



MEETING NOTICE AND AGENDA

Barona Band of Mission Indians
Ewiiapaayp Band of Kumeyaay Indians
Jamul Indian Village
Los Coyotes Band of Cahuilla/Cupeño Indians
Mesa Grande Band of Mission Indians
Pala Band of Mission Indians
Pauma Band of Luiseno Indians
Rincon Luiseno Band of Indians
San Luis Rey Band of Luiseno Indians
San Pasqual Band of Diegueño Indians
Santa Ysabel Band of Diegueño Indians
Viejas Band of Kumeyaay Indians

INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

The Working Group may take action on any item appearing on this agenda.

Wednesday, July 11, 2007

1 p.m. to 3 p.m.
(light lunch at noon, hosted by San Pasqual Band of
Diegueño Indians)



San Pasqual Community Center
San Pasqual Reservation
27458 N Lake Wohlford Road
Valley Center, CA 92082



Staff Contact: Jane Clough-Riquelme, Tribal Liaison
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jcl@sandag.org



AGENDA HIGHLIGHTS

- 2007 REGIONAL TRANSPORTATION PLAN DRAFT
- TRIBAL TRANSIT FEASIBILITY STUDY DRAFT FINAL REPORT
- KICK-OFF: TRIBAL TDM OUTREACH PROJECT
- TRIBAL OPPORTUNITIES IN THE AMERICA'S BYWAYS PROGRAM

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The purpose of the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) is to serve as a forum for tribal governments in the region 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. In partnership with the Reservation Transportation Authority (RTA), the Working Group will monitor and provide input on the implementation of the strategies and planning activities related to transportation mutually developed through the San Diego Regional Tribal Summit.



Hosted by San Pasqual Band of Diegueño Indians

**Directions to San Pasqual Community Center
San Pasqual Indian Reservation**

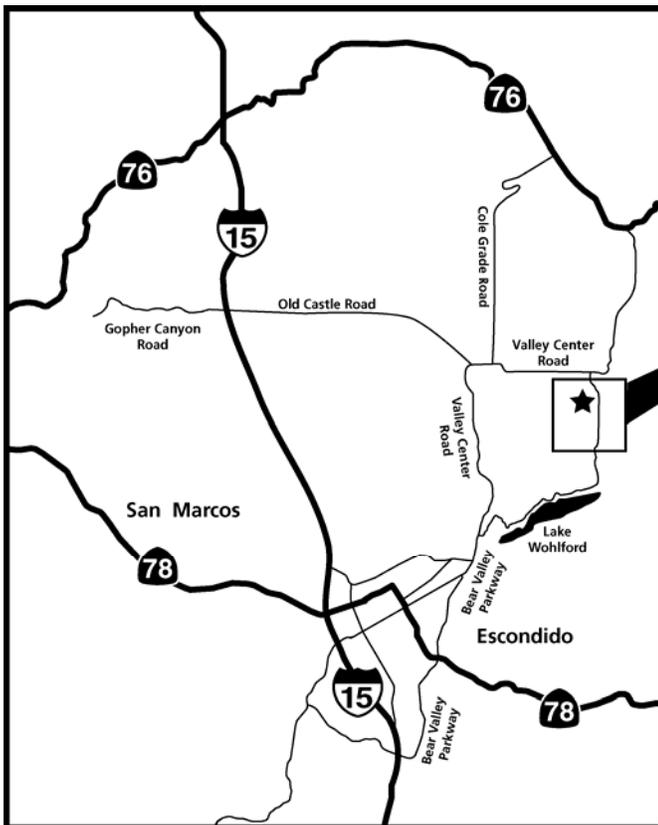
From the North

Take I-15 South
Exit GOPHER CANYON RD. toward OLD CASTLE RD.
Turn LEFT onto GOPHER CANYON RD.
Turn RIGHT onto CHAMPAGNE BLVD.
Turn LEFT onto OLD CASTLE RD.
OLD CASTLE RD. becomes LILAC RD.
Turn LEFT onto VALLEY CENTER/CR S6
Turn RIGHT ONTO N. LAKE WOHLFORD RD.

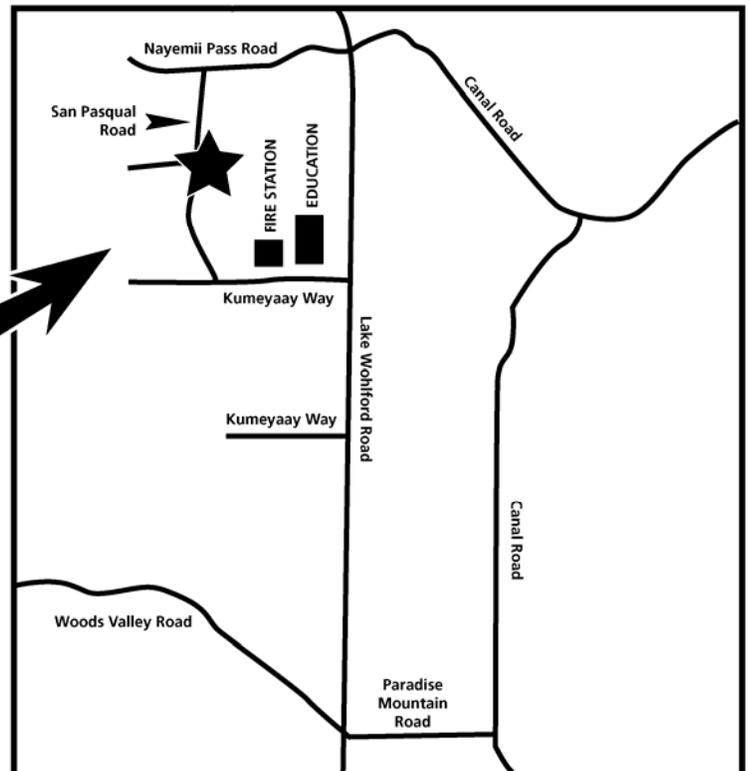
From the South

Take I-15 North
Exit VIA RANCHO PARKWAY
Turn RIGHT onto E VIA RANCHO PARKWAY
E VIA RANCHO PARKWAY becomes BEAR VALLEY PKWY S.
Turn RIGHT onto E VALLEY PKWY/CR S6
Turn RIGHT onto LAKE WOHLFORD RD.

The San Pasqual Tribal Community Center is on Kumeyaay Way, just south of the Valley View Casino entrance
Go West onto Kumeyaay Way
Go up the hill, past the Tribal Fire Station
Turn RIGHT into the administration parking lot
The Community Center is the second building on the LEFT



INSET DETAIL



INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

Wednesday, July 11, 2007; 1 p.m. to 3 p.m.

ITEM #	RECOMMENDATION
1. WELCOME BY SAN PASQUAL TRIBAL COUNCIL AND SELF-INTRODUCTIONS	INFORMATION
2. PUBLIC COMMENTS AND COMMUNICATIONS	
<p>Members of the public will have the opportunity to address the Interagency Technical Working Group on Tribal Transportation Issues or any issue within the jurisdiction of the Working Group. Speakers are limited to three minutes each.</p>	
CONSENT ITEMS (3)	
+3. APPROVAL OF MEETING MINUTES	APPROVE
<p>A. Meeting Minutes from April 18, 2007 B. Special Session Minutes from May 30, 2007</p>	
REPORT ITEMS (4 through 7)	
+4. DRAFT 2007 REGIONAL TRANSPORTATION PLAN (Jane Clough-Riquelme, Rachel Kennedy; SANDAG)	INFORMATION/ DISCUSSION
<p>On June 22, 2007, the SANDAG Board released the draft 2007 Regional Transportation Plan (RTP) for review and comment. Staff will present an overview of the Reasonably Expected Revenue Scenario and a schedule for the RTP public outreach workshops. Working Group members are invited to discuss and comment on the draft plan, and encouraged to attend the workshops in their subregions.</p>	
+5. DRAFT FINAL REPORT OF THE TRIBAL TRANSIT FEASIBILITY STUDY (Dennis Wahl, IBI; Kevin Siva, RTA)	APPROVE
<p>SANDAG was awarded a Caltrans grant to study the feasibility of implementing transit service in one or two key transportation corridors between selected tribal reservations and cities and/or urbanized community planning areas in the unincorporated area of San Diego County. The study examines traditional public transit services, as well as the potential for nontraditional services that could be funded by private sources and/or public-private partnerships and be integrated in the Coordinated Public Transportation and Human Services Transportation Plan (Coordinated Plan). A special session of the Working Group was held on May 30, 2007, to review the draft report and provide feedback. The consulting team will present the draft final report for the Working Group's consideration. The Working Group is asked to approve the report and recommend that it be forwarded to the SANDAG Borders and Transportation Committees.</p>	

ITEM #**RECOMMENDATION**

6. KICK OFF: TRIBAL TRANSPORTATION DEMAND MANAGEMENT OUTREACH PROJECT (Kevin Siva, RTA)

DISCUSSION/
POSSIBLE ACTION

SANDAG and RTA received a Caltrans grant to strengthen the participation of tribal nations in the San Diego region in the regional Transportation Demand Management (TDM) program. RTA and SANDAG have partnered to assess the needs of tribal employers, develop a strategy which meets their needs, and assist the RTA in setting up a tribal Transportation Management Association (TMA) that would collaborate with SANDAG's TDM program (RideLink). The tribal TMA, a private, nonprofit, member-controlled organization would provide the institutional framework for the recommended TDM programs and services that are developed as a result of the study. SANDAG and RTA staff will provide an overview of the project, work plan, timeline, and opportunities for Working Group involvement.

7. TRIBAL NATIONS AND THE AMERICA'S BYWAYS PROGRAM (Scott Sufficool, Tribal Liaison, America's Byways Resource Center)

INFORMATION/
DISCUSSION

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users) amended the transportation law to allow Federal Highway Administration (FHWA) to provide byway funds to Indian tribes and for Indian tribes to nominate roads designated as Indian tribe scenic byways, state scenic byways, or federal land management agency byways for national designation directly to FHWA. Scott Sufficool, the newly hired Tribal Liaison for the America's Byways Resource Center will brief the Working Group on this new program, funding opportunities, and what this means for tribal governments in the region.

8. POSSIBLE TOPICS, NEXT MEETING, AND ADJOURNMENT

APPROVE

The Working Group will discuss the options for the next quarterly meeting date and location. The Working Group is also asked to suggest topics for future meetings.

NOTE: Immediately following the Working Group meeting, Working Group Co-Chair Boxie Phoenix has convened a Tribal Caucus to discuss tribal transportation needs among the tribal representatives. In particular, the August 2, 2007, deadline to submit a request for the federal Tribal Transit Funding.

+ next to an item indicates an attachment

San Diego Association of Governments
INTERAGENCY TECHNICAL WORKING GROUP
ON TRIBAL TRANSPORTATION ISSUES

July 11, 2007

AGENDA ITEM NO.: **3A**

Action Requested: APPROVE

APRIL 18, 2007, MEETING MINUTES

File Number 7000600

Agenda Item #1: Welcome and Introductions

Meeting was called to order by Co-Chair Albert 'Boxie' Phoenix of Barona. On behalf of the Viejas Tribal Council, Vice-Chairman Raymond Cuero Hyde welcomed the Working Group. Tribal elder and Councilmember Virginia Christman gave the blessing.

Agenda Item #2: Public Comment and Communications

No public comments

Agenda Item #3: Approval of February 6 Meeting Minutes

A motion was made by Dave Toler of San Pasqual and seconded by Carmen Mojado of San Luis Rey. Vote: unanimous.

Agenda Item #4: Coordinated Plan – Tribal Government Questionnaire

Coordinated Plan questionnaire was included in the agenda packet for information. All tribal governments were urged to complete the questionnaire and return it to SANDAG to be included in the Coordinated Plan.

Agenda Item #5: Update on the IRR Inventory in Southern California

Jila Priebe, Caltrans Native American Liaison Branch, presented an update on the status of the Indian Reservation Roads (IRR) inventory project Caltrans is conducting for Southern California tribes. She thanked Viejas for hosting the Working Group and the Working Group for having invited Caltrans to make a presentation.

Caltrans is in the process of collecting Average Daily Traffic (ADT) counts across the state for tribal roads. The agency is working with the Bureau of Indians Affairs (BIA) to determine how much funding will be coming to California tribes. At the moment, the total is approximately \$150,000 for tribal transportation across the state which is insufficient to do adequate transportation planning. There is \$650,000 for all of California for maintenance.

Through this update of the IRR inventory and traffic counts it is hoped that more funding will come to California tribes. Caltrans is helping update the inventory through this data gathering. This will help the tribes to articulate clearly what their needs are for transportation. Data is needed to substantiate the lobbying process. Tribes will need to discuss their needs with the MPOs/RTPAs as well.

A consultant is working with tribes who are interested in participating in the program. The more tribes that participate, the more roads will be included in the inventory and the more funding will be allocated to California. The grant funding that Caltrans is utilizing expires in the fall of 2007, so the agency is working diligently to get as many inventories completed as possible. Currently, it has approximately 20 reports ready to submit to the BIA, including San Pasqual and Viejas. Caltrans is working to ensure that the data provided is clean and meets BIA specifications. Once the reports are ready the participating tribes will receive a packet of information that needs to be completed.

One of the main modifications to the new transportation bill – SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users) is that tribes can now add access road segments that serve them for services, cultural activities, or emergency. These can be access roads on the reservation or county or state highways. If California tribes utilize this aspect of the IRR Inventory process, they have a better chance of increasing their inventories and receiving additional funding. The ownership of the road does not change.

Discussion

Chairman Devers (Pauma) asked whether this meant that Pauma could identify SR 76 all the way to Interstate 15 as an access road. *Ms. Priebe responded that if there are multiple tribes using the access they have to divvy up the corridor and notify the BIA. Caltrans only receives the information; tribes will need to negotiate with each other and notify the BIA. The BIA IRR Coordinating Committee is still working on the implementation of the regulations related to this and there is considerable controversy with large land-based tribes. Bigger tribes would like to maintain a limit to the distance allowed (10 or 20 miles).*

Working Group Co-Chair, Boxie Phoenix asked about roads the tribes do not want on the inventory. *Any time you want to take a road off the inventory you have to notify the BIA. Caltrans will not put anything on the inventory the tribe doesn't want there. Each tribe needs to verify the information in their report. This is a self-reported process in which Caltrans is acting simply as an intermediary to the BIA.*

Dave Toler, San Pasqual, asked what the criteria is for a road to be accepted in the system. *All self-reported roads will be included. The only aspect that is not clear yet is the length of access road acceptable. Tribes should write letters advocating their position. Five miles for access is not appropriate for California tribes because of how isolated they are from urban transportation systems. One thing to keep in mind is once you put a road on the inventory it is a public road and cannot be gated. You can control for safety, but you cannot gate it.*

Dick Watenpaugh, Rincon, asked how the funds are going to be distributed. *The total amount for the program nationwide probably will not change, but the proportion received by California tribes could change dramatically with an updated inventory in the next transportation bill.*

Caltrans has also received additional funding to conduct Transportation Needs Assessments for individual tribes. San Pasqual is the first tribe to do this. Tribes are going to have long range transportation plans. This is a voluntary program and being done in a limited number of cases. Currently, Caltrans is working on ten, including San Pasqual. Ms. Jila Priebe asked if anyone was interested in participating to contact her immediately.

Item #6 TERO Issue (Olivia Fonseca)

Olivia Fonseca, Division Chief for Civil Rights for Caltrans, presented an update on the Tribal Employment Rights Ordinance (TERO) ordinance issue, pending in California. Ms. Fonseca provided a brief overview of the history of the TERO issue in California. Caltrans will work with tribes who have a TERO ordinance. In February of 2005 there was an inquiry made to Caltrans regarding applying TERO on a state, rather than federal transportation project. Caltrans examined the issue of whether the agency could enforce the application of TERO when Proposition 209 prohibits discrimination or preferential treatment. TERO considered an employment preference and violates Prop 209.

Since 2005 Caltrans has not been applying TERO on state-funded construction projects. Tribes have challenged Caltrans. The tribes argue that TERO is a political preference rather than an employment preference. Caltrans' legal department determined that it was an employment preference. Caltrans Native American Advisory Committee challenged that legal opinion and asked the Attorney General's office to review the issue.

The Attorney General's office (AG) is presently reviewing the issue and will come out with a legal opinion. Currently it is in the comment period. Caltrans Civil Rights office is encouraging tribal governments to contact Daniel G. Stone, Attorney General of California, regarding this issue, whether or not your tribe has a TERO ordinance. Ms. Fonseca distributed materials related to the issue.

Ms Fonseca introduced Marilyn Delgado, TERO liaison for Civil Rights office. She stated that there is no resolution yet. They expect it to be finalized by early fall. She urged tribal governments to contact the AG office with their opinion – either in support or not.

Discussion

Jim Quisquis, San Pasqual, asked whether this applied to County or State. *It applies to projects that utilize state dollars—not just the work that Caltrans does.*

Jim Quisquis, San Pasqual, noted that Prop 209 says the 'state shall not' but you are saying that it's the dollars not the agency. It would seem that one could comply with 209 by not imposing anything on the state or its dollars, but that we could impose it on the contractor. *Prior to 2005, Caltrans was enforcing TERO conditions on contracts. However, this doesn't prevent the tribe from enforcing the contract. You can say, 'here is my right-of-way and pay the TERO tax'. I don't know how the tribe would enforce it, but in principle it is possible.*

Thorpe Romero, Barona, asked if this applies to the County. *Ms. Fonseca replied that it applies to the State.*

Kevin Siva, Reservation Transportation Authority (RTA) and Los Coyotes asked if this was about state and federal funds. Can the contractors be notified? *Caltrans does notify them in the RFP process. The RFP will say that the project is on or near a reservation and the tribe has a TERO ordinance. Jila Priebe, Caltrans Native American Liaison, added that the legal opinion of the National Indian Justice Center (NIJC) and other is that it is a political preference, not an ethnic one and thus 209 doesn't apply. A government-to-government agreement should apply rather than an ethnic employment preference. She added that the deadline for public comment is May 31, 2007.*

Jim Quisquis, San Pasqual, suggested that the tribes coordinate on language and talk about "citizens" of each tribal nation.

Dave Toler, San Pasqual stated that when TERO tribes tax the contractor, the contractor adds it to their bill.

Kevin Siva, RTA/Los Coyotes, noted that with the updated roads inventory county roads and highways would be added.

Jim Fletcher, Bureau of Indian Affairs Superintendent for Southern California, noted that if an access road is extended that can be negotiated.

Jila Priebe, Caltrans, clarified that for any road with Caltrans right-of-way TERO cannot apply -- even if it goes through the reservation.

Kevin Siva, RTA/Los Coyotes asked what would happen if a tribe received federal funding and Caltrans matched it, how would the tribe apply TERO. If the tribe is contributing money they are going to want to apply TERO. *The biggest issue is state right-of-way. Caltrans has to document that right-of-way. It is the responsibility of Caltrans to be able to document the ownership.*

Albert 'Boxie' Phoenix, Barona, asked about the roads the tribe is funding like Wildcat Canyon.

Kevin Siva, RTA/Los Coyotes stated that the RTA is in the same position with the SR 76 study. If work gets done in that corridor, will we be able to impose TERO? *Olivia Fonseca replied that this would be resolved in the fall with the legal opinion of the AG.*

Ms. Fonseca introduced Anne Blazina from the Small Business Office who made a presentation regarding opportunities for doing business with the State of California.

Item #7: Update on the RTP

Rachel Kennedy, SANDAG staff, presented the revenue constrained scenario for the 2007 Regional Transportation Plan (RTP). She indicated that she has brought forward various components of the RTP as they have been working their way through the committee process. She described the scenario and the criteria for selection of projects. There were three options for balancing the transportation, transit, and local roads projects. SANDAG staff recommended a balance approach. The Regional Arterial System is being updated. The jurisdictions were sent letters. They then submit a list of road segments for consideration which are evaluated based on a set of agreed upon criteria.

The full draft RTP will be sent to the Board of Directors in May and the draft will be available for public comment June through September. Rachel will come back to the Working Group in July with the full draft RTP for discussion and comment.

Discussion

Kevin Siva, RTA/Los Coyotes asked what the RTP really does for Indian Country. So much of the services/planning is concentrated in the urban core. RTA wants to be more proactive for asserting the needs/demands of the tribes. *There actually are several improvements in the unincorporated area that directly affect tribes, such as the widening of SR 67, the widening of the I-8 eastern portion, and increasing existing local bus service.*

Dave Toler, San Pasqual noted that it seemed that the projects of most interest to the tribes were ranked the lowest. Is that because there aren't enough ADTs to warrant major improvements? *There was a set of multiple criteria developed that reflect the diverse components that go into mobility.*

Kevin Siva, RTA/Los Coyotes asked about safety considerations. *That was one of the criteria, but Caltrans also has SHOPP funds specifically to address safety improvements.*

Item # 8 – SR 94

Sam Amen, Corridor Manager for SR 94, presented an update on SR 94. He noted that several of the corridors he manages are relevant to tribal reservations – SR 76/79, and 94. SR 94 is a two-lane undivided highway that provides access to the urban area, Tecate, and I-8. The Regional Transportation Plan does not include expansion of the SR 94, but this corridor study will determine if this is justified and provide that information to SANDAG for the RTP update.

State Route (SR) 94 was adopted as a State Route in 1994. In 1997 it was cleared for doing five passing lanes. However, the local community sued, so the plan stopped. In 2000 the State budget was limited. The study was finally initiated in 2005. The environmental study was done. The current study is for operational improvements only.

Discussion

Dave Toler of San Pasqual asked about Jamul and their issues with right-of-way. *Not included in terms of capacity improvement but in operational improvements. Once the scope is identified through Mark Bobotis, Caltrans Tribal Liaison, then it comes to Sam as the Corridor Manager. Mark Bobotis indicated that there is no construction. They are still in discussions.*

Dave Toler, San Pasqual asked if Santa Ysabel was in the pipeline. *Yes. We have an agreement, the permit has been issued, and the environmental documentation is completed.*

Dave Toler, San Pasqual, asked why the same model couldn't be applied to Jamul as applied to Santa Ysabel.

Co-Chair Albert 'Boxie' Phoenix, Barona, asked for the opinion of the County Tribal Liaison. *Chantal Saipe, County of San Diego Tribal Liaison, responded that there is a lot of community*

opposition to Jamul. The access route has to have a permit. The County is pushing to plan it. Caltrans is pushing the access to Melody Road. They access now from SR 94.

Dave Toler, San Pasqual, suggested that if the County Supervisor from that District would back off a bit they should be able to resolve/come up with a solution. *Ms. Saipe responded that the tribe has taken a stance. It would be extremely difficult to get permits from the County due to environmental and policy issues. The County expects proper permits to be issued.*

Agenda Item #9: Tribal Transit Feasibility Study

Dennis Wahl of IBI Group presented an overview of the Tribal Transit Feasibility Study and updated the Working Group on the status of the project. They have completed their analysis of the existing conditions. In collaboration with the Reservation Transportation Authority (RTA) they have held several focus groups to get tribal input and discuss the criteria for the selection of tribal transit corridors. There are essentially three service options being considered: fixed route; route deviation; dial a ride; annex the transit routes from NCTD/MTS. A Special Session of the Working Group will be convened in May to discuss the draft report in detail.

Dick Watenpaugh, Rincon, suggested in the Northern Tribal Corridor that NCTD runs regular service on the SR 76 that could be enhanced. Also that the study should consider service up to Riverside County.

Agenda Item #10: Notice of Funding for Tribal Transit

The Working Group was reminded that the Federal Registry came out with the Availability of Funding notice for the Tribal Transit Funds. The Special Session in May will discuss this funding at length as it relates to the Tribal Transit Feasibility Study.

Agenda Item #11: Kick-Off – Tribal TDM Outreach Project

Due to time considerations the item was tabled for the next Working Group meeting.

Agenda Item #12: Next Meeting and Adjournment

San Pasqual offered to host the next meeting. The Working Group decided to meet on July 11, 2007. Meeting was adjourned at 3:15 p.m.

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org

San Diego Association of Governments
INTERAGENCY TECHNICAL WORKING GROUP
ON TRIBAL TRANSPORTATION ISSUES

July 11, 2007

AGENDA ITEM NO.: **3B**

Action Requested: APPROVE

MAY 30, 2007, SPECIAL SESSION MEETING MINUTES

File Number 7000600

Agenda Item #1: Welcome and Introductions

Albert 'Boxie' Phoenix, Barona Band of Mission Indians, welcomed everyone. Self introductions were conducted. Mr. Phoenix thanked the Barona Band of Mission Indians for hosting the meeting.

Public Comments:

Colin Hampson (Sonosky, Chambers, Sachese, Endreson & Perry, LLP) provided information to the Working Group about the formation of a Tribal Taskforce to lobby for the next highway reauthorization. Mr. Hampson is from a San Diego-based law firm that represents tribes in California and is actively becoming involved in this effort to help bring more money to California tribes. He addressed the upcoming expiration of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users), and that Tribal representatives recently got together to reactivate the ITA NCI task force (tribal advocacy for highway bill). There are only a couple of years until its reauthorization, and there is a lot of work that needs to be done. Mr. Hampson provided materials about an upcoming teleconference regarding task force efforts. There will be a draft resolution for tribes to identify tribal objectives on July 7. This group has made a lot of progress working with SANDAG to facilitate communication, and this is an opportunity to get local government support for tribal objectives in the highway bill. Mr. Hampson stated it is important to work at any issues in advance in order to get the maximum level of support form local governments.

Chairman Chris Devers, Pauma, asked if there was a specific timeline surrounding the necessary efforts of the highway bill. Mr. Hampson answered that the ultimate goal is to have adopted legislation by 2010, and the oversight process this year is a slow, momentum building process. Hearings on the bill will be next year, but this is dependant on funding. It is not too early to start thinking about this.

William Micklin, Ewiiapaayp, inquired about the focus of the upcoming tribal hearing. Mr. Hampson responded that it would be focused on Implementation, traffic safety, FHWA, and innovative financing. Mr. Micklin recommended that a representative of this Working Group speak on behalf of the group in Washington, D.C.

Agenda Item #2: Presentation of Draft Report of the Tribal Transit Feasibility Study

SANDAG was awarded a Caltrans grant to study the feasibility of implementing transit service in key transportation corridors between tribal reservations and cities and/or urbanized community planning areas in the unincorporated area of San Diego County. The study examines traditional public transit services, as well as the potential for non-traditional services that could be funded by private sources and/or public-private partnerships. The consulting team presented the draft report for the Working Group's feedback and comments. Dennis Wahl, IBI group, presented the outcomes and recommendations of the draft tribal transit feasibility study.

Discussion

Chairman Chris Devers, Pauma, noted that the SR76 is mislabeled on the north corridor map. Mr. Wahl stated he would correct that.

Chairman Johnny Hernandez, Santa Ysabel, referenced State Route (SR) 79 in the feasibility study, and commented that the reservation health center needs a transit center at Santa Ysabel. Jane Clough-Riquelme, SANDAG staff, inquired as to which parcel would need this transit center. Chairman Hernandez stated it would be needed on the larger of the three off of SR 79. Mr. Wahl commented that this type of feedback from tribal representatives was very helpful for refining the document.

Kevin Siva, Reservation Transportation Authority (RTA)/Los Coyotes said the route down to Borrego Springs is SR 22. Ms. Clough-Riquelme clarified that the map shows the transit bus route numbers; not the road number. Mr. Siva further questioned the frequency of that route. Mr. Wahl answered that it only runs about once or twice a week. Ms. Clough-Riquelme asked if that route is operated by Metropolitan Transit System (MTS). Mr. Wahl responded that it is operated by MTS, and that there will be new maps showing the incorporated area of jurisdiction. Mr. Wahl continued to outline three new services and made suggestions for improving North County services.

Mr. Phoenix, Barona, asked if the buses are going to have stations like those in Escondido that are dial-a-ride. Mr. Wahl responded that this is up to the agency that overseas service. They will determine the design of the stops. That would be part of the next steps.

Chairman Hernandez asked if there is a bus route from La Jolla to Santa Ysabel. Mr. Wahl answered that the 891 provides this service, but it does not run very often. Mr. Hernandez commented that Track 3 in San Ysabel has a health clinic and a casino. In addition, many people from Ramona do not have transportation, and this impairs their ability to get to San Ysabel. Mr. Wahl responded that this service is a possible extension. Mr. Hernandez commented that people are hitchhiking to the health clinic because the routes are not there. Mr. Wahl stated that refining the service plan would be part of next steps, once the tribes define what they what strategy to take.

Chairman Devers commented that a few years ago they wanted to take advantage of the transit system, but he was reluctant because it did not go directly to the gaming facility. He feels that if there was direct transit service to the front door of the gaming facility it would alleviate traffic congestion. He commented that buses should not stop along a nearby road, and there should be direct service to other popular locations. Mr. Wahl stated that Route 388 would pose a bigger issue because every time you go off route there is an increase in travel time. He added that route

deviation will be done when it is most cost-effective, and IBI is trying to put together recommendations for services that can bridge that gap.

Chairman Hernandez commented that traffic backs up when the transit service stops in two-way traffic. This causes problems if someone needs to turn into a specific location. He added that the health clinic in his area does not have a left turn lane which is very problematic. Mr. Wahl responded that part of this process is identifying the opportunities for the service providers to extend more efficient travel opportunities.

Stephen Marks, North County Transit District (NCTD) stated that he is not aware of any formal requests from the tribes to extend the route. He noted that it is an issue of ingress and egress. It would be necessary to determine the amount of time it takes to go into a facility and the amount of time it takes to get out. Such a trade-off must account for the convenience of existing passengers, and those that may start using the service.

Mr. Phoenix noted that this is a very constructive discussion to look at the feasibility of both extension of existing services to cater to tribal needs, as well as looking at some new route possibilities that would be tribally run. The purpose of this study is to determine what the options are. Then the tribes need to discuss further.

Chairman Hernandez asked about transit service to Ramona. Mr. Wahl explained that currently it is a one day a week service which really isn't sufficient; you could implement new policies at route conception.

Stefan Marks, NCTD, stated that route 891 already travels past the clinic and casino. He feels that the question at hand regards the frequency. Mr. Wahl stated that the purpose of this feasibility study is not to suggest any duplication of service, but rather to identify the gaps and provide scenarios for improving service through a mix of solutions.

Chairman Devers, Pauma, asked if this is a proposed level of service, or existing. Mr. Wahl responded that the study merely suggests a possible increase in frequency on route 388 as one feasible scenario.

Mr. Micklin, Ewiiapaayp, asked for a definition of route deviation. Mr. Wahl explained that this type of service offers riders an opportunity to call ahead and schedule a transit pickup that deviates from the original route. Mr. Marks, NCTD, provided an example where Point A and Point B are an hour and half away from each other. He added that this will create a drop off window, depending on the day and intensity of ridership. He stated that this would require a more active administrative relationship, and the advantage would be that it allows you direct service off of the main road.

Mr. Siva expressed that this format seems to be a solution that could get implemented. He said that transit must first be feasible in order for this to work. The incorporation of route deviation demands that you know the time frame surrounding your activity, and does not include the potential for multiple off route trips. He added that gaming tribes have had discussion regarding a mechanism that would allow for multiple trips. He suggested the difficulties in setting up specific appointments that cannot occur when going from "bush to bush." Steve Wilks, IBI Group, answered that you can book transportation far ahead for occasions such as doctor appointments. In order to implement that service you would have to look at where bus stops would be, and how much time is

appropriate to serve the areas. Chairman Hernandez stated that this would be a problem if the route deviates too much because it would take too much time.

Mr. Siva, RTA, commented that if people are assembled in a central location, and there is better coordination, it's possible. Gaming tribes can provide solutions. Through this we can address smaller outside issues. We need to know the impact on the routes, and better understand what cannot happen through the information generated in the feasibility study. Mr. Wahl responded that we are not proposing to serve everyone at every time. The addition of one or two deviation routes can tighten the timeframe. Mr. Siva added that he would like to determine a central location with access via short routes.

Ms. Clough-Riquelme, SANDAG, commented that this feasibility study is a tool to determine the issues facing the implementation of a tribal transit-oriented solution. She added that such a solution must be multi-faceted, but the development of more alternatives will generate more serious proposals.

Chairman Hernandez acknowledged that it is difficult to provide service to the backcountry, but it is the obligation of the federal and state government to help provide possible solutions. He highlighted the need to cooperate with transit agencies, and to provide a method to entice gaming tribes to utilize transit which will encourage financial gains. The transit service should attempt to incorporate as much of the population as possible.

Mr. Micklin, Ewiiapaayp, inquired if there is a funding mechanism that would enable tribes to have their own asset, so that public transportation is not responsible for more than they can do. In the study and subsequent proposals it might be more amenable for getting support if the gaming facilities were referred to as 'tribal employment centers.' The transit plan could be supplemented by the tribal enterprises coordinating their shift times to expand services.

Chairman Siva, RTA, noted that RTA and SANDAG just received a grant to develop a business plan for a tribal-owned mobility management organization which would focus on the transportation demand management solutions like vanpools, servicing the tribal enterprises. That is a very viable solution. One of the problems is the funding for ongoing operations. The grants enable tribes to buy buses and to plan, but the long term funding is not clear. A few years ago the RTA acted as a pass through agency for the acquisition of two buses for the Indian Health Councils, but the operational plan wasn't part of that grant. The feasibility study is just the preliminary start to address the problems we have been facing for years. No one counts on programs because as soon as they are initiated they run out of funding.

Linda Bolinger, HNTB, provided a presentation on what funding Indian tribes are eligible for, and how to develop a working funding strategy.

Chairman Siva asked whether the transit agencies would provide matching funds if the tribes pursued the FTA Tribal Transit Fund grant. Mr. Marks, NCTD, responded that funding is very limited and there are many policy level discussions about the best way to distribute funds. The challenge is not the creation of new service, but the additional funds required to establish services over a long period of time.

Ms. Bolinger, HNTB, added that the tribes will have to show how they will be able to sustain the service. SAFETEA-LU has increase funding based on the 5311 program formula.

Mr. Marks, NCTD, added that most costs for bus routes are in labor and other costs of service. This creates reluctance to extend service in all areas. The one place that this is different is around Palomar. There has been funding established for seven days as this route serves employment needs, and access needs for the reservations to Escondido. Chairman Siva, RTA, added that the MTS transit route that goes into Viejas works very well.

Chairman Hernandez asked why NCTD was created. Mr. Marks shared that NCTD was created to provide transit services in the North County.

Mr. Micklin, Ewiiapaayp, commented that fare box revenues are large factors to justify increasing frequency. The problem is getting other members from outside locations into high frequency locations. He added that the start up costs can come through grants, but not the operating costs.

Chairman Siva asked about capital improvement design and the construction possible on the extension of 88. He asked if MTS or NCTD has already implemented those improvements. *Mr. Marks, NCTD, responded that they have added 200 bus stops in rural areas and 130 have been improved.*

Ms. Clough-Riquelme, SANDAG, suggested the formation two corridor groups to pursue the FTA grant. Chairman Siva suggested that RTA could facilitate this grant process and act as the fiscal agent. There was a question among the participants as to the best organizational strategy for pursuing this funding. One question raised was whether one fiscal agent such as the RTA could pursue the funding on behalf of two tribal corridor consortia. He proposed that this be discussed further at the next Working Group meeting. He asked that the feasibility study include funding sources and strategies.

Chairman Devers, Pauma, asked if the feasibility study shows operating cost estimates, or fare box estimates from existing services. He suggested this in order to determine what it is currently costing to operate services, and see what can be worked out compared to such alternatives as route deviation, or designating the casinos as a drop-off points for the community and patrons. Mr. Siva responded that the feasibility study is set to address some of those issues.

Mr. Wahl, IBI, asked that tribal representative forward all of their comments on the draft report to either himself or to Ms. Clough-Riquelme at SANDAG in the next week or so in order to incorporate them into the final report. Mr. Siva stated that intertribal transit solutions that utilize a specific casino or tribal employment center are great ideas.

Mr. Micklin, Ewiiapaayp, agreed that transit providers should work with tribal enterprises and clinics in order to quantify the number of employees and shifts to determine whether or not improvements can be made to existing routes, and serve the tribal members and patrons of facilities. The consortiums are getting the dollars these days so it would be productive for tribes to work together to get funding. He suggested that a determination be made regarding the creation of a tribal transit utility district, and establish a budget and operating costs. Ms. Bolinger, HNTB, agreed that a consortium is the way to go. She commented that nationally the tribes in San Diego will have a greater impact if they are represented regionally.

Mr. Micklin, Ewiiapaayp stated that the tribes need to determine the most powerful statement that can be developed through the collaboration of tribes. He added that the tribes should get the funding, and then plan for the maximization of the dollar for the region and our people. He suggested this would best be done through the formation of a consortium.

Chairman Lee Acebedo stated that the best agency to undertake these responsibilities would be the one with the strongest administrative capabilities.

Chairman Siva, RTA, added that the Working Group has identified needs in North and South County, and the tribes should build on what has already accomplished. He suggested that RTA could apply for a planning grant to further refine what has been established in the feasibility study. There is more work to be done regarding the actual organizational structure of a tribal transit district. He added that one of the biggest lessons he has learned is that continuous representation at various meetings such as this Working Group and having tribal representation on the SANDAG Transportation Committee allows tribes to know what is going on in San Diego County. It provides us with the ability to represent tribes and voice our needs. Once we show we have the infrastructure and resources to build a strategy then it will become possible to strategize and plan.

Mr. Micklin, Ewiiapaayp, asked whether there are any funding caps. Dan Levy, SANDAG staff, responded that there are no specific caps but it is helpful to look at the history of past grants to get an idea of reasonable ranges. Ms. Bolinger, HNTB, added that California tribes can look at your proportion of the nation and other indicators to determine your fair share.

Richard Tellow, Jamul, asked what \$500,000 would cover in terms of the portion of a transit budget. Mr. Levy, SANDAG, responded that the past operating costs on page 44 show the net costs of all services as \$103,000; therefore \$500,000 would take care of this for a few years. Mr. Marks, NCTD, commented that operating costs will go up to \$70/hour, not the proposed \$50/hour.

Chairman Siva, RTA, was concerned that this funding is not sustainable.

Chairman Hernandez, Santa Ysabel, asked if this tribal transit district is proposed through the umbrella of the SCTCA, would all of the tribes be represented. Chairman Siva, RTA, responded that this issue would need to be discussed at SCTCA Board meeting.

Chairman Hernandez added that he recently heard the Regional Economic Prosperity Strategy at the SANDAG Borders Committee and was disappointed to see that tribes were not included in the report. He added that this is a learning process for the regional governments as well.

Mr. Siva stated that he is in a position to commit RTA to work on both tribal corridors.

Agenda Item #3: Discussion on Draft Tribal Feasibility Study

Chairman Siva, RTA, expressed that the Tribal Transportation Working Group needs to take an action regarding the funding available. He stated that planning is the starting point and RTA is willing to complete the grant applications, but they should be coordinated with SANDAG and SCTCA.

Dave Toler, San Pasqual, commented that it seems like RTA is an appropriate agency to take the lead on the grant applications, but the process is conducive to splitting application responsibilities. He furthered that we should have RTA take the lead and establish sections because the SCTCA has a lot on their plate, and there is no reason to pass the buck.

Chairman Siva, RTA, suggested that through the support of SANDAG and two transit agencies the tribes will be in a more strategic position to be competitive. The question is figuring out the best strategy to get the maximum funding to serve the two tribal transit corridors.

Discussion ensued regarding the most feasible organizational structure to use to pursue the Tribal Transit Funding for the two corridors and it was determined that more discussion was needed. One of the issues raised was whether an intertribal organization, such as the RTA or the SCTCA, could serve as the fiscal agent for proposals that include both the northern and southern corridor. One possibility is the proposal for a Tribal Transit District which would serve all of the tribes in San Diego and be administered by one intertribal agency and the two corridors are simply the two operational corridors.

Thorpe Romero, Barona, indicated that, however it is resolved, there would need to be letters of support from each of the tribes. It might be possible for the SCTCA to be the overall fiscal agent and have the RTA coordinate the service. The real concern at the moment is who will take the lead in undertaking this application process. There is a tremendous amount of work involved to meet grant requirements.

Chairman Siva, RTA, responded that the RTA would hire a grant writer and also work closely with SANDAG and the transit agencies.

Dan Levy, SANDAG, suggested that it may be possible that there is sufficient information in the study to apply for funding for this cycle, but IBI will need to take a look at that. The deadline is coming up fast. He suggested grouping the proposals by corridor, then each corridor consortium could nominate the RTA as the fiscal agency to maximize the efficiencies. You will have the most potential with two consortiums that make up feasible transit service areas. Ms. Bolinger, HNTB, referenced pages 56-58 to provide an outline of the categories needed to be filled out for the grant application. She added that the grantees should submit applications to the FTA, and their internal committees will decide on the grants at the national level.

Agenda Item #4: Federal Tribal Transit Fund Program

The item was covered under the financing portion of the draft report on the Tribal Feasibility Study.

Agenda Item #5: Adjournment and Next Meeting

The next regular meeting of the Working Group will be held on July 11, 2007, hosted by the San Pasqual Band of Diegueño Indians.

San Diego Association of Governments
INTERAGENCY TECHNICAL WORKING GROUP
ON TRIBAL TRANSPORTATION ISSUES

July 11, 2007

AGENDA ITEM NO.: **4**

Action Requested: INFORMATION/DISCUSSION

DRAFT 2007 REGIONAL TRANSPORTATION PLAN

File Number 3000400

Introduction

SANDAG is currently updating the Regional Transportation Plan (RTP). MOBILITY 2030, SANDAG's last full update of the RTP, was completed in March 2003. SANDAG staff has consulted with the Tribal Technical Working Group (TWG) on the development of various aspects of draft plan at previous TWG meetings.

On June 22, 2007, the SANDAG Board released the draft 2007 Regional Transportation Plan (RTP) for review and comment (Attachment 1, agenda report). Staff will present an overview of Reasonably Expected Revenue Scenarios and a schedule for the RTP public outreach workshops. Working Group members are invited to discuss and comment on the draft plan and encouraged to attend the workshops in their subregions.

Discussion

Draft 2007 Regional Transportation Plan

The RTP is one component of a much larger vision to sustain and improve our region's quality of life. The larger vision is the Regional Comprehensive Plan (RCP), adopted in 2004 to serve as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The RTP is the public policy component for how people and goods will move around the San Diego region through the year 2030. Required by state and federal regulations, the RTP contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the surface transportation system, and better coordinate land use and transportation planning. The 2007 RTP is the transportation component of the RCP and is compatible with the RCP.

The 2007 RTP is the product of collaboration between SANDAG and its transportation partners: all 18 cities and the County, the Metropolitan Transit System (MTS), the North County Transit District (NCTD), and the California Department of Transportation (Caltrans). A Regional Planning Stakeholders Working Group assisted in the RTP development, providing input to staff and the SANDAG Transportation Committee. The Stakeholders Working Group consists of diverse representatives from community, environmental, economic development, and building interest groups from around the region. Local agency planners and engineers also assisted in the RTP development through the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group. The region's Tribal Governments also participated in the

formation of the plan through ongoing government-to-government consultation, including the 2005 Tribal Transportation Needs Survey, the Tribal Transportation Technical Workshop, the 2006 San Diego Regional Tribal Summit, and through various meetings of the Interagency Technical Working Group on Tribal Transportation Issues.

Similar to MOBILITY 2030, the Draft 2007 RTP is based on a Reasonably Expected Revenue scenario, which reflects a \$58 billion level of investment through the year 2030. At the same time, the Draft RTP includes a Revenue Constrained scenario based on a \$41 billion investment level through the year 2030. The RTP would provide more priority improvements and services to meet the 2030 travel demands of the region. Following public review of the Draft 2007 RTP and Draft EIR, the Final 2007 RTP and Final EIR would come to the Board for adoption in November 2007.

Attachment: 1. SANDAG Board of Directors Draft 2007 RTP agenda report (June 22, 2007)

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rke@sandag.org



BOARD OF DIRECTORS
JUNE 22, 2007

AGENDA ITEM NO. 07-06-11
ACTION REQUESTED – ACCEPT FOR DISTRIBUTION

DRAFT 2007 REGIONAL TRANSPORTATION PLAN

File Number 3000400

Introduction

The Regional Transportation Plan (RTP) is one component of a much larger vision to sustain and improve our region's quality of life. The larger vision is the Regional Comprehensive Plan (RCP), adopted in 2004 to serve as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The RTP is the public policy component for how people and goods will move around the San Diego region through the year 2030. Required by state and federal regulations, the RTP contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the surface transportation system, and better coordinate land use and transportation planning. The 2007 RTP is the transportation component of the RCP and is compatible with the RCP.

Recommendation

The Board of Directors is asked to: (1) accept the Draft 2007 RTP, for distribution; (2) authorize staff to distribute the Draft Environmental Impact Report (EIR) prepared for the 2007 RTP as soon as it is available; and (3) schedule a public hearing on the Draft 2007 RTP and Draft EIR for the September 14, 2007, Policy Board meeting and set September 17, 2007, as the closing date for public comments.

The 2007 RTP is the product of collaboration between SANDAG and its transportation partners: all 18 cities and the County, the Metropolitan Transit System (MTS), the North County Transit District (NCTD), and the California Department of Transportation (Caltrans). A Regional Planning Stakeholders Working Group assisted in the RTP development, providing input to staff and the SANDAG Transportation Committee. The Stakeholders Working Group consists of diverse representatives from community, environmental, economic development, and building interest groups from around the region. Local agency planners and engineers also assisted in the RTP development through the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group.

Similar to MOBILITY 2030, the Draft 2007 RTP is based on a Reasonably Expected Revenue scenario, which reflects a \$58 billion level of investment through the year 2030. At the same time, the Draft RTP includes a Revenue Constrained scenario based on a \$41 billion investment level through the year 2030. The RTP would provide more priority improvements and services to meet the 2030 travel demands of the region. Following public review of the Draft 2007 RTP and Draft EIR, the Final 2007 RTP and Final EIR would come to the Board for adoption in November 2007.

Discussion

A Plan for Better Mobility

The 2007 RTP was developed around four main components: Land Use, Systems Development, Systems Management, and Demand Management. Each component has a unique yet interdependent role in improving mobility and travel in the San Diego region through 2030. Highlights from the 2007 RTP within each mobility component include:

- **Land Use-Transportation Connection: *Growing Smarter*** – The RCP was adopted in 2004, providing a regional blueprint to improve connections between land use and transportation plans using smart growth principles. A follow-on product of the RCP is the Smart Growth Concept Map, accepted by the Board in June 2006 for planning purposes and development of the 2007 RTP. The Smart Growth Concept Map illustrates a preferred planning concept for the region and is the framework for prioritizing public land use and transportation investments in the region. The map defines approximately 200 areas where smart growth development exists or could be built, and provides a basis for planning appropriate transportation facilities and transit services in the 2007 RTP. While the RTP is based on adopted general plans, analysis shows that developing the potential areas on the Smart Growth Concept Map would provide numerous mobility benefits for the region. The 2007 RTP includes \$206 million of *TransNet*-incentive funds through 2030 to foster the integration of smart growth land uses and transportation facilities.
- The Regional Transit Plan also was updated in the 2007 RTP, to both better serve identified smart growth areas and to incorporate some of the key recommendations from the Independent Transit Planning Review (ITPR). Conducted by an outside peer review panel after the last RTP, the ITPR focused on improving the role of public transportation in addressing mobility needs in the San Diego region, and enhancing the connection between land use and transit.
- The RTP also includes new sections on collaboration with the tribal governments in the San Diego region, extensive details of the region's habitat plans and the *TransNet* Environmental Mitigation Program, and a discussion of the energy implications of the transportation sector and the link to greenhouse gas emissions.
- **Systems Development: *Increased Capacity and Travel Choices*** –The focus of the RTP remains the flexible Managed Lane/High Occupancy Vehicle (HOV) network that accommodates transit, as well as carpools, vanpools, and fee-paying Single Occupant Vehicle (SOV) drivers. When implemented, the improvements in the RTP will substantially improve the region's highway and roadway networks, supporting new or improved high-quality regional transit services, and facilitate goods movement. The revenues in the RTP cannot build all of the 2030 Unconstrained Needs, so the RTP first includes commitments to projects in the *TransNet* Early Action Program (EAP), and then a balanced distribution of funds to high-priority highway and transit projects as determined using Board-adopted evaluation criteria. Criteria were updated for the 2007 RTP, providing more emphasis for projects supporting smart growth development.
- Based on input from the ITPR, transit market research, and the MTS/NCTD short-range transit plans, a number of key elements were identified to guide the refinement of the Regional Transit Plan. Seeking to maximize the role public transportation can play in addressing regional mobility needs, implementation of the Regional Transit Plan would include: a strong

investment in the operations and rehabilitation of the existing system, *TransNet* EAP projects such as the Interstate 15 (I-15) Bus Rapid Transit, transit priority measures on arterials, rail grade separations, transit station and parking improvements, and future transit guideways such as Downtown San Diego to Kearny Mesa. There is particular attention to the transit customer in the RTP, with low-floor vehicles and smart fare Compass Cards to allow for easier and speedier boarding, along with real-time information on when the next vehicle will be arriving.

- The San Diego Regional Goods Movement Action Plan (GMAP) was accepted by the Board in September 2006 as the first step in evaluating a long-term freight strategy for the border region. The GMAP includes a prioritized list of good movement projects, ranging from border freeways, toll roads and Ports of Entry, to marine terminal access and improvements. The RTP assumes an additional \$1.8 billion in goods movement projects outside the normal highway and transit projects, funded by unique sources that would not compete with other RTP projects.
- Several new toll facilities also were included in the RTP. State Route (SR) 11 has always been planned as the access facility to the new border crossing at East Otay Mesa, but it is now assumed to be a toll facility. In addition, the I-5 Managed Lanes north of SR 76 and the I-15 Managed Lanes north of SR 78 were added to the RTP as toll facilities. This approach addresses the growing congestion in these North County corridors without impacting scarce public investment dollars elsewhere in the region.
- When deciding the level of investment for the 2007 RTP, the Board included an additional \$2 billion for transportation facilities and improvements to be distributed to local jurisdictions. This is in addition to the residential development impact fee to be collected by local jurisdictions through the *TransNet* Regional Transportation Congestion Improvement Program (RTCIP). The RTCIP is dedicated for improvements to the Regional Arterial System, and the system plan was updated in cooperation with all the local jurisdictions.
- **Systems Management: *Making Better Use of What We Have*** – Billions of dollars have already been invested in roads and transit in the San Diego region. SANDAG needs to maximize the return on this significant investment through better management and more efficient operation of the existing networks. A wide range of systems management strategies totaling more than a half billion dollars is included in the RTP. These include expanded Freeway Service Patrol to clear incidents quickly, and the Advanced Traveler Information System (511) for real-time data via phone and Internet. The new Integrated Performance Management Systems Network will interconnect the region's local transportation management centers, from freeways, arterials, and the transit system.
- **Demand Management: *Taking Pressure off the System*** – Steps to reduce peak-period travel or change when and how people travel will become increasingly important in the future. Demand Management focuses on encouraging alternatives to driving alone and minimizing demand on the transportation system during peak periods. RideLink is the regional transportation demand management program that offers a regional vanpool program, regional bike locker program, and a regional subsidy program to provide start-up funds to employers to provide their employees with financial incentives to try new ways to commute. The funding for Demand Management was increased in the 2007 RTP, to further encourage teleworking and flexible work hours to help manage peak demand.

Financial Scenarios

The 2007 RTP assumes a \$58 billion level of investment for the development, operation, and maintenance of our transportation facilities and services. This assumes both current sources of transportation revenues as well as future revenues from local, state, and federal sources. Examples are increases in state and federal gas taxes based on historical trends, and state and federal funds to improve local or regional infrastructure impacted by the recent growth in global and binational trade. Once the RTP is adopted, staff will work with the Board to evaluate and possibly pursue potential funding sources.

The 2007 RTP also includes the \$41 billion Revenue Constrained Scenario that only assumes traditional sources of funds. Required by federal law in any RTP, this scenario is analyzed for its ability to meet air quality conformity standards.

Next Steps

Upon Board action, the Draft 2007 RTP will be circulated to local jurisdictions, MTS, NCTD, Caltrans, the Stakeholders Working Group, and other interested parties, and will be available on the SANDAG Web site. The Draft EIR will be released as soon as it is available. Major milestones include:

- June 22, 2007: Release of the Draft RTP
- August 3, 2007: Release of the Draft EIR
- September 14, 2007: Public Hearing on Draft RTP/EIR
- September 17, 2007: Close of public comment period for Draft RTP/EIR (The comment period may be extended depending on the actual release date of the EIR.)
- October 19, 2007: Transportation Committee reviews RTP/EIR comments
- November 30, 2007: SANDAG Board certifies Final EIR, approves air quality conformity finding, and adopts Final 2007 RTP

Public Involvement Program

Public outreach is a vital component of the 2007 RTP, and the details to date are contained in Appendix C of the Draft RTP. This appendix includes the results of the community-based outreach program, where seven competitive mini-grants were awarded to engage community-based participation in setting regional transportation priorities. The outreach effort will continue through September to invite public comments and participation in completing the Final RTP. Major public workshops will be held throughout the County in July on the following days:

- July 17, 6 to 8 p.m., Encinitas Community Center
- July 19, 11:30 a.m. to 1:30 p.m., Balboa Park, War Memorial Building
- July 23, 6 to 8 p.m., Chula Vista City Hall
- July 25, 6 to 8 p.m., San Marcos Community Center
- July 26, 6 to 8 p.m., Ronald Reagan Community Center, El Cajon

Note: Printed copies of the 2007 RTP have been mailed to Board Members and Alternates, City Managers, and key staff. The 2007 RTP may be obtained from the SANDAG Web site at <http://www.sandag.org/index.asp?projectid=292&fuseaction=projects.detail>, and CDs of the document are available by contacting the SANDAG Public Information Office at (619) 699-1950. Technical Appendices for the 2007 RTP will be available on the SANDAG Web site following the June 22 Board meeting.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Mike Hix, (619) 699-1977, mhi@sandag.org

Funds are budgeted in Work Element No. 3000400

San Diego Association of Governments
INTERAGENCY TECHNICAL WORKING GROUP
ON TRIBAL TRANSPORTATION ISSUES

July 11, 2007

AGENDA ITEM NO.: **5**

Action Requested: APPROVE

DRAFT FINAL REPORT OF THE TRIBAL TRANSIT FEASIBILITY STUDY

File Number 7000600

SANDAG was awarded a Caltrans grant to study the feasibility of implementing transit service in one or two key transportation corridors between selected tribal reservations and cities and/or urbanized community planning areas in the unincorporated area of San Diego County. The study examines traditional public transit services, as well as the potential for nontraditional services that could be funded by private sources and/or public-private partnerships and be integrated in the Coordinated Public Transportation and Human Services Transportation Plan (Coordinated Plan). A special session of the Working Group was held on May 30, 2007, to review the draft report and provide feedback. Attached is the Draft Final Report for consideration (Attachment 1). The Working Group is asked to review and approve the report, recommending that it be forwarded to the SANDAG Borders and Transportation Committees for approval.

Attachment: 1. Draft Final Report of the Tribal Transit Feasibility Study

Key Staff Contact: Jane Clough-Riquelme, (619) 619-699-1909, jcl@sandag.org