

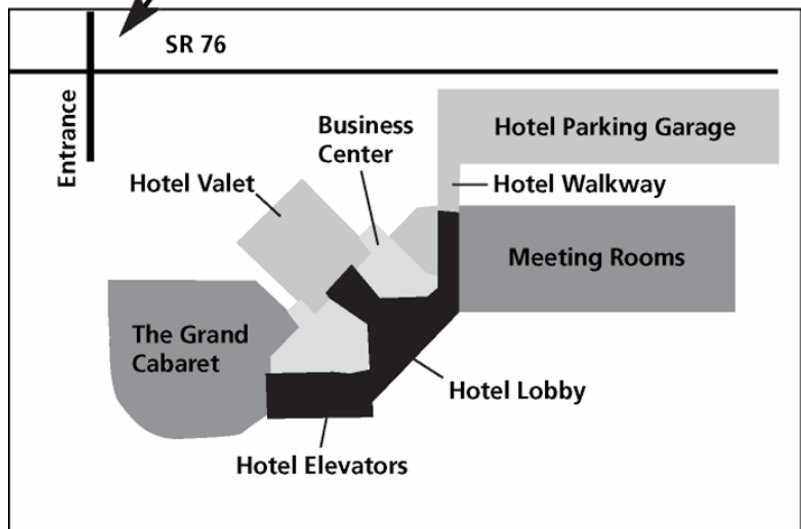
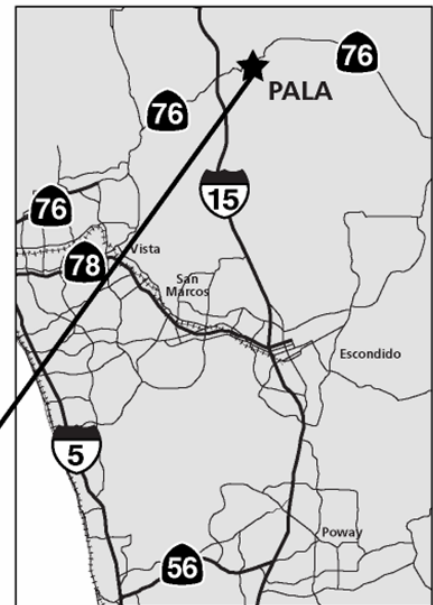
The San Diego Regional Tribal Summit also will serve as the March 10, 2006, SANDAG Board Policy Meeting. This agenda and related staff reports can be accessed at www.sandag.org under Meetings on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Board of Directors meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

Directions to the Pala Casino Conference Center

Take I-15
Exit SR 76 Pala/Oceanside (head east toward Pala)
Go 5.63 miles
Turn RIGHT at the Pala Casino Way intersection into the Casino Parking Lot.
Follow signs to the Hotel Parking Garage

Enter the Hotel Lobby (Fountain in Front)
Follow signs to the Summit Meeting Rooms





2006

SAN DIEGO REGIONAL TRIBAL SUMMIT

March 10, 2006

INTRODUCTION

Federal legislation requires that federally recognized tribal governments be consulted in the development of regional transportation plans and programs (Title 23, U.S.C. 450.312). In particular, the new federal transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU 2005), passed in 2005, reinforces federal emphasis on tribal government participation. How this consultation should occur is left to the Metropolitan Planning Organizations (MPOs) and the tribal governments.

The U.S. Constitution and treaties recognize Native American communities as separate and independent political communities within the territorial boundaries of the United States. In the San Diego region, there are 17 federally recognized tribal nations with jurisdiction over 18 reservations – the most in any county in the United States.

Reservations have generally been established by Executive Order, and most of the land within the boundaries of reservations is owned by tribes and held in trust by the federal government. Native American reservations currently cover more than 116,000 acres in the San Diego region, or approximately four percent of the region's land. Four tribal groupings make up the indigenous peoples of the San Diego region: the Kumeyaay/Diegueño, the Luiseño, the Cupeño, and the Cahuilla (Attachment 1 – Map).

As domestic sovereign nations, tribes are subject to federal regulations, but are not subject to local or state regulations, unless the U.S. Congress delegates implementation of federal law to the state. From a governance perspective, tribal governments operate much like local jurisdictions. In addition to the standard governmental functions of regulating, taxing, and delivering services, tribal governments act to preserve and protect tribal culture and the tribal community. Tribal governments also are responsible for the development, management and operation of tribal economic enterprises.

A number of planning issues surround these reservations as they are typically located in remote areas, outside of incorporated areas. Inadequate access to and from the reservations often results in a lack of employment opportunities, as well as insufficient health, social, and cultural services. As a result of the Federal Indian Gaming Regulatory Act (IGRA) of 1988, beginning in the 1990s most of the tribes in the San Diego and Imperial Counties developed or have agreements to develop gaming facilities as a means of economic development. In fact, San Diego County now has eight operational tribal gaming facilities, two new ones under construction, and at least three more being proposed, which is the greatest number of Indian gaming facilities in any county in the United States. Gaming-related and other types of development have led to rapid economic growth for these tribes while also providing jobs and stimulating the regional economy. This growth has been accompanied by

increases in traffic, jobs-housing accessibility issues, and the need for additional resources such as water and energy.¹ Even those tribes that do not have gaming facilities continue to have economic development, transportation, and infrastructure needs which have not been met.

To address these issues, state agencies and local governments are working to increase communication, coordination, and collaboration with tribal governments. This briefing paper provides: (a) a brief introduction to the Tribal nations in San Diego; (b) a background on the emerging regional efforts to create a framework for government-to-government relations with Tribal nations; (c) a description of the current emphasis on incorporating tribal issues into the comprehensive update of the Regional Transportation Plan (RTP); and (d) a discussion on the role of the San Diego Regional Tribal Summit in providing a mechanism for regional government-to-government dialogue on planning issues of mutual concern.

TRIBAL NATIONS IN SAN DIEGO COUNTY

Of the 107 federally recognized Indian tribes in California, 17 are located in San Diego County. Historically, the tribal members of today's bands are the descendants of four Indian cultural/linguistic groups who populated this entire region, taking advantage of the abundant natural resources and diverse ecological system for their livelihoods. The four nations were known as the Luiseño, who inhabited the land along San Luis Rey River in north and northwestern San Diego County; the Cahuilla who lived in the mountains in the northeastern part of the County and into Coachella and Imperial Valleys; the Cupeño who lived in the Warner Springs area; and the Kumeyaay (Northern Ipai/Southern Tipai) in the southern part of the County all the way to what is today Baja California.

Today, these four Indian nations are distributed over 18 reservations and are represented by 17 federally recognized tribal governments.² The original inhabitants of the still federally recognized Capitan Grande reservation established in the 1890s were moved to two different ranches in 1932 when the City of San Diego, by act of the U.S. Congress, acquired over 7,000 acres of land inside that reservation territory to build the El Capitan Reservoir. Capitan Grande is uninhabited and jointly managed by the Barona and Viejas governments.

In the years just prior to California becoming a state, the federal government developed treaties with California's Indian nations in an effort to reduce tribal and settler violence with the end of the U.S.-Mexican War and the onset of the Gold Rush. However, these treaties were never ratified—they were thwarted on the Senate floor by pressure from the new California Senators—and the Tribal nations who had signed the treaties were never informed. In 1875, President Ulysses S. Grant signed an Executive Order based on seven of the 'lost treaties' creating tribal reservations for the Santa Ysabel, Pala, Sycuan, La Jolla, Rincon, Viejas, and Capitan Grande bands. Most of the current tribal reservations were established by the end of the 19th century, however several were established well into the 20th century.

¹ For a comprehensive overview see San Diego County study "Update on Impacts of Tribal Economic Development Projects in San Diego County," April 2003. You can contact Chantal Saipe, Tribal Liaison, at (619) 685-2542 or download a PDF version from <http://www.sdcounty.ca.gov/cnty/cntydepts/landuse/tedp.html>.

² There are also several California Tribes, such as the San Luis Rey Band who have not attained federal recognition and are landless. The focus of this survey is on the land use and transportation needs of existing reservations.

It could be argued that tribal reservations today fall into two subregions, both geographically and culturally: in Northern San Diego County are five Luiseño/Cupeño bands (La Jolla, Pauma & Yuima, Pala, and Rincon) and one band of the Cahuilla people, Los Coyotes; and in Southern San Diego County there are the 12 Kumeyaay/Diegueño bands (Barona, Campo, Ewiiapaayp, Inaja-Cosmit, Jamul, La Posta, Manzanita, Mesa Grande, San Pasqual, Santa Ysabel, Sycuan, and Viejas). Many have constitutions and make laws. Each has distinct rules governing membership in the tribe, relationships among tribal members, and land use on reservation land.

EMERGING REGIONAL GOVERNMENT-TO-GOVERNMENT FRAMEWORK

The current government-to-government relationship is a federal/tribal relationship, the origin of which flows from treaties, federal statutes and U.S. Supreme Court decisions. This relationship is a requirement of federal law and can only be eliminated by a formal U.S. Congressional act. The government-to-government relationship between individual states and Tribes is entered into on a voluntary basis and is not a federal requirement. Government-to-government relations between regional planning agencies, local governments, and counties is voluntary, however regional transportation agencies are required by federal law to consult with tribes in the development of the various planning processes, including the Regional Transportation Plan (RTP) and the State Transportation Improvement Plan (STIP). Local governments with land use authority are now required to consult with tribes on the update of their General Plans as a result of California Senate Bill 18 which went into effect in March 2005.

Tribes operate under independent constitutions, have their own systems of governance and establish and administer their own laws.³ This sovereign status of tribal governments dictates that the United States and all agencies operating within it are expected to engage in government-to-government relationships when engaging Native American tribes. Government-to-government interaction with Native American tribes should follow the principles of coordination, cooperation, and consultation.

Caltrans was the first state agency in California to enact an agency-wide policy on Tribal consultation. In subsequent years, counties and regional agencies, such as SANDAG, have been exploring mechanisms for increased tribal involvement in the regional transportation planning processes.

Caltrans Tribal Liaison Program

In May 1997, Caltrans established the Native American Advisory Committee (NAAC) to advise on matters concerning Native American transportation issues and other issues pertinent to the relationship between Caltrans and Indian Tribes. In 1999, Caltrans created the Native American Liaison Branch (NALB), whose primary goal is to establish and maintain the government-to-

³ Public Law 280 passed by Congress in 1953 gave six states, including California, extensive criminal and civil jurisdiction over tribal lands in their state. It is a complicated statute which has often been misunderstood and misapplied by both federal and state governments. Moreover, the practical impact of Public Law 280 has gone far beyond that which was legally required, intended, and contemplated.

government relationship between Caltrans and California's federally recognized Tribes, as well as to liaison with other federal, state, regional, and local transportation agencies.

The NALB objectives are to: (a) establish close coordination and early project involvement with Tribes to streamline funding, environmental, and project delivery processes in areas on or near reservations; (b) ensure that Caltrans programs do not adversely affect important California Native American sites, traditions, or practices; (c) encourage cooperation between other agencies and local Tribal governments; and (d) assist with training, information dissemination, and project delivery; (e) consider Tribal Employment Rights Ordinance (TERO) from individual tribes for employment and contracting opportunities for Native Americans on Caltrans projects on or near reservations.

Statewide, NALB is in the process of developing a positive relationship between Caltrans and the California Indian communities. At the Caltrans district level, the department/tribal relationship is guided by the work of the Native American liaison for the district. In 2002, Caltrans District 11 established its Native American Liaison program to work with the 19 tribes in its jurisdiction.

County of San Diego Tribal Liaison Program

The 18 federally-recognized Tribal reservations located in San Diego County are adjacent to the unincorporated areas of the county under the land use authority of the County of San Diego. Thus, the principal local land use authority with which tribal nations must negotiate is the County of San Diego. As part of the recent gaming compacts signed by the Governor of California, tribes must discuss and negotiate the infrastructure impacts of tribal land use development with the County of San Diego. In negotiation with various tribes the County of San Diego has developed various agreements to mitigate impacts of gaming facilities on roads, law enforcement, water supply and quality, and waste management. Additionally, the County manages the Indian Gaming Special Distribution Fund Program which has for the past two years resulted in substantial increases in fire protection and road improvements.

At the direction of the Board of Supervisors, the Chief Administrative Officer appointed a Tribal Liaison within the Chief Administrative Office to enhance communication, cooperation, and coordination between the County and Indian Nations in the region. This full-time position was filled in late August 2001. The County's Tribal Liaison responsibilities include identifying and resolving issues related to impacts of Tribal economic development projects on infrastructure and other County services in unincorporated areas; providing support and tracking legislation and policy matters related to Tribes for the County Board of Supervisors and the Chief Administrative Officer; participating in regional land use and transportation planning, economic and services forecasting, funding, and development activities; and assisting Tribes with permitting and other issues. The Tribal Liaison reports to the Deputy Chief Administrative Officer for the Land Use and Environment Group (LUEG). The Tribal Liaison works directly with the County Departments in the LUEG Group; coordinates with Office of the Sheriff, other County departments, and state and federal agencies; and responds to inquiries from the media and other interested parties.

SANDAG Tribal Liaison Program

The 18 cities and county government are SANDAG. The agency serves as a forum for regional decision making. It is San Diego's Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO). SANDAG is responsible for the development of the Regional Transportation Plan (RTP), and the Regional Comprehensive Plan (RCP), in which all regional stakeholders are encouraged to participate. SANDAG conducts its business through the work of its five Policy Advisory Committees: Executive, Transportation, Regional Planning, Public Safety, and Borders. Each committee consists of elected officials from six subregions, as well as advisory members whose input is relevant to that particular committee's work.

It is through the Borders Committee that SANDAG has been pursuing government-to-government relations with tribal governments in the region. The Borders Committee discusses policy issues related to planning from three perspectives: interregional, binational, and tribal. In 2002 SANDAG held a Tribal Summit as part of the development of its MOBILITY 2030 RTP.

Since that time the agency has incorporated tribal liaison work into its work plan, designated a tribal liaison, and incorporated "tribal government-to-government" consultation into its Public Involvement Policy. Consistent with federal and state requirements, the Board of Directors adopted a Public Involvement Policy which includes tribal consultation as an integral component. It is described as the following:

- SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal governments, acknowledging these tribes as unique and separate governments within the United States.
- SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
- SANDAG engages in "consultation" with Tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
- To facilitate effective consultation with Tribal governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal governments and communicates with Tribal governments regarding SANDAG's activities.

"Consultation" is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

As part of its strategic objectives for FY 2005, the Borders Committee intensified its efforts to engage tribal governments through various activities. SANDAG staff has been working closely with the Reservation Transportation Authority (RTA) through a grant from Caltrans to engage tribes in the regional transportation planning process. Most recently, the SANDAG Board of Directors invited the Southern California Tribal Chairmen's Association (SCTCA) to join the Borders Committee as an advisory member. The SCTCA, as an intertribal council, accepted this invitation, and now sits on the

Borders Committee in a similar advisory role as the Western Riverside Council of Governments (WRCOG), the Imperial Valley Association of Governments (IVAG), and the Republic of Mexico.

Reservation Transportation Authority (RTA)

The Reservation Transportation Authority (RTA), founded in 1998, is a consortium of Southern California Indian tribal governments in San Diego, Imperial, and Riverside Counties designated as a Public Law 93-638 contracting entity that provides transportation education, planning, and program administration for Tribal government members. Its mission is: (a) to develop and increase road construction and maintenance capabilities for member tribes through the implementation of a comprehensive business plan, maximize new road construction and maintenance funding, and obtain increased efficiency through economies of scale; (b) to acquire new road construction and maintenance experience to serve as a resource to member Tribal governments; and (c) to provide transportation education, planning, and research for member Tribal governments.

As a non-profit organization serving its member tribes, the RTA has accomplished a significant number of activities since its founding in 1998. Among these the agency has completed 23 Transportation Studies for its member Tribal governments with funding from the Bureau of Indian Affairs (BIA). The RTA performed a precedent-setting Environmental Design, Construction, Inspection, and Monitoring for the Pala Band of Mission Indians. In addition, the agency has coordinated with the County of San Diego for the Wildcat Canyon improvement project as well as to create an Equipment Pool for its member Tribal governments to utilize for road construction and maintenance.

The RTA was recently awarded an environmental justice grant from Caltrans to strengthen liaison activities and tribal involvement in transportation planning with the MPOs whose area of influence coincides with their member tribes. The grant objectives include working collaboratively with the respective MPOs to: develop systematic mechanisms of communication between tribal governments and MPOs in the areas of their tribal members; provide information about the MPOs to the tribal nations; provide information about the tribal nations to the MPOs; develop and implement a strategy for tribal involvement in the RTP process; and facilitate policy discussions on tribal representation in the MPO structure.

Southern California Tribal Chairmen's Association (SCTCA)

The Southern California Tribal Chairmen's Association (SCTCA) is a multi-service, non-profit corporation established in 1972 by a consortium of 19 federally-recognized Indian tribes in Southern California. Its institutional mission is to protect, establish, and exercise the inherited and preserved sovereign rights of Tribal governments. The goal of the SCTCA is to further the health, education, welfare, and self-sufficiency of Tribal governments. As an intertribal council, the SCTCA serves as a forum for a wide variety of issues for Tribal governments in the region.

The organization's authority to act on behalf of its constituent tribes lies in the national sovereignty of the tribes themselves, in the incorporation bylaws, and the voting rights of the SCTCA Board of Directors, and the appointed Chair. All major decisions regarding the operation of the SCTCA are made by the Board of Directors which meets monthly, in consultation with the Executive Director.

Important actions such as policy development and organization direction must be supported by member tribes as well as the Board of Directors through the resolution process.

Over the past 25 years, the SCTCA has served its community of American Indians extending an array of services through its offices located on nine reservations. The SCTCA now not only provides primary health care and educational programs, but also a variety of other social services including drug abuse counseling, environmental health, cultural preservation, and childcare. Recently, in collaboration with the Hewlett Packard Corporation and member tribes, the SCTCA developed a high-speed wireless communication network to connect the reservations that are dispersed throughout the rural portion of the county.

In June 2005, the SCTCA joined as an advisory member of the SANDAG Borders Committee, similar to SANDAG's relationships with other associations of governments, IVAG and WRCOG. It is hoped that SCTCA's involvement in the Borders Committee will further dialogue with area tribes on issues of mutual concern in regional planning.

2007 COMPREHENSIVE REGIONAL TRANSPORTATION PLAN (RTP) UPDATE

During FY 2006, the Borders Committee has been working diligently on one of its strategic objectives related to implementation of the Regional Comprehensive Plan – improving communication and coordination on regional and transportation planning issues with tribal nations in the region. Together with Caltrans, the County of San Diego, RTA, and SCTCA, SANDAG developed an integrated work plan for the inclusion of tribal issues in the 2007 Comprehensive RTP update through a series of studies, planning activities, and the convening of a Tribal Summit.

Relevant Tribal Transportation Studies Underway

Various agencies, including Caltrans, the County, RTA, and SANDAG are conducting a series of transportation-related studies, which will provide timely and relevant tribal information for the 2007 RTP update. Further information about these studies, which are summarized below, will form part of the Tribal Transportation Issues paper for the 2007 RTP update.

Tribal Transportation Needs Assessment

In 2005, Caltrans District 11 and SANDAG, through grants from Caltrans, designed, developed, and implemented a joint Tribal Transportation Needs Survey directed at the 19 tribal governments in the region. The survey serves as a component of an overall transportation needs assessment to: (a) to initiate a process of building better relationships with tribes in San Diego and Imperial Counties; (b) to establish a baseline of awareness of the transportation issues affecting each tribe in order to facilitate partnerships between Caltrans, Tribal governments, and the regional transportation agencies; and (c) to promote more efficient identification of mutual transportation concerns and the development of appropriate solutions. It is hoped that this approach will enable tribes to identify common transportation concerns and will facilitate partnerships between the Tribes, Caltrans, and the MPOs, giving the Tribes a stronger voice in state and regional transportation planning.

In 2004, Caltrans and SANDAG developed a joint survey on tribal transportation needs to serve as a baseline for improving relations with tribes in the region and gain a better understanding of the transportation issues facing tribal nations in the region.

The survey was designed to capture each Tribe's transportation needs, issues, and concerns. The survey instrument included a series of questions addressing the following five subject areas:

- Relationships and contact with transportation and government agencies in which the tribe resides;
- Familiarity with specific planning agencies' planning process and associated documents;
- Future needs and availability of planned transportation improvements;
- Funding support for the tribes
- Guidelines for future developments on the tribal reservations

The findings of this study are currently being reviewed by the Tribal governments (see Attachment 2 – Transportation Survey PowerPoint). The survey results were tabulated and formed the basis for a technical workshop with tribal transportation managers and public agency staff on February 8, 2006. The purpose of the workshop was to analyze the information from the needs assessment, share information about various planning documents, and discuss ways in which the identified transportation needs for the tribal nations could be developed into strategies and policy issues for discussion at the Tribal Summit (Agenda Item No. 6 in this packet).

It is hoped that by beginning with an examination of identified tribal needs in transportation, gaps can be identified, and innovative solutions can be considered to address them through government-to-government collaboration and coordination. This is a first step in a broader process of tribal consultation at a regional level.

State Route (SR) 76 Operational Improvements Study

Caltrans and RTA are initiating a study of SR 76 east of the Interstate 15 to determine what kinds of operational improvements can be made to improve the safety of the SR 76 East corridor. The study will identify estimated costs for potential operational improvements as well as a methodology for allocating fair share contributions to the developing property owners in the corridor. Additionally, this study will identify potential alternative funding options from federal, state, local, and private sources.

County General Plan 2020 Circulation Element

The County of San Diego is currently updating its Circulation Element for its General Plan update, GP 2020. In this process, the County has made significant efforts to include regional Tribal nations in outreach workshops and has consulted directly with interested tribes.

The County has invited the Tribes to a meeting on March 15 to share information on GP2020 and answer any questions the Tribes may have on how the County's long range planning effort may affect the Tribes' future plans. The data gathered will feed into the issues paper prepared for the 2007 RTP update.

Reservation Transit Feasibility Study

SANDAG's proposed 2007 Overall Work Program (OWP) includes a work element for a Reservation Transit Feasibility Study, funded by a Caltrans planning grant. Based on the transit-related findings of the Tribal Transportation Needs Assessment, SANDAG will collaborate with the RTA and the SCTCA to select two key corridors serving reservations and study the feasibility of potential transit options as well as funding mechanisms.

TRIBAL SUMMITS

The SANDAG Board of Directors has convened periodic Tribal Summits to bring together elected officials from the 17 tribal sovereign domestic nations in the San Diego region and the elected officials from the 18 cities and the County represented on the SANDAG Board of Directors to discuss land use and transportation policy issues of mutual concern.

2002 Tribal Summit – Joint Policy Development Board

In October 2002, SANDAG held its first Summit with eight of the 17 Tribal governments in the San Diego region on regional planning and transportation issues. Six elected tribal leaders attended, including the Chairs of Rincon Nation of Luiseño Indians and the Viejas Band of the Kumeyaay Nation. At that meeting, it was agreed that SANDAG would establish a liaison to coordinate its regional planning efforts in transportation, land use, environment, and other areas with the planning activities of the region's Tribal governments.

In 2002, SANDAG produced a map of the region's Reservations, with the assistance of the tribes, Caltrans, and the Reservation Transportation Authority. This map has since been updated several times as tribal governments provide information regarding successful land-in-trust applications.

In FY 2004, SANDAG designated a tribal government liaison from its land use and transportation planning staff to improve communication and coordination with the region's 17 Tribal governments. In that year the position focused on three main areas: (1) developing relationships with each of the tribal governments; (2) incorporating tribal government-related information, goals, policy objectives, and actions into the Regional Comprehensive Plan; and (3) working with Tribal governments, Caltrans, and the County of San Diego to conduct a tribal transportation needs assessment utilizing a grant received from Caltrans.

As SANDAG developed its RCP incorporating the Borders framework, tribal government-to-government relations folded into the mandate of SANDAG's Borders Committee to advise the SANDAG Board planning issues related to interregional, binational, and tribal relations. The Borders Committee focused its tribal-related strategic initiatives on strengthening communication with tribal nations and pursuing transportation-related studies to incorporate into the 2007 comprehensive RTP update.

2006 San Diego Regional Tribal Summit

In 2004, Reservation Transportation Authority was awarded a grant from Caltrans to improve government-to-government relations between the tribes in Southern California and their respective regional transportation planning agencies. As part of the MOU signed with SANDAG in August of

2005, the RTA agreed to co-coordinate a Tribal Summit between elected tribal leaders from the 17 tribes in the San Diego region and the SANDAG Board of Directors.

Building on strengthened relationships with the RTA and the SCTCA, the Borders Committee formed an ad hoc interagency group representing the RTA, SCTCA, County of San Diego, Caltrans, and SANDAG to plan the Tribal Summit. Regular planning meetings were hosted by the RTA to develop a mutually determined agenda and protocol. Chairman Robert H. Smith, Chair of the SCTCA, graciously offered to host the event at the Pala Indian Reservation at the Pala Casino Conference Center.

Tribal leaders stated an interest in the Summit being an opportunity for local government officials to learn more about tribal nations as well as an opportunity for tribal leaders to understand better the policy areas that SANDAG deals with as a regional planning forum.

It was suggested that a framework be developed for the Tribal Summit to channel the dialogue constructively and take full advantage of the presence of regional policymakers to arrive at specific recommendations/action items. Thus, the Summit agenda is divided into three main components: (a) the elected leadership of the tribal nations will provide a brief background on their nation the planning challenges they are facing, and their main interregional issues; (b) the focus of the Summit will be on transportation issues raised through the survey and the technical workshop; (c) and breakout sessions in the afternoon will focus on other areas of regional planning that may provide a guide to future Summit topics.

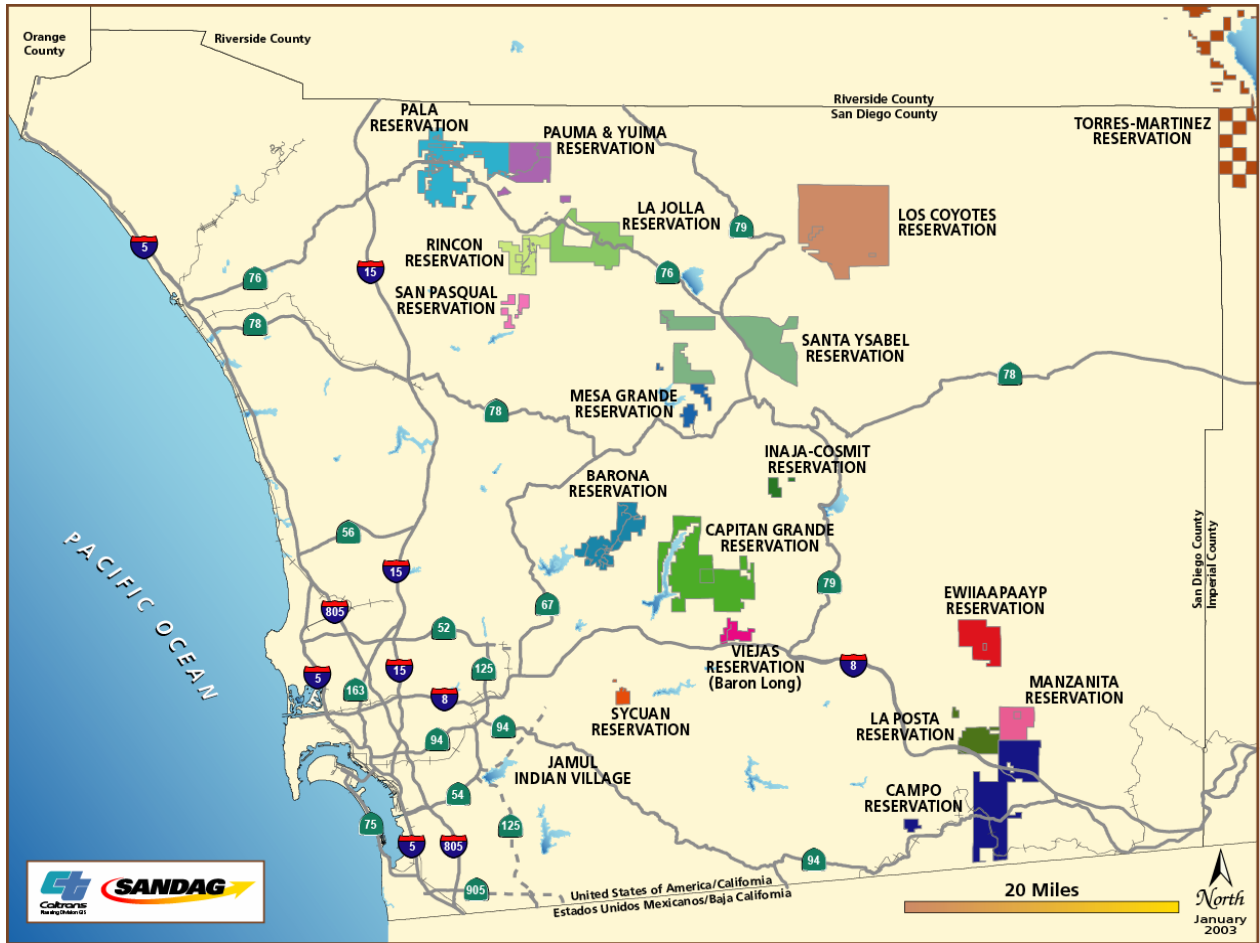
Transportation Issues

In preparation for the Tribal Summit, SANDAG, Caltrans, County, SCTCA and RTA staff worked together to hold a technical transportation workshop to discuss the results of the Tribal Transportation Needs Survey and provide an opportunity for tribal transportation managers to discuss issues and strategies they felt should form part of the transportation item in the Summit agenda with their agency counterparts, including staff from the Bureau of Indian Affairs transit agencies, and other public agencies. One of the outcomes of the workshop was a set of strategies to improve tribal transportation programs in the region. While some strategies are immediate action items on which to collaborate, six strategies were selected from the overall list to be the subject of an interactive polling exercise among the elected officials at the Tribal Summit (Agenda Item No. 6 – Transportation Strategies).

Regional Planning Issues

Although transportation issues are the focus of the 2006 San Diego Regional Tribal Summit, there are other regional planning issues that should be addressed between regional leaders and tribal leaders. The latter part of the Summit will be dedicated to raising and discussing issues such as the environment, energy, transportation funding, and public safety in breakout sessions (Agenda Item No. 7 – Breakout Session Topics). The issues and ideas raised in the breakout sessions will provide the basis for future agenda items to the SANDAG Policy Advisory Committees and the Board, as well as a collaborative action agenda for Tribal governments, intertribal councils, and relevant public agencies.

Attachment 1 – Tribal Lands Map



“Northern San Diego County Tribes”

- Inaja-Cosmit Band of Mission Indians
- La Jolla Band of Luiseno Indians
- Los Coyotes Band of Cahuilla Indians
- Mesa Grande Band of Mission Indians
- Pala Band of Mission Indians
- Pauma and Yuima Band of Mission Indians
- Rincon Luiseno Band of Indians
- San Pascual Band of Mission Indians
- Santa Ysabel Band of Diegueno Indians



“Southern San Diego County Tribes”

- Barona Band of Mission Indians
- Campo Band of Diegueno Mission Indians
- Ewiaapaayp Band of Kumeyaay Indians/Cuyapaibe Band of Indians
- Jamul Indian Village of California
- La Posta Band of Mission Indians
- Manzanita Band of Kumeyaay Nation
- Sycuan Band of the Kumeyaay Nation
- Viejas Band of Kumeyaay



“Imperial County Tribes”

- Fort Yuma - Quechan Indian Tribe
- Torres – Martinez Desert Cahuilla Indians



Reservation Pop/Employment (self-reported)

- Number of Reservation Residents:
 - Tribes in North County 4,891
 - Tribes in South County 1,453
- Number of Jobs Available on Reservations:
 - Tribes in North County 5,430
 - Tribes in South County 8,933



Tribal Government Relationships With Public Agencies

- San Diego County
 - Appointment of a Tribal Government Liaison to enhance communication, cooperation and coordination
- SANDAG
 - Designation of Tribal Government Liaison
 - Borders Committee pursues government-to-government relations with Tribal Nations
 - Chair of the SCTCA as advisory member of the Borders Committee



Tribal Government Relationships With Public Agencies

Imperial County/SCAG:

- SCAG and Tribal Government officials have held meetings/workshops to discuss transportation issues

Caltrans:

- Established Statewide Native American Advisory Committee (1997)
- Established Statewide Native American Liaison Branch (1999)
- District 11 Native American Liaison Program (2002)



Assessment Methodology

- Partner with Tribal Governments to conduct transportation needs assessment
- Follow Tribal Government Protocol for Design/Develop/Implementation of Survey
- Tribal Governments to Analyze Information
- Collaborate on Next steps/Recommendations
- Incorporate into RTP Update and other planning documents

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Survey Methodology

- Designed to capture each Tribe's transportation needs, issues and concerns
- Presentation made to SCTCA in December 2004
- Tribal Nations contacted through Chairs/Councils; Representative designated to respond to survey
- Interviews conducted between Feb-May of 2005
- 100% participation (19 Tribal Nations)

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Survey Instrument

Five key subject areas addressed:

- Relationships and contacts with transportation and government agencies in which the Tribe resides
- Familiarity with specific transportation agencies planning process and associated documents
- Future needs and availability of planned transportation improvements
- Funding support for the Tribes
- Information on current/future developments of Tribes

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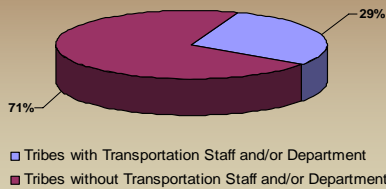
Survey Results

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Assessment Results – Transportation Staff/Department

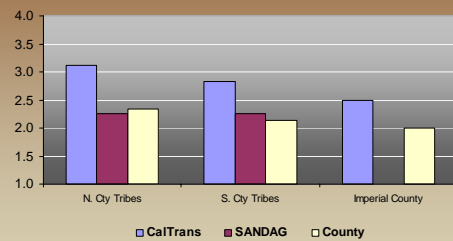
- 14 of 19 tribes do not have a transportation dept. or staff dedicated exclusively to transportation planning
- Funding is a key impediment



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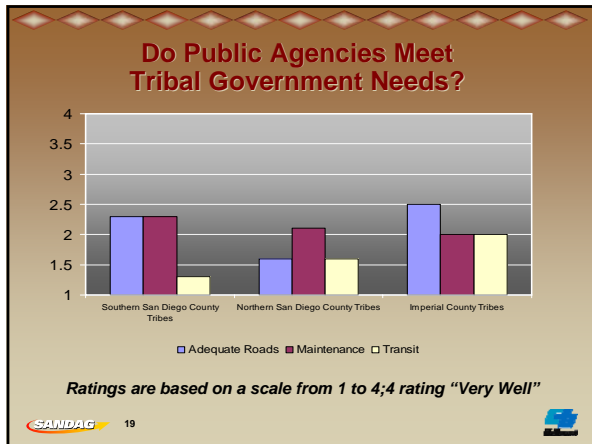
Tribes' Level of Satisfaction with Communication with Public Agencies



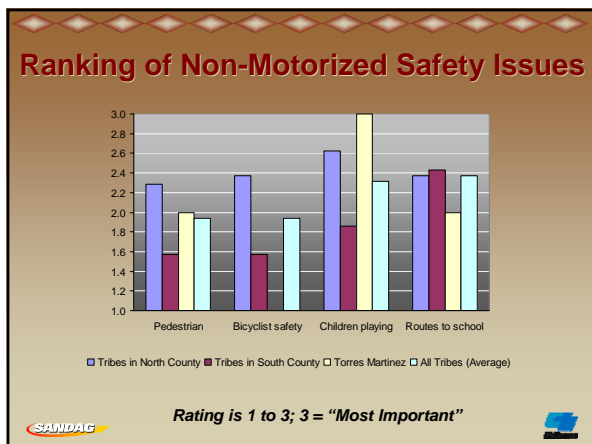
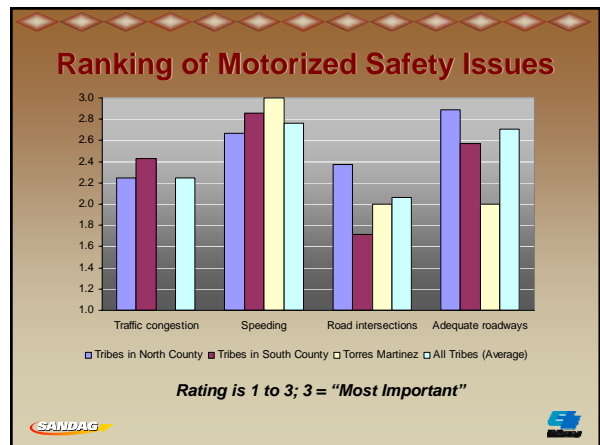
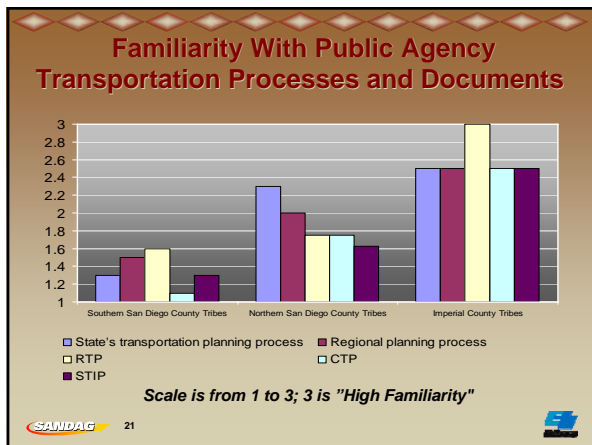
Rating is 1 to 4; 4 is "Excellent"

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- ### Key Reasons for Unmet Needs Include:
- Confusion over which agencies are responsible for what issues
 - Maintenance issues
 - Inadequate roadways
 - Lack of timeliness in implementing improvements



- ### Involvement in Developing Transportation Planning Documents
- Most Tribal Governments have little to no involvement in regional/state transportation planning efforts
 - Reasons why include:
 - Believe needs should be addressed as individual nations
 - Needs not adequately addressed
 - Tribes unfamiliar with planning documents
 - Lack of funding and staff

Funding

- Many tribal governments do not receive funding from outside sources
- Most tribal governments indicated that they operate without an annual transportation budget and on an 'as needed' basis
- Of those that have transportation budgets, most budgets are small – from \$0 to \$50,000



Partnering

Most tribes in San Diego/Imperial Counties indicated they would be willing to participate in a partnership (with public and/or private agencies) to fund transportation improvements directly on or serving their reservation



Next Steps

- Determine priority issue areas
- Incorporate identified issues into the RTP Update for 2007
- Identify specific collaborative projects and funding sources
- Develop institutional mechanism for collaboration on planning issues

Tribal Transportation Technical Workshop

- Caltrans convened a technical workshop hosted by Viejas (Feb. 8)
- Between tribal representatives and public agencies
- Discussed survey results
- Obstacles/Strengths
- Developed Potential Strategies



Conclusions

- Relationship and partnership-building is progressing
- Increased coordination will ensure both regional and tribal governments needs are met
- Continued efforts will successfully coordinate tribal government efforts in the region



Caltrans District 11 Tribal Government Transportation Needs Assessment

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