Technical Appendix 8

Tribal Transportation Plans

Appendix Contents

Tribal Transportation Plans.......................... TA 8-2
2050 Regional Transportation Plan

Tribal Transportation Plans

Federally recognized Native American tribes are recognized as separate and independent political communities and land use authorities within the territorial boundaries of the United States and are not subject to state law or regulations. The San Diego region is home to 17 federally recognized tribal nations with jurisdiction over 18 reservations. Transportation needs often cross borders so communication and collaboration with federally recognized tribal governments is important for an effective regional transportation planning. Documenting tribal priorities for their own transportation systems helps ensure that the 2050 Regional Transportation Plan (RTP) will be comprehensive, effective, and accurate.

The inclusion of Tribal Transportation Plans (TTP) in the 2050 RTP was identified as a priority action at the April 9, 2010 San Diego Regional Tribal Summit. This concept was discussed further at the November 2010 meeting of the Southern California Tribal Chairmen’s Association (SCTCA) and various tribes filled out a list stating their level of interest in participating. A basic Tribal Transportation Plan includes background information about the tribe, existing conditions on their reservation, a transportation network map, goal statements about their transportation, and a few priority transportation projects. As a diplomatic courtesy, this technical appendix contains existing Tribal Transportation Plans or updated Tribal Transportation summaries from those tribes that agreed to share their TTPs with SANDAG. Those tribes are:

- Pala Band of Mission Indians
- San Pasqual Band of Diegueño Mission Indians
- Viejas Band of Kumeyaay Indians

Collaboration on regional transportation issues is also achieved through the Interagency Technical Working Group on Tribal Transportation Issues. The Working Group serves as a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. The group monitors and provides input on the implementation of the strategies and planning activities related to transportation mutually developed through the San Diego Regional Tribal Summit.
Barona Band of Mission Indians
February 17, 2011

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

RE. Barona Band of Mission Indians’ Reservation Tribal Transportation Plan

Dear Chairman Stocks,

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.

On February 17th, 2011, the Barona Tribal Council reviewed and agreed with the recommendation of the 2010 San Diego Tribal Summit to incorporate Tribal Transportation Plans (TTP) in to the SANDAG 2050 Regional Transportation Plan (RTP) in order to document tribal government priorities for their lands and transportation systems. Enclosed is the Barona Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Sheilla Alvarez, Director of Government Affairs, at (619) 443-6612. Thank you.

Sincerely,

Edwin “Thorpe” Romero, Chairman
Barona Band of Mission Indians
Introduction

The San Diego Association of Governments (SANDAG) is developing the 2050 RTP to integrate land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. Including Tribal Transportation Plans (TTPs) will enhance the regions understanding of tribal sovereignty; establishes a more equitable foundation for government-to-government interaction with non-tribal transportation planning agencies as well as extending the reach of tribal governments, their authority, and influence beyond reservation lands and communities. Joint transportation planning is one land management strategy promoting interagency cooperation to address common concerns at the local level.

Background Information

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

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

The Barona Reservation consists of over 7,000 acres, and is located approximately 35 miles northeast of the City of San Diego. The Tribe had 487 members in 2010, of which 85% of the adult population lives on the Reservation.

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

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

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

Existing Transportation Conditions

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

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

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

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

System Description

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

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

1. Maximize federal revenues available through the Indian Reservation Roads (IRR) system.
   - Evaluate existing ingress and egress roads for the Barona Indian Reservation for eligibility and addition to BIA Public Roads system.

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

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

Priority Projects

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

2. In coordination with the County, improve driving conditions for safety purposes on Wildcat Canyon Road by:
   - Widening and straightening at various sections to improve sight distance.
   - Adding passing lanes and turn out lanes at various sections.
   - Resurfacing and repaving various sections.
Campo Band of Mission Indians
February 15, 2011

Chairman Jerome Stocks
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chairman Stocks,

The Campo Band of Mission Indians has been participating in the regional dialogue on transportation planning between tribes and other land use authorities through the forum of the San Diego Association of Governments (SANDAG) for a number of years. We are active members of the Interagency Technical Working Group on Tribal Transportation Issues and from our seat on the Board of the Southern California Tribal Chairmen’s Association (SCTCA) keep informed on initiatives in the region that affect our quality of life.

We participated in the 2010 San Diego Regional Tribal Summit between the Boards of SANDAG and the SCTCA. At that meeting, we agreed with the elected officials present that Tribal Transportation Plans should be documented in the 2050 Regional Transportation Plan (RTP). Although we are not subject to state law it is our right as sovereign nations to be serviced by the regional transportation system. This is an opportunity for the rest of the region to understand our unique needs and to build a dialogue on how best to cooperate.

As a contribution to this effort we are sharing our most recent Tribal Transportation Needs Assessment which was completed in 2009. This will provide a clear picture of what our transportation needs are and the challenges we face from being isolated from major amenities in the region such as hospitals, educational facilities, and other modes of transportation such as transit, the airport, and rail.

In addition to this we would like to highlight a number of transportation-related issues we have raised in the Working Group and at the Summit in the hopes that these issues may
become a point of discussion and solutions found:

- Restrictions on traffic flow from the highways (e.g., State Route 94) often force heavy vehicles to detour onto tribal land using Reservations Roads. This has a negative impact on the reservation transportation system.
- In the last few years the County of San Diego eliminated hundreds of miles of rural road from their maintenance responsibility with no consultation or evaluation of the impacts to tribal economies or air quality.
- Tribes do not share in the resources generated by gasoline tax on reservations.
- Polluted runoff from vehicles travelling on Interstate 8 impacts tribal water quality on the reservation.

We appreciate the initiative of SANDAG to provide us this opportunity to document our transportation needs and look forward to continuing our government-to-government communication through the institutional channels we have established. As neighbors, we share many resources and it is of critical importance that we maintain a strong working relationship so our communities can not only coexist, but thrive as a region based on mutual respect and consideration for our cultures.

Sincerely,

Monique LaChappa, Chairwoman
Campo Band of Mission Indians
Tribal Transportation Needs Assessment

Campo Band of Kumeyaay Indians
Tribal Transportation Needs Assessment
Campo Band of Kumeyaay Indians
Final Report

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

LSC #084880
March 26, 2009
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APPENDIX A: References and Glossary

APPENDIX B: Campo Reservation Transportation Plan

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CHAPTER 1

Introduction

1.1 OVERVIEW

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

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

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

Roadway development on the Campo Reservation followed travel patterns from early California history. The most accessible travel in the region was by direct routes, generally by walking and/or horseback. This allowed for roadways that were traveled by carriages, buckboards, and other turn-of-the-century modes of travel. The roadways in the region had a direct connection and relationship to other parts of the state. The dirt roadways that were built on the Reservation were based on the terrain. This roadway relationship is still prevalent today.
The Campo Reservation is currently accessible from the east and west by Interstate 8 (I-8), State Route (SR) 94, and Old Highway 80. The trend as to where housing and economic development will occur depends on the distance from and direct relationship to these roadways. These roadways have become the primary access mode for all new tribal economic development (i.e., tribal casino and other commercial development). The building of roadways will continue to create major milestones for the region in the area of general transportation, as well as the development of commerce.

1.2 PLAN PURPOSE

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

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

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

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

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

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

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

2.2 ECONOMICS

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

2.3 EXISTING LAND USE

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

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

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

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

The current level of service on roads in the region can be seen in Figure 3-2. The majority of roads surrounding the Reservation are at a level of service ranging from "A-C." This means that the roads are performing well. The lone exceptions are two small segments of roadway which are rated at LOS D. These segments are near the junction of Old Highway 80 and SR 94, and are represented in blue on the map. These small sections of roadway may need to be upgraded if there is projected growth along the route to ensure that they are performing adequately.
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Numbers in brackets represent codes for the Indian Reservation Roads (IRR) RIFDS inventory system of the Bureau of Indian Affairs.
3.2 EXISTING ROADWAY NEEDS

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

- Repaving of Church Road from Old Highway 80 to SR 94. This includes the addition of turn lanes to improve access to the SIHC and other important facilities.

- Turn lanes and stop lights for Old Highway 80 and Golden Acorn Way. Repaving and/or resurfacing may also be needed.

- Straightening of SR 94 from east of Church Road to north of Kumeyaay Road.

- Turn lanes eastbound on SR 94 approaching Church Road North.

3.3 TRANSIT

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

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

3.3.1 Paratransit Service

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

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

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

3.3.3 School Transportation

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

3.4 EXISTING TRANSIT NEEDS

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

3.5 BIKE/PEDESTRIAN

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

3.6 SUMMARY OF TRANSPORTATION NEEDS

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

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

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

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

Bus service is considerably closer than either air or rail travel for long-distance commutes. There is a Greyhound bus location 45 miles away from the Reservation in El Cajon. There is also a bus stop in El Centro, east of the Reservation, which is approximately 56 miles away, and another station in Calexico, which is 65 miles away. The result of these distances is that there is limited access to intermodal facilities for tribal members who do not drive.
CHAPTER 4

Future Needs

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

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

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

- Church Road needs repaving from Old Highway 80 to Highway 94 with turn-out lanes and turn lanes for the Southern Indian Heath Clinic, Fire Department, Education Building, Tribal Administration, and the Campo Materials Sand and Concrete Plant.

- Church Road also needs new railings, reflectors, painting, and more capacity (for heavy equipment, trucks, and trailers).

- The northern and southern portions of Old Highway 80 and Golden Acorn Way need turn lanes, stop lights, and repaving/resurfacing. There will be serious safety and capacity issues on Old Highway 80 and Golden Acorn Way with the casino expansion.

- Highway 94 needs to be straightened east of Church Road and west of Kumeyaay Road due to serious safety issues.

- Highway 94 needs eastbound turn lanes onto Church Road North.

- Highway 94 needs to be widened from Old Highway 80 to Jewel Valley to improve capacity.

- Tusil Road needs turn lanes and paving from Crestwood Road to the wind turbines in order to address future economic development and housing issues.

- BIA 10 needs turn lanes and paving from Highway 94 to the solid waste landfill in order to accommodate social/cultural gatherings.

- Interstate 8 (I-8) needs a new off-ramp onto Live Oak Springs Road to reach the motor-cross bike park.

- Campo Truck Trail needs to be paved from Highway 94 to North Campo Truck Trail for Reservation residents and the Fire Department.

- New paved streets with turn lanes are needed to accommodate the housing development projects on Highway 94, east of Kumeyaay Road, and west of Shasta.

- Signage is needed on I-8 to reflect that there is gas and food service off of Old Highway 80.
4.2 TRANSIT NEEDS

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

- Add transit service along Buckman Springs Road south to Highway 94 and east to Church Road, with various stops along Highway 94 to the casino. This service should link with other transit routes at the El Cajon Transit Center, and should operate once in the morning and once in the afternoon/evening.

- Develop routes from the casino along Old Highway 80 and along Highway 94 via Boulevard Area to Buckman Springs Road.

- Develop transit service for the Campo Reservation from Kumeyaay Road to the El Cajon Transit Center at least once or twice a day.

- Develop a park-and-ride lot with a transit stop on Old Highway 80 at the junction with Golden Acorn Way.
4.3 PEDESTRIAN AND BICYCLE NEEDS

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

- Sidewalks on Golden Acorn Way to the casino.
- Bicycle lanes on the southern portion of Old Highway 80 and along Crestwood Road, Tierra Del Sol South, Highway 94, La Posta Road North, and Old Highway 80 East to help accommodate the reoccurring bicycle races held in the area.
CHAPTER 5

Priority Projects

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

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

5.1 INTERSTATE 8 IMPROVEMENTS

Caltrans has identified environmental and erosion mitigation projects along Interstate 8 (I-8) through the Campo Reservation. These projects will preserve and improve the condition of the land adjacent to the I-8 roadway surface.
La Jolla Band of Luiseño Indians
February 16, 2011

Chairman Jerome Stocks  
San Diego Association of Governments (SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

RE: La Jolla Band of Luiseño Indians Tribal Transportation Plan

Dear Mr. Stocks:

The La Jolla Band of Luiseño Indians is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the La Jolla Indian Reservation.

On Wednesday, January 26, 2010, the La Jolla Tribal Council reviewed and agreed with the recommendation of the 2010 San Diego Tribal Summit to incorporate Tribal Transportation Plans (TTP) into the SANDAG 2050 Regional Transportation Plan (RTP) in order to document tribal government priorities for their lands and transportation systems. Enclosed is the La Jolla Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please feel free to contact me at (760)742-3771.

Sincerely,

[Signature]

LaVonne Peck  
Tribal Chair
La Jolla Band of Luiseño Indians Transportation Plan

Background Information

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

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

Existing Transportation Conditions

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

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

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

Goals and Objectives

1. Increase size of turns to accommodate vehicles over 40 foot in length.
   - Discuss solutions for funding and timing the redesign and construction of the proposed changes to the 4 turns identified.
   - Work with CalTrans to redesign the 4 turns identified in the attached Map.
2. Assessment and replacement of damaged, undersized, and undermine culverts
   • Work with Cal Trans to identify which culverts needs to be replaced or cleaned.
   • Setup a formal process of notification with CalTrans when there is a need to clean culverts
   • Owner of road way would contract with La Jolla to clean or replace culverts that fall within La Jolla’s Inventory.

3. Increase signage and lighting for school bus stops off of State Route 76
   • Work with CalTrans to solve how to fund the needed signage and lighting.
   • Purchase and install the signs and lighting.

4. Increase residential road signage for first responders and emergency personnel.
   • La Jolla would identify and update each of the residential road ways for both Tribal and BIA roads that encroach onto State Route 76
   • La Jolla would create a map outlining each road name.
   • La Jolla would distribute the map to the needed first responder agencies that have La Jolla within their service area.

5. Increase pedestrian walking and bike lanes throughout the reservation
   • La Jolla would work on creating a planning document to locate the most effective routes to access community and government facilities.
   • Partner with funding agencies that promote healthy communities.

Priority Projects

1. Increase size of turns to accommodate vehicles over 40 foot in length.
   • Currently, vehicles that are larger than 40 foot in length are not legally allowed to travel to La Jolla due to an inability for the vehicles to stay within the lines as it has currently been designed and constructed.

2. Asses and replace undermine and damages culverts.
   • After the devastation of the 2007 wildfires, La Jolla quickly became aware of the 86 culverts that exist along State Route 76 (within Tribal Land boundaries) and found that many of the culverts often clog with debris due to a lack of vegetation holding the hillside together or not being the proper size to handle the flow coming off the mountain. La Jolla would not only like to see the culverts cleaned, but actually replaced with larger culverts to mitigate any future clogging of the culverts. Due to flooding and clogging, State Route 76 has closed several times since 2007 and as a result hindering La Jolla’s Government and citizens to accessing their homes, families, and going to and form work. In addition, washed-out and overrun culverts have also left Tribal Members trapped on the reservation with no other route to escape to safety.

3. Increased signage and lighting for school bus stops off of State Route 76.
   • Due to La Jolla’s mountainous terrain and rural location, all of La Jolla’s bus stops are located off of State Route 76 with very little signage or lighting notifying drivers of the children’s presence. In addition, the current speed for State Route 76 is 55 mph, which allows drivers very little time to react in the event that a child crosses the street to ride the school buss. Although the Tribe has spoken to CalTrans about lowering the road speed near La Jollas’ bus stops, the traffic study does not justify a reduced speed limit.

4. Increase residential road signage for first responders and emergency personnel.
   • A large number of the roads within La Jollas’ inventory are not marked with proper signage making it challenging for first responders and emergency personnel to do their job.

5. Increase pedestrian walking and bike lanes throughout the reservation
   • La Jolla has a large portion of its membership that suffers from heart disease, diabetes, and other illnesses that can be controlled with exercise and other types of physical activity. The community has shown a great deal of interest in increasing safe walking and biking trails.
Appendix:
1) La Jolla Transportation Map
2) La Jolla Hwy 76 Culverts Map
3) La Jolla Bus Stops Map
Pala Band of Mission Indians
February 17, 2011

Hon. Jerome Stocks, Chairman of the Board
San Diego Association of Governments
401 B. Street, Suite 800
San Diego, CA 921010

RE: PALA BAND OF MISSION INDIANS - TTP DOCUMENTS

The Pala Band of Mission Indians has lead efforts to engage SANDAG in a dialogue on tribal transportation issues for the past few years. It is critical to this region that tribal concerns be heard in regional planning and that our issues are taken into consideration in the process of long range transportation planning for the region.

As the Chair of the Southern California Tribal Chairmen’s Association (SCTCA) I have played a leadership role in bringing tribal nations into the regional dialogue. I was the SCTCA signator for the Memorandum of Understanding between SANDAG and our Inter-Tribal Council in which tribal representation in SANDAG was finally achieved. I sat on the SANDAG Board in my role as the Chair of the SCTCA I have witnessed the development of the institutional relationship between our tribal nations and SANDAG. There is still much to do, but we are working in the right direction.

Pala had the pleasure of hosting the 2006 San Diego Regional Tribal Summit in which the Boards of SANDAG and the SCTCA laid out a collaborative action agenda. We have collaborated on the Working Group on Tribal Transportation Issues since its creation in 2006. Although much of our funding for transportation comes from the Bureau of Indian Affairs (BIA) it is important to share our needs and concerns with the region so we can look for ways to collaborate. As a participant of the 2010 San Diego Regional Tribal Summit, Pala agreed with the strategy for including Tribal Transportation Plans (TTP) in the 2050 RTP. As a contribution to this effort please find attached a summary document of Pala Tribal Transportation Plan for inclusion in the 2050 RTP document.

Sincerely,

[Signature]
Robert Smith
Tribal Chairman
Pala Band of Mission Indians

Cc: File
History
The Pala Band of Mission Indians is located in northern San Diego County, where a majority of the 918 enrolled members live on their 12,273-acre reservation, established for Cupeño and Luiseño Indians, who consider themselves to be one proud people — Pala. The word Cupeño is of Spanish derivation, adopting the native place-name Kupa and appending Spanish — “eño” to mean a person who lives in or hails from Kupa.

Background Information
The main part of the Pala town site is located on the north side of SR-76 and is centered around the intersection with Pala Temecula Road. The town site includes the Tribal Offices and the historic Mission San Antonio de Pala, founded in 1816. The town site also has the Pala Rural Fire Station/Ambulance, Pala Store, Pala Postal, Cupa Cultural Center, Transfer Station, KOPA FM 91.3 Radio Station and Pala Youth Center. The tribe also maintains an onsite mini-mart, sports complex park, skate park and fitness center.

Existing Transportation Conditions
Our existing transportation conditions are in need of a substantial improvement. Several roads are not paved. The road often needs to be sprayed with water to prevent dirt from being blown around the reservation.

Most of our transportation needs are being met. Our concerns lie more in the area of pot holes, uneven pavement, unpaved streets and sidewalks. Our current modes of transportation include North County Transit buses, taxi cabs, school buses, charter school buses and personal vehicles.

State Route 76 bisects the reservation west to east. The tribal village is north of the highway, while Pala Resort and Casino is south of the highway. We also have a back road that connects with a neighboring tribe—Pechanga—via Pala Temecula Road, and offers access into the reservation. The main problem that we have for these roads are:

- SR 76 is a two way lane into Pala, and approximately over 100 cars take this road daily.
- Pala Temecula Road is owned by two separate Counties. (Riverside & San Diego)
Goals and Objectives

The goal of the Pala Transportation system is to improve the quality of life of tribal members and residents by providing access to jobs, healthcare, schools and other regional amenities through a safe and efficient multimodal transportation system—including pedestrian and bicycle facilities—that is connected effectively to the surrounding transportation system.

1. WIDEN THE HWY 76 FROM THE 15 FREEWAY
   - Extend this into a four way lane instead of a two way lane.
   - Street lights need to be added to improve our evacuation and disaster plan.

2. IMPROVE LILAC ROAD
   - Convert from earth (dirt) to a paved road.
   - Increase the road capacity to a four (4) lane highway for residential areas.

3. MAINTENANCE ON ALL ROADS
   - Install sidewalks and improve current conditions of the sidewalks.
   - Fix pot holes and uneven pavements.

Priority Projects

1. Pala Indian Reservation – Lilac Road
   - Roads need to be paved to prevent, floods, landslides, and prevent vehicles from being stranded in muddy waters and damaged.
   - Approximate completion time – 1 year

2. Pala Indian Reservation – State Route 76
   - Expand the two way highway into a four lane road to improve the traffic flow into the reservations. This will prevent accidents, emergency responses and improve our evacuation process.
   - Approximate completion time – 2 years

3. Pala Indian Reservation - Maintenance
   - We are in desperate need of sidewalks to increase our members and youths safety when traveling to and from school. They are currently walking in the dirt roads and are very hazardous to the health and welfare of our members and residents. The pot holes and uneven pavements are a hazard to vehicles and commuters that travel on the reservation. This causes damage to their vehicles that can be prevented if the roads were properly paved.
   - Approximate completion time – 3 years
San Pasqual Band of Diegueño Mission Indians of California
February 11, 2011

Hon. Jerome Stocks
SANDAG Board Chair
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Hon. Stocks:

The San Pasqual Band of Diegueño Mission Indians of California believes that although we are a sovereign nation we are neighbors in this region of San Diego. Although we have trust relationship with the federal government, we also must forge relationships with our neighbors — both cities and the county. To ensure our own sustainable future it is critical to engage in the regional dialogue on planning for the future with these other land use authorities who make up the San Diego Association of Governments (SANDAG).

As members of the Southern California Tribal Chairmen’s Association (SCTCA) and the Reservation Transportation Authority (RTA), San Pasqual has participated actively in the government-to-government framework with SANDAG initiated several years ago. We participated in the 2006 San Diego Regional Tribal Summit, as well as the 2010 San Diego Regional Tribal Summit. Our councilmember, Dave Toler, is the current Chair of the Tribal Transportation Advisory Working Group and I currently represent the SCTCA on the SANDAG Board of Directors.

At the 2010 Summit our tribal leadership and the SANDAG Board agreed that including Tribal Transportation Plans in the 2050 RTP should be a goal so that we can begin a dialogue about our share priorities. Not all of the goals of the region, as it focuses on servicing the western, densely populated part of the county coincide with our tribal needs. We feel it is important to share our nation’s priorities for improving our transportation system and its connections to the region, benefiting everyone’s quality of life.

Please find attached a summary of our Tribal Transportation Plan with our top priority projects for the next five to ten years. We view this as another step forward in including a tribal voice and tribal needs in the Regional Transportation Plan.

Sincerely,

Allen E. Lawson
Chairperson
San Pasqual Reservation
Tribal Transportation Plan
Summary

January 2011

Background Information

The San Pasqual Band of Diegueño Mission Indians of California is a federally-recognized American Indian Tribe of Diegueño/Kumeyaay origin. The tribes’ membership of 216 Federally enrolled members are of Native American origin.

The San Pasqual Band of Diegueño Mission Indians of California originally occupied territory in the San Pasqual Valley and adjacent areas of San Diego County, where the San Diego Wild Animal Park is now situated. The present reservation, approximately ten miles east of the City of Escondido, in the Valley Center region of San Diego County, was established by the federal government July 1, 1910, acting under the Congressional Act of 1891. Currently, there are approximately 1,375 acres of trust land.

The San Pasqual Reservation has approximately 543 residential homes, a 120,000 sq. ft. gaming facility, an Education Center, a Community Center, Fire Department, Tribal Administrative Office building (HR Dept, Finance Dept, & Tribal Government), Housing Department office building and an Environmental Department office trailer.

The San Pasqual Band of Diegueño Mission Indians of California began its first major economic development activity with the opening of Valley View Casino interim facility in April of 2001. In December 2010, the tribe completed an eight story high rise hotel, providing employment for over 1,100 people. This tribal business enterprise provides a stepping stone to make San Pasqual financially independent and create a long-term, diversified, sustainable economy for generations to come.

The San Pasqual Tribal Government is continuously making every effort to upgrade the tribe’s infrastructure; i.e. water systems and adding more hydrants and road improvements in order to improve the quality of life if its people, as well as provide the best quality of amenities for those who come to visit.
Existing Transportation Conditions

The San Pasqual Reservation is served by a network of seven county roads, seven Bureau of Indian Affairs (BIA) roads, and 13 tribal roads. Valley Center Road (see Attachment A)—a regional arterial road—is the primary access road to the City of Escondido. The residents of the San Pasqual Reservation use Lake Wohlford Road (a regional arterial), North Lake Wohlford Road, and Woods Valley Road to reach Valley Center Road. Within the reservation, the county roads form the primary network of roads. North Lake Wohlford cuts through the center of the reservation from south to north and Woods Valley Road and Paradise Mountain Road connect to cross the reservation west to east.

The San Pasqual Band of Indians has contributed $5,900,000 plus funds towards the improvement of Valley Center road, as well as, contributed additional funding for other infrastructure. All the roads that are identified in this report are in need of many improvements and or maintenance. Valley Center Road is excluded from the listed roads, as it has recently been greatly improved. The tribe has identified Lake Wohlford Road as a primary access road that is in drastic need of repair. Road safety is a major concern for the tribe. Potential safety threats exist during rainy season and present potential risks of rock slides and dangerous mud and debris on the road way. However safety is not limited to the rain and potential rock slides risks. The narrow and winding design of the road, presents safety risks to vehicles and bicyclist that utilize the road on a daily basis. The tribe feels that the general public as well as the tribe would benefit from a major improvement to Lake Wohlford Road.

Goal and Objectives

The San Pasqual Band of Diegueño Mission Indians seeks to create and maintain a multi-modal transportation system that supports the quality of life of its tribal citizens, residents, and guests by providing safe, reliable access to all amenities on the reservation, as well as to regional, off reservation amenities such as hospitals, educational facilities, and jobs which cannot be accommodated on the reservation.

1. Add critical roadways to the BIA Indian Reservation Roads Inventory
2. Improve critical infrastructure on the San Pasqual Reservation
3. Increase access to Public Transit and opportunities for Active Transportation
4. Improve intergovernmental collaboration for regional transportation planning

Priority Projects
Add to IRR Inventory

Lake Wohlford Road to Valley Center Road
Lake Wohlford Road to Valley Center Road, north and south is used as a major access road by residents of San Pasqual Indian Reservation, Valley Center resident, and Rincon, Pauma, La Jolla Indian reservation residents.

All other Tribal Roads
All tribal roads, on the BIA maintenance list, on the San Pasqual Indian Reservation, must be included in the Inventory. Tribal roads must be accessed through three county major access roads; Lake Wohlford Rd., Valley Center Rd. and Woods Valley Rd, two of which are on the regional arterial system of SANDAG.

Bear Valley Parkway and San Pasqual Road
San Pasqual tribal members, utilize Bear Valley Parkway to San Pasqual Road, east to access their old tribal cemetery in the San Pasqual Valley near the San Diego Wild Animal Park. Every November 2nd, tribal members light candles for All Souls Day at the small tribal cemetery located at the San Pasqual Elementary School site. Additionally, the museum at the San Pasqual interacts with the tribe to support their activities.

Infrastructure

Widen and re-align Lake Wohlford Grade, south to Valley Center Road.
Currently the road is narrow and winds. During rainy season, mud and debris create road hazard. There are no passing lanes which creates a significant safety issue.

Widen and resurface Bear Valley Road
Bear Valley Road is too narrow. Ditches on each side for drainage are a potential hazard due to the road being too narrow. The road is in need of repairs.

Widen and realign Woods Valley Road
Currently, the road is narrow and windy from the Golf Resort near Valley Center Road to Paradise Mountain Road. The drainage system needs improvement to be able to accommodate mud and debris that accumulate during the winter rains.

Public Transit and Active Transportation

Construct bicycle lanes and pedestrian sidewalks
Bicycle lanes and pedestrian sidewalks are greatly needed on North Lake Wohlford Rd., north to Valley Center road. Children who attend Valley Center Middle School need a safer method of walking to and from school.
Construct public transit stops on San Pasqual Reservation
Both employees and guests of the resort and casino would take public transit if there were stops on the reservation. A transit stop at Valley View Casino, Nymii Pass Rd is needed. Also, a transit stop at Lake Wohlford and Kumeyaay Rd, at the tribal complex is needed.

Safety Improvement; Stop light at Bear Valley and East Valley Parkway Rd.
Stop light need at corner of Bear Valley and East Valley Parkway Rd for pedestrians to cross.

Improve Lighting and Signage
Low sodium lighting is needed on Lake Wohlford Road, south down to Valley Center Road. The distance between emergency call boxes is excessive. There is inadequate lighting in this area. More road signs, addressing speed, residential areas, how far to emergency call boxes, transit stops, school crossing, etc.

Participate in regional dialogue on transportation planning

Participate in the Reservation Transportation Authority
San Pasqual sits on the Executive Committee of the Reservation Transportation Authority and participates actively in its mission to provide education, advocacy, and transportation services to its member tribes.

Participate in SANDAG Tribal Transportation Working Group
Play a leadership role and represent San Pasqual’s interests in the intertribal working group on tribal transportation. Currently, Councilmember Dave Toler is the Co-Chair of this intertribal working group.

Support the Southern California Tribal Chairmen’s Association (SCTCA) in its representation in SANDAG
San Pasqual Tribal Chairman, Allen Lawson, currently sits on SANDAG Board, representing the SCTCA. Chairman Lawson is also the alternate to the Regional Planning Committee.
Viejas Band of Kumeyaay Indians
January 31, 2011

Ms. Jane Clough-Riquelme, Ph.D.
Tribal Liaison
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

RE: Viejas Reservation Tribal Transportation Plan

Dear Ms. Clough-Riquelme:

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

On Wednesday, January 26, 2011, the Viejas Tribal Council reviewed and agreed with the recommendation of the 2010 San Diego Tribal Summit to incorporate Tribal Transportation Plans (TTP) into the SANDAG 2050 Regional Transportation Plan (RTP) in order to document tribal government priorities for their lands and transportation systems. Enclosed is the Viejas Reservation Tribal Transportation Plan. We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Lisa Haws, Land Use Manager, at (619) 659-2341. Thank you.

Sincerely,

Anthony R. Pico, Vice Chairman
Viejas Tribal Council
VIEJAS BAND OF KUMEYAAAY INDIANS
TRIBAL TRANSPORTATION PLAN
VIEJAS INDIAN RESERVATION

Introduction

The San Diego Association of Governments (SANDAG) is developing the 2050 RTP to integrate land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. Including Tribal Transportation Plans (TTPs) will enhance the region's understanding of tribal sovereignty; establishes a more equitable foundation for government-to-government interaction with non-tribal transportation planning agencies as well as extending the reach of tribal governments, their authority, and influence beyond reservation lands and communities. Joint transportation planning is one land management strategy promoting interagency cooperation to address common concerns at the local level.

Background Information

The Viejas Band of Kumeyaay Indians, (appearing in the U.S. Federal Register at Vol. 75, No. 190, p. 60810 as the Viejas (Baron Long) Group of the Capitan Grande Band of Mission Indians of the Viejas Reservation, California) is a self-governing federally recognized Indian Tribe exercising sovereign authority over the lands of the Viejas Indian Reservation; and joint patent administration of the 15,000 acres of the Capitan Grande Indian Reservation with the Barona Band of Mission Indians.

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

The Viejas Reservation consists of 1,614 acres, and is located approximately three miles east of the unincorporated community of Alpine. The Tribe had 292 members in 2009, of this amount, 58% of the adult population does not live on the Reservation due to a lack of housing. Currently, there is an unmet housing need for 21 Indian families on the Reservation.

The Reservation is bordered by Cleveland National Forest of the west, north, and east, Interstate 8 (I-8) crosses four acres on the southern boundary and by various privately held parcels on the southwest, southeast, and northeast. The main access to the Reservation is via Willows Road, a two-lane County road which has two interchanges with I-8 to the west and to the east of the Reservation.

The Viejas Band is the sole owner and manager of Viejas Casino, Viejas Outlet Center, and Ma-Tar-Awa Recreational Vehicle Park all located on the reservation. The Viejas Band also owns Alpine Springs Recreational Vehicle Park and Borrego Springs Bank,
NA, the first American Indian-owned bank in California, and a full-service commercial bank serving the communities of east San Diego County and Imperial County with branch offices in Borrego Springs, La Mesa and Alpine. There are an additional 19 SBA loan production offices in Arizona, California, Colorado, Idaho, Nevada, Oregon, Washington, Tennessee and Texas.

The Viejas Tribal Government Center includes the Tribal Hall which houses the administrative offices for Tribal Council and General Council. Governmental functions include Treasury, Public Works, Land Use and Senior Services. On the west side are the Education Center, Library and Fire Station. To the northeast is the Viejas Recreation Center which includes open space, playgrounds, ball fields and other recreational opportunities. Further east is the Viejas Indian School and the Viejas Department of Public Works.

**Existing Transportation Conditions**

The Viejas Reservation is accessed from Interstate 8 via Willows Road through interchanges at both the east and west sides of the reservation (Attachment A). Willows Road generally parallels the freeway on its north side. Willows Road includes a bridge to span Viejas Creek which flows from the Viejas Reservation to the north. Willows Road is the only access road to the Southern Indian Health Clinic, owned and operated by seven Kumeyaay Bands.

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

Viejas Grade Road runs northeast through the reservation connecting the Viejas Band to communities of Descanso, Pine Valley, and traditional use areas in the Cuyamaca and Laguna Mountains.

Conejos Valley Road to the north connects the Viejas Reservation through the Cleveland National Forest to the interior of the Capitan Grande Reservation and San Diego River.

**System Description**

The Viejas Valley is edged by Viejas Grade Road and BIA Route 58 which loop off Willows Road. BIA Routes 56, 59, 60, and 62 as well as a tribal road in a new subdivision spur off the main loop and serve housing in the valley. An additional road, BIA Route 61, is located of BIA Route 58 and the Ma-Tar-Awa RV Park. The Indian Reservation Roads (IRR) system serving the Viejas Reservation was determined by the Band to consist of the BIA Public Road System, (Routes 56, 58, 59, 60, and 62), Viejas
Grade Road, the new tribal road serving the subdivision, I-8 (for five miles east and west of the reservation), and Willows Road to both I-8 interchanges, and Cutoff Road.

Transit

The Metropolitan Transit System (MTS) owns assets of: San Diego Trolley, Inc. (SDTI) - the light rail transit (LRT) operator; San Diego Transit Corporation (SDTC) - the major bus operator in the region; the San Diego & Arizona Eastern (SD&AE) Railway Company, which owns 108 miles of track and right-of-way; and San Diego Vintage Trolley, Inc., a nonprofit corporation established to restore historic trolley vehicles. MTS jurisdiction covers 570 square miles of the urbanized areas of San Diego County as well as the rural parts of East County, 3,240 total square miles, providing service to approximately 3 million San Diego residents. MTS public transportation services are critical to linking the Viejas community with the unincorporated community of Alpine, where many tribal community members and employees live, and the greater San Diego region to the west.

Goals and Objectives

Basic transportation needs include inventory of existing roads and driveways on tribal lands for inclusion on the BIA Indian Reservation Roads (IRR) inventory; improvements to County maintained roads to meet current design standard for improved maintenance, safety, and traffic management; evaluation of Interstate 8 interchanges for future growth and traffic management; improve regional connectivity through corridor study of I-8 from El Cajon to Imperial Valley; and, increased local and regional public transportation service to connect El Cajon, Alpine, Viejas and rural communities.

1. Maximize federal revenues available through the Indian Reservation Roads (IRR) system.
   • Evaluate existing tribal roads and driveways for eligibility and addition BIA Public Roads system.

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

3. Improve regional connectivity
   • Increase public transportation
   • Conduct Value Analysis of I-8

Priority Projects

1. Corridor study of I-8 from El Cajon to Imperial Valley
• Value Analysis (VA) to review the freeway access in the Alpine corridor to include improvements to Tavern Road and West Willows Road Interchange to accommodate development growth in Alpine including the new high school, commercial development and projected residential densities in the new General Plan.
• Improvements to the East Willows Road Interchange to accommodate 20-year traffic projects for the Viejas Band’s resort completion and community development.
• Value Analysis (VA) to review the freeway access and transportation demand of all Indian Reservation dependent on Interstate 8.

2. Willows Road and Viejas Grade Road upgrade to Regional Arterial Systems for improved traffic controls, maintenance and safety.
• Willows Road and Viejas Grade Road are maintained by the County of San Diego. Willows Road development include commercial and residential development. Where property owners desire to maintain a residential quality, speed studies and traffic calming is needed to protect the neighborhood integrity, improve pedestrian safety, promote safe routes to schools, and reduce overall noise and speed.
• Viejas Grade Road is paved with no shoulders and poor drainage. The road should be reviewed for road maintenance and safety improvements.

3. Improve local and regional public transportation service to connect Alpine, Viejas and rural communities.
• MTS has eliminated public transportation services on Sundays to Alpine and Viejas Reservation.
• Review and improve daily public transportation from El Cajon to Alpine, Alpine to Viejas; and, Alpine to the rural communities further east.