1

- Can you describe how climate hazards (i.e. extreme heat, flooding, wildfires) have affected tribes in our region?
 - Where have these impacts occurred
 - Who was most affected?

Question 2

- Did any of these climate hazards affect how tribal members travel throughout the region?
 - Example: An access road flooded during heavy rains, preventing people from getting home

Question 3

- Have there been any public health concerns that may have been worsened by climate hazards?
 - Example: Smoke from wildfires limited outdoor activity and caused people to miss work

Question 4

- Are there projects or initiatives your tribe is currently working on that improve community health or transportation infrastructure?

BRP Next Steps

- **Spring 2026**
 - Finalize existing conditions, identification of climate hazards and vulnerable communities
 - Public Survey #1
 - BRP Taskforce Discussion
 - Tribal Transportation Working Group Input
- **Summer/Fall 2026**
 - Develop climate adaptation strategies and list of projects, programs, plans
 - Public Survey #2
 - BRP Taskforce Discussion
 - Tribal Transportation Working Group Input
- **Winter 2026/2027**
 - Draft Plan with recommendation to Borders Committee
 - Tribal Transportation Working Group Input
- **Summer 2027**
 - Final Plan

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[@SANDAG](https://twitter.com/SANDAG)
- ✉ Email: kim.smith@sandag.org
[Cali- BajaBRP@sandag.org](mailto:Cali-BajaBRP@sandag.org)

Public survey



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Outreach Goals

- **Raise awareness** about the Plan
- **Gather feedback** to inform strategies
- **Engage with communities** and the public
- **Create collaborative relationships** to create a unified and coordinated approach
- **Commit** to improving the environment and overall quality of life for residents in the region



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Public survey open –
Please take and
share!



Attachment 1. BRP Task Force Membership

	U.S.	Mexico	Binational
Federal	U.S. Environmental Protection Agency	Ministry of Foreign Affairs (SRE) – Consul General of Mexico Ministry of the Environment and Natural Resources (SEMARNAT) National Institute of Ecology and Climate Change (INECC) National Commission of Water (CONAGUA) Secretariat of Territorial, Agrarian, and Urban Development (SEDATU)	International Boundary and Water Commission (IBWC) / Comisión Internacional de Límites y Aguas (CILA) Commission for Environmental Cooperation (CEC) North America Development Bank (NADB)
Tribal	Southern California Tribal Chairman's Association (SCTCA) Fort Yuma Quechan Indians	Paipai Kumiay Cucapa/Cocopah Kumiay Tecate Kumiay Ensenada	Tipey Joa
State	Caltrans District 11 (advisory) California Environmental Protection Agency (CalEPA) California Air Resources Board (CARB)	Secretary of Environment and Sustainable Development (SMADS) Secretary of Economy and Innovation Secretary for the Management, Sanitation and Protection of Water (SEPROA)	

	California State Water Quality Resources Board	Secretary of Infrastructure and Urban Development (SIDURT)	
Regional/ Local	<p>Southern California Association of Governments (SCAG)</p> <p>San Diego Association of Governments (SANDAG)</p> <p>County of San Diego</p> <p>Imperial County</p> <p>San Diego County Air Pollution Control District (SDAPCD)</p> <p>Imperial County Air Pollution Control District (ICAPCD)</p> <p>Imperial County Transportation Commission (ICTC)</p> <p>Port of San Diego</p> <p>City of Imperial Beach</p> <p>City of San Diego</p> <p>City of Chula Vista</p> <p>City of Coronado</p> <p>City of National City</p> <p>City of El Centro</p> <p>City of Holtville</p> <p>City of Calexico</p>	<p>City of Tijuana</p> <p>City of Playas de Rosarito</p> <p>City of Tecate</p> <p>City of Mexicali</p> <p>Tijuana Municipal Institute of Planning (IMPLAN Tijuana)</p> <p>Mexicali Municipal Institute of Research and Urban Planning (IMIP Mexicali)</p>	

HONORING OUR ANCESTORS PROTECTING OUR FUTURE

Traffic Safety For Native American Youth

Presented by :
Karen Lenyoun - Program Manager - UCSD School of Public Health
Alexxa Casanova - Community Organizer - UCSD School of Public Health



LAND ACKNOWLEDGEMENT



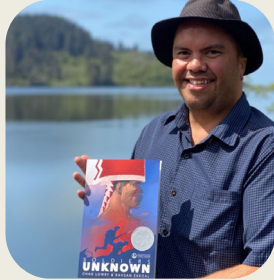
This project was made on Kumeyaay, Luiseño (Payómkawichum), Cahuilla, and Cupeño Land in Partnership With the People of The Land.

HOAPOF TEAM



LINDA Hill, MD, MPH

TREDS Director, Associate Dean
UCSD School of Public Health



CHAG LOWRY, M.ED.

Executive Director
Indigenous Futures Institute,
UCSD School of Public Health



ALEXXA CASANOVA

TREDS Project Coordinator
UCSD School of Public Health



KAREN LENYOUN

TREDS Program Manager
UCSD School of Public Health

HOW THIS PROGRAM CAME ABOUT

- Initial Community Conversations between Chag Lowry, M.ED (ED-Indigenous Futures Institute) and Linda Hill, MD, MPH (TREDS Director, Associate Dean UCSD School of Public Health)
- Followed by meetings with local historian and artist - Johnny Bear Contreras
- Realization of existing gaps in traffic safety education for Native youth
- Traffic safety is a public health concern for our Native American Communities – not only one of traffic safety and/or law enforcement
- Would it be possible to build a community lead program that could address the disproportionate traffic injury and death rates among American Indian people
- How to integrate local Native cultural responsibilities while traveling into the teaching on safe driving
- Application for funding from the California Office of Traffic Safety was accepted with project initiated October 1, 2024
- A San Pasqual reservation resident from the Kumeyaay Nation was hired as the Community Coordinator who now leads the outreach among Tribal communities

WHY THIS PROGRAM IS NEEDED

- American Indian youth experience disproportionately high rates of traffic injuries and fatalities - up to 8 times higher than those of other racial & ethnic groups
- Motor vehicle traffic crashes are a leading cause of death for American Indian and Alaska Native people
- This program combines interview clips of local Native Elders and Historians with other data to train youth on driving safety.



Respecting Indigenous Knowledge

This video excerpt explains the Indigenous copyright process that was utilized to create this project and protect its contributors.

Through these practices, we honor our partnerships with Native people with respect and reciprocity.

Indigenous Knowledge and Copyright Information

From Ancestral Paths To Today's Roads

Historical milestones shaping our routes and stories



- 1875**

 - Grande Band of Diegueño Mission Indians (later split into Barona & Viejas)
 - La Jolla Band of Luiseño Indians
 - Pala Band of Mission Indians
 - Pauma Band of Luiseño Indians
 - Rincon Band of Luiseño Indians
 - Sycuan Band of the Kumeyaay Nation
 - Viejas Band of Kumeyaay Indians (originally part of Capitan Grande)
- 1891**

 - Mesa Grande Band of Diegueño Mission Indians

1893

 - Campo Band of Diegueño Mission Indians
 - Ewiiaapaayp Band of Kumeyaay Indians
 - Iipay Nation of Santa Ysabel
 - La Posta Band of Diegueño Mission Indians
 - Los Coyotes Band of Cahuilla and Cupeño Indians
 - Manzanita Band of Diegueño Mission Indians
 - Santa Ysabel Band of Diegueño Mission Indians
- 1910**

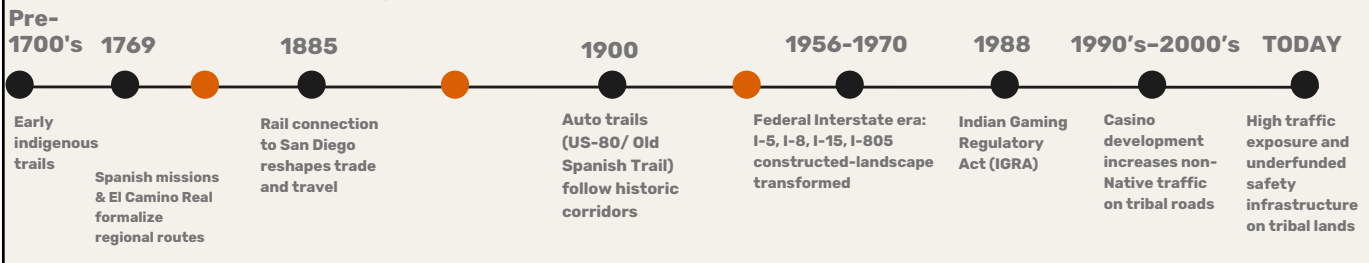
 - San Pasqual Band of Diegueño Mission Indians

1912

 - Jamul Indian Village

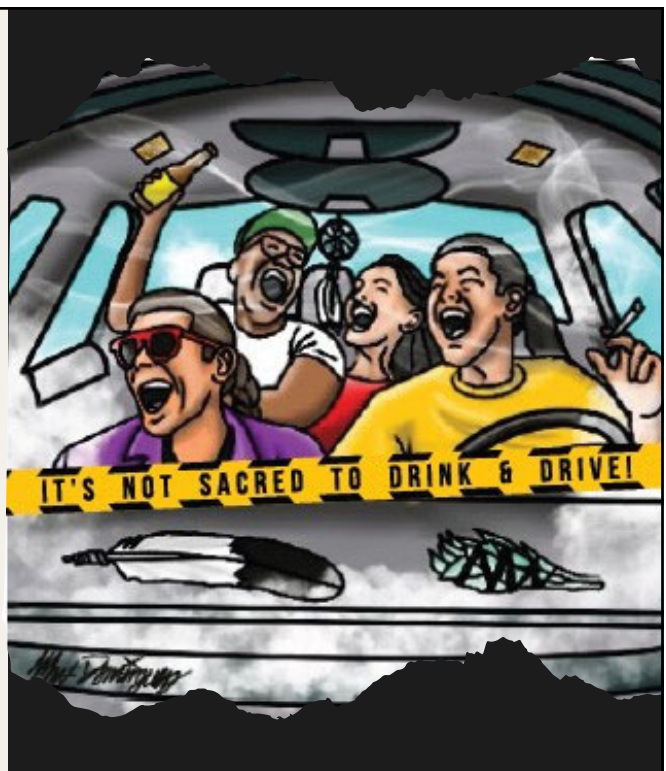
1932

 - Created after the Capitan Grande displacement due to the El Capitan Reservoir.
 - Barona Band of Mission Indians



Why Culture Matters in Traffic Safety

- Shared beliefs shape the way we drive, react, and stay safe on the road
- The project development considered the role culture plays in protecting drivers, passengers, and pedestrians
- Indigenous Knowledge as a valid form of evidence for inclusion is recognized and encouraged as a best strategy throughout Federal policy



Program Development: Community-Driven Design

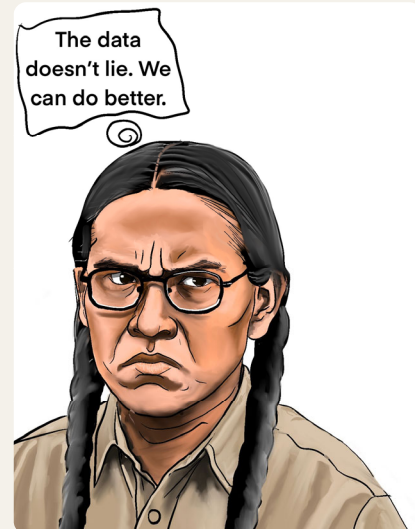
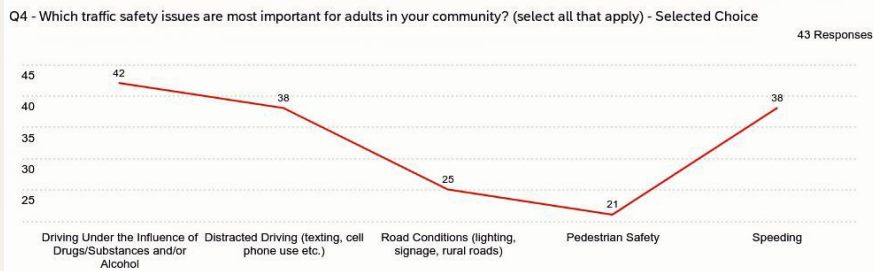
- Community input was essential
- Consortium was formed with every San Diego Tribe invited to join
- Surveys were gathered
- Focus groups attended
- Elders and Community Leaders were interviewed – videos are included in the youth training
- Youth attended Talking Circles to give feedback



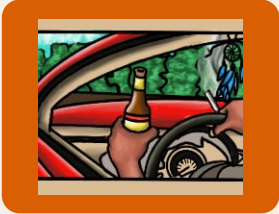
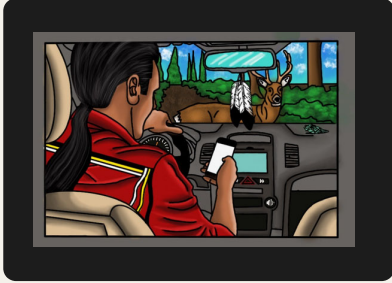
Community Feedback

Survey Results:

- 98% selected impaired driving
- 88% selected speeding
- 88% selected distracted driving
- 49% selected pedestrian safety



Topics Covered



Audience & Delivery



Youth Ages 16-24

Tribal Nations (San Diego County)
18 Tribal Nations including Kumeyaay, Luiseño/Payómkawichum, Cahuilla & Cupeño communities

Tribal & Native-Serving Partners

Southern California Tribal Chairmen's Association • Indian Health Council • San Diego American Indian Health Center • Tribal TANF • Tribal Wellness & Behavioral Health • Tribal Law Enforcement & Courts • Tribal Transportation & Roads

Schools & Higher Education

UC San Diego • San Diego State University • CSU San Marcos • Palomar College • Grossmont/Cuyamaca Colleges • Southwestern College • Tribal Education Departments • Local K-12 districts • Boys & Girls Club

Public Health & Government

County of San Diego Public Health • California Office of Traffic Safety • California Department of Public Health • Indian Health Service • Local & Tribal Law Enforcement • SD County Health and Human Services

Community Audience Reached

Tribal leadership • Elders • Youth & families • Community Health Representatives • Peer educators & trainers • Behavioral health & wellness staff • Live Well San Diego Regional Leadership Teams

PEER TRAINER MODEL

"WHEN PEERS TRAIN PEERS, KNOWLEDGE BECOMES LIVED WISDOM – NOT JUST INFORMATION, BUT TRANSFORMATION."



PRISCILLA ORTIZ-SAWAH
Iipay Nation of Santa Ysabel



ALISON RICHARDSON
Viejas Band of Kumeyaay Indians



ALEXIS TREVINO
San Pasqual Band of Diegueño Mission Indians



ETHAN WOLFE
La Jolla Band of Luiseño Indians & Navajo Nation

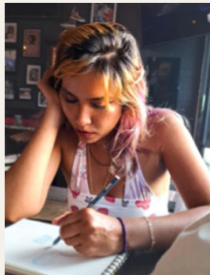


What Participants Are Saying

- 97% planned to reduce their distracted driving
- 94% expressed confidence they would not drive impaired
- 94% said they would not ride with an impaired driver
- 95% understood the importance of having a plan to get home safely
- 89% would take action to stop someone else from driving impaired
- 96% learned how to stay safe as a pedestrian
- 88% were very satisfied with the training



ARTISTS



LEIANA HILL
lipay Nation of Santa Ysabel

"My art, which is deeply influenced by my cultural heritage, explores identity, representation, and cultural memory through illustration, design, and community-based projects."
 To the youth: "Your future is invaluable. Stay safe on the roads -whether walking, biking, or driving-always pay attention and protect yourself. The world needs your creativity, your voice, and your future."



MATTHEW DOMINGUEZ
Chumash/Chicano

Artist that specializes in acrylic and digital illustrations focused on indigenous empowerment. His first mural was painted in 2020 on an LA city electrical box and has since painted over seventy-five murals all over Southern California with a non-profit called Muralism.



SEQUIOA REDBIRD
San Pasqual Reservation

"Being an artist isn't just a hobby; it's a way of living. I express my ideologies and passions through my creative expressions. I am always creating something."



TIFFANY WOLFE
Navajo/Lakota

A multimedia digital artist and fashion designer whose work centers Indigenous storytelling, cultural memory, and contemporary visual expression. "With experience spanning digital illustration, fashion design, jewelry, and branding, I create art that bridges ancestral knowledge with modern aesthetics. My practice is rooted in visibility, community, and translating story into visual form, with a growing focus on sustainable artist business development."



Thank You!!!

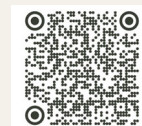
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arcasanova@health.ucsd.edu
kclenyoun@health.ucsd.edu

Social Media

Instagram: @ucsandiegotreds
Facebook: UC San Diego TREDS
YouTube:
<https://www.youtube.com/@UCSanDiegoTREDS/featured>

SCAN HERE
FOR
WEBSITE:



April 29, 2026

Current Tribal Related Efforts

Overview

SANDAG maintains ongoing collaboration with the Southern California Tribal Chairmen's Association (SCTCA) and individual tribes through several recurring meetings and events, including quarterly Interagency Technical Working Group on Tribal Transportation Issues meetings, monthly Tribal Taskforce meetings, intermittent Tribal Symposiums with the Borders Committee, and Tribal Summits with the SANDAG Board of Directors and tribal leaders. In addition, SANDAG, SCTCA, and tribal governments coordinate on specific initiatives through project team meetings and targeted events. Below is a summary update of current programs and projects reflecting the status and recent accomplishments of these collaborative efforts.

Action: Information

Staff will provide an update on tribal project and program coordination efforts.

Fiscal Impact:

Work on the efforts involving tribes and tribal reservations is funded through the Tribal Program OWP, 3100404, as well as through individual project OWPs, including 3321901 (REAP 2.0), 3402700 (Rural Corridors Study), and 1609401 (SR 94 CMCP).

Schedule/Scope Impact:

This work entails ongoing coordination via existing meetings and individual project team meetings.

Key Considerations

Recent projects and program accomplishments:

- **REAP 2.0 Tribal Housing Program** Eight tribes were awarded approximately \$4.4 million through the SANDAG REAP 2.0 allocation. SANDAG partnered with the SCTCA to develop a Tribal Housing Grant Program that is being administered by the SCTCA. SANDAG has identified approximately \$1.5 million in additional funds for the awarded projects and is working with SCTCA to amend current contracts, increasing award amounts and extending the deadline from early summer 2026 to late summer/early fall 2026. Projects funded include housing, supportive infrastructure, and efforts to plan for housing growth. Near-term efforts are advancing infrastructure and design for over 30 residential units across multiple reservations, while longer-range master planning is laying the groundwork for housing for up to 1,500 tribal members and eliminating commutes of up to 70 miles one-way. Work will continue on Tribal Housing Program projects, with grant funds expected to be expended by late summer/early fall 2026.
- **Caltrans Planning Grant: Rural Corridors Study** SANDAG has begun work on the recently awarded Caltrans Planning Grant for a Rural Corridors Study. Initial efforts include a review of the Intra-regional Tribal Transportation Strategy (ITTS) projects, meetings with the tribes along the Eastern segments of SR-76, SR-79, SR-94, and I-8 to confirm project details, and an existing conditions report to summarize current transportation, safety, and access conditions. SANDAG will reach out to tribes in the study area this spring and summer. Ultimately, the study will advance projects that tribes have identified through the ITTS, including identifying funding opportunities and next steps for individual projects.
- **State Route 94 Comprehensive Multimodal Corridor Plan (CMCP)** The SR 94 CMCP study area will extend from Downtown San Diego along SR 94 to the Jamul Indian Village of California. The study will propose solutions and recommend projects to build more efficient transportation

networks, support climate action initiatives, and improve access for residents, commuters, visitors, and goods movement. Representatives from Jamul Indian Village of California have been invited to be on the Project Development Team and projects identified by the tribe in the ITTS will be included as part of the study effort. The [first phase of outreach](#) is ongoing through the end of May. Input received during this phase will inform proposed transportation solutions.

- **Grant Opportunities** SANDAG staff regularly tracks and shares grant opportunities pertaining to tribe. Currently, we are soliciting applications for two grant programs.
 - The Flexible Fleets Pilot Grant Program will plan, deploy, and monitor Flexible Fleet pilots aimed at expanding shared mobility travel choices, enhancing transit connections, filling transit gaps, improving air quality, and advancing the goals of the Regional Plan. Tribal governments are eligible applicants for the \$4.5 million available. Attachment 1 includes the call for projects application. Applications for the Flexible Fleets Pilot Grant Program are due by June 1, 2026.
 - Two current opportunities are available for Active Transportation Program grant funds: \$309.6 million is available through a [Statewide competition](#) led by the California Transportation Commission and \$22.5 million is available through a Regional competition led by SANDAG. The programs fund infrastructure, non-infrastructure, and plan projects. There are no maximum award amounts and no match is required. The Statewide application for the California Active Transportation Program is due June 22. The regional applications are due November 20. Tribes are encouraged to connect with SANDAG staff for support on grant applications. More information on the regional competition will be shared in the summer.

Next Steps

Staff will continue coordination with SCTCA and individual tribes on the various tribal projects and programs. Updates on each of the projects and programs will be brought before the Interagency Technical Working Group, as needed.

Antoinette Meier, Senior Director of Regional Planning

Attachments: 1. Flexible Fleets Pilot Grant Program Call for Projects



Current Tribal Related Efforts

Paula Zamudio, Senior Regional Planner/Tribal Liaison
April 29, 2026



REAP 2.0 Tribal Housing Program

REAP 2.0 Activities



Local Jurisdiction Support



Affordable Housing Programs



Transit Agency Partnership

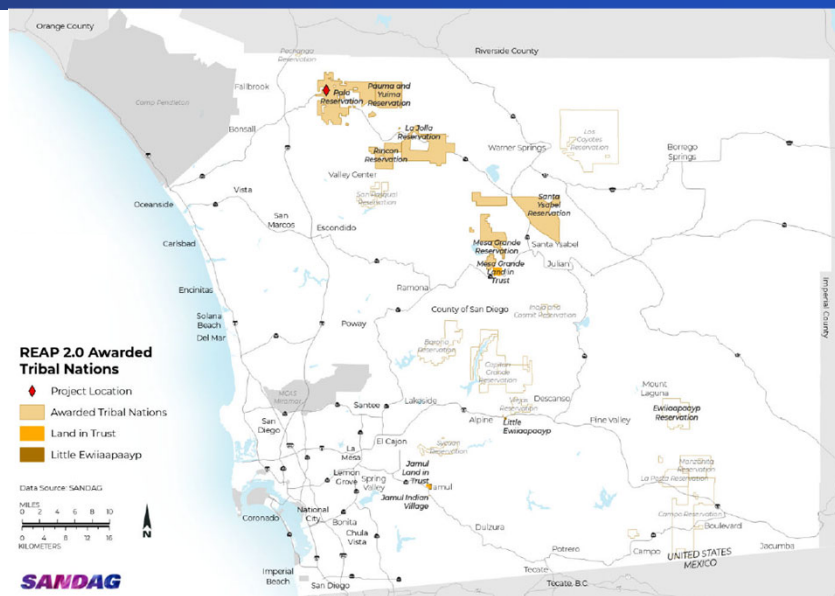


Tribal Partnership

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Tribal Partnership

- SANDAG, in partnership with the Southern California Tribal Chairmen's Association (SCTCA) developed a Tribal Housing Grant Program
- Eight tribes applied and were awarded \$4.4M in grant funding. Additional funding has become available for awarded tribes.
- Program administered through the SCTCA



REAP 2.0 THGP Awarded Tribal Projects

- **Ewiiapaayp Band of Kumeyaay Indians** - EBKI Housing Supportive Infrastructure
- **Jamul Indian Village of California** - JIV Barrett Ranch Property Master Plan
- **La Jolla Band of Luiseño Indians** - La Jolla Housing Project
- **Mesa Grande Band of Mission Indians** – Mesa Grande Housing Acceleration Study
- **Pala Band of Mission Indians** - Lee Bar Ranch Subdivision
- **Pauma Band of Luiseño Indians** - Pauma Maynard Tribal Housing Project
- **lipay Nation of Santa Ysabel** - Santa Ysabel Housing Acceleration
- **Rincon Band of Luiseño Indians** - Rincon Land Development Project

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SANDAG

Caltrans Planning Grant: Rural Corridors Study

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Rural Corridors Study

- SANDAG was awarded \$250,000 through a Caltrans Planning Grant for a Rural Corridors Study on or near federally recognized tribal lands.
- This effort will develop a feasibility assessment and implementation plan to identify funding opportunities and help advance priority projects along these corridors:
 - SR 76: Pala, Pauma, Rincon and La Jolla reservations
 - SR 79: Santa Ysabel Reservation
 - SR 94 and I-8: La Posta, Manzanita, and Campo reservations
- Efforts are underway; SANDAG is finalizing the consultant scope of work. Tribal outreach planned for Spring/Summer 2026.

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Phases for the Rural Corridors Study



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SR 94 CMCP Timeline



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Survey

- **Take the survey if you:**
 - Live near SR 94 or in nearby communities
 - Use SR 94 to commute, run errands, access services, or visit family/friends
 - Travel the corridor by car, transit, walking, biking, or a combination
- **Mapping tool:**
 - Pinpoint areas of concern

Survey Open through Sunday, May 31



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Grant Opportunities

Grant Updates

- **SANDAG Flexible Fleets Pilot Grant Program**
 - \$4.5 million available
 - \$1,000,000 max award for new pilots; \$500,000 for enhanced pilots
 - 11.47% match requirement
 - Applications due Jun. 1

California Active Transportation Program (ATP)

- \$309.6 million available through statewide competition; \$22.5 million available through regional competition
- Funds infrastructure, non-infrastructure, and plan projects
- No maximum award amount and no match required
- Statewide applications due Jun. 22; regional applications due Nov. 20

- **Safe Streets and Roads for All (SS4A) 2026**
 - Nearly \$1 billion available for planning, demonstration, and implementation grants
 - Applications due May 26
 - Required 20% non-federal match

Caltrans Sustainable Transportation Planning Grant Program – Sustainable Communities FY 26/27

- Advanced Air Mobility with Viejas Band of Kumeyaay Indians as lead applicant, SANDAG, Pala Band of Mission Indians, Mesa Grande Band of Mission Indians, and Lipay Nation of Santa Ysabel as sub-applicants
- Expected Award Announcement in Spring/Summer 2026 (No Update)

Questions?

Stay connected with SANDAG

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 Email: paula.zamudio@sandag.org

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Flexible Fleets Pilot Grant Program

Flexible Fleets is an initiative that uses on-demand transportation services to move around the region. Riders can use these services to reach their destinations or to connect to high-speed transit.

The Flexible Fleets Pilot Grant Program (FFGP) provides funding for Flexible Fleet pilots aimed at expanding shared mobility travel choices, enhancing transit connections, filling transit gaps, improving air quality, and advancing the goals of the Regional Plan.

Call for Projects Release: Friday, March 27, 2026

Pre-Application Webinar: Thursday, April 30, 2026, 9–10:30 a.m.

Application Deadline: Friday, June 26, 2026, at 5 p.m.

Program Overview

Competitive grant program funded through SANDAG's Federal Discretionary funds.

Funds pilot operations not previously funded through the U.S. Department of Transportation.

Service operations must begin within one year of the grant agreement Notice to Proceed and must be completed by December 31, 2029.

Accomplishments

The FFGP seeks to fund projects that can serve as models around the region and continue to be funded following the expiration of the grant. Projects funded by this program must support the objectives outlined below.

- Serve as model examples for Flexible Fleets in a variety of locations throughout the region.
- Provide more mobility options and greater accessibility.
- Demonstrate financial sustainability through other funding sources besides the FFGP for a period of at least one year after the grant expires.

Call for Projects

Amount of Funding Available:

\$4.5 million

Pilot Types:

- **New Pilot:** A service that is not currently operating or has not operated in the past.
- **Enhanced Pilot:** Continuation and modification of a service that is currently operating or has operated in the past.

Maximum Award:

- \$1 million for New Pilots
- \$500,000 for Enhanced Pilots

Matching funds are required. Applicants must provide 11.47% of the total project cost as matching funds.

Eligible Applicants:

- Federal, state, and local governments
- Tribal governments
- Transit districts
- Military installations

Eligible Services:

- Carshare
- Micromobility
- Microtransit
- Neighborhood Electric Vehicle (NEV)
- Rideshare (excluding Vanpool)
- Combination of 2 or more service

Example Projects and Activities:

Service Operations

- Direct operations of an eligible Flexible Fleets service
- Contracted Flexible Fleets services



Application Scoring Criteria

Scoring Criteria	Description	Weight
Financial Sustainability	Applicants will receive points based on the availability of stable future funding to sustain the service for one or more years beyond the grant term. Stable funding is a reliable, predictable, and sufficient source of revenue that is not at high risk.	20%
Feasibility	Applicants will receive points based on the feasibility of the project, as demonstrated by the proposed scope of work, schedule, and budget.	20%
Connectivity	The applicant should demonstrate how the service will operate in an area lacking existing bus or rail services or how the service will connect riders to existing bus or rail services in the area.	20%
Accessibility	Applicants should demonstrate that they will continuously implement measures that ensure the service is accessible to all community members and demonstrate that the service improves access to basic needs and opportunities.	15%
Engagement	Applicants will receive points for including an engagement plan with effective engagement methods and strategies that demonstrate how the community's feedback will be incorporated into project goals and service operations.	15%
Matching Funds	Points for Matching Funds will be awarded based on a scale.	10%

Performance Metrics

Productivity

- Trip denial rate
- Vehicle/device utilization
- Total ridership
- Average wait times

Engagement and Accessibility

- Wheelchair-accessible trip fulfillment

Connectivity

- Transit connection trips
- Percentage of pooled trips

Cost-Effectiveness

- Average trip cost
- Farebox recovery ratio

For Technical assistance and support,
email: grantsdistribution@sandag.org

Thursday, April 30, 2026 9–10:30 a.m.

Webinar Registration

[Click Here](#)

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 Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ជំនួយភាសាឥតគិតថ្លៃ
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