MEETING NOTICE AND AGENDA

INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

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

Wednesday, June 22, 2011

10 a.m. to 12 noon
(Light lunch hosted by the San Pasqual Tribal Council)

San Pasqual Tribal Hall
San Pasqual Indian Reservation
27458 North Lake Wohlford Road
Valley Center, CA 92082

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

AGENDA HIGHLIGHTS

- DRAFT 2050 REGIONAL TRANSPORTATION PLAN (RTP): TRIBAL CONSULTATION
- REVIEW OF 2008 TRIBAL TRANSIT FEASIBILITY STUDY AND NEXT STEPS

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 Tribal Hall
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 Hall 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 Tribal Hall is the second building on the LEFT
## INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

Wednesday, June 22, 2011

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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<tr>
<td>1.</td>
<td>WELCOME BY SAN PASQUAL TRIBAL COUNCIL AND SELF INTRODUCTIONS</td>
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<td>2.</td>
<td>PUBLIC/COMMUNICATIONS/MEMBER COMMENTS</td>
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<td></td>
<td>Members of the public shall have the opportunity to address the Working Group on any issue within the jurisdiction of San Diego Association of Governments (SANDAG) that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Working Group coordinator prior to speaking. Public speakers should notify the Working Group coordinator if they have a handout for distribution to Working Group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.</td>
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<td>+3.</td>
<td>MARCH 30, 2011, MEETING SUMMARY (Dave Toler, Working Group Co-Chair)</td>
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<td>The Working Group is asked to approve the meeting summary from the March 30, 2011, meeting hosted by the San Pasqual Band of Diegueno Mission Indians.</td>
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REPORT ITEMS (#4 through #7)

| 4.     | UPDATE FROM THE BUREAU OF INDIAN AFFAIRS (Superintendent ‘RJ’ Eben, Bureau of Indian Affairs (BIA), Southern California Agency) | DISCUSSION |
|        | The Southern California Agency of the Bureau of Indian Affairs is responsible for processing the Indian Reservation Roads Inventory, as well as assisting tribes with transportation planning. Superintendent Eben will update the Working Group on current activities of the BIA related to tribal transportation. |

| +5.    | DRAFT 2050 REGIONAL TRANSPORTATION PLAN (RTP): TRIBAL CONSULTATION (Heather Adamson) | DISCUSSION |
|        | The Draft 2050 RTP and its Sustainable Communities Strategy (SCS) is the blueprint for keeping pace with the mobility and sustainability challenges in a growing region. The RTP is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2050. The SANDAG Board of Directors (Board) released the 2050 RTP and its SCS for public review and comment on April 22, 2011. The draft Environmental Impact Report was released on June 7, 2011. Attached is the schedule of public workshops and public hearings scheduled around the region in June. The Board is anticipated to adopt the 2050 RTP in fall 2011. Each tribal nation received the enclosed CD in |
late April when the draft was released for public comment. The Working Group is asked to review and comment on the Draft 2050 RTP.

6. REVIEW OF 2008 TRIBAL TRANSIT FEASIBILITY STUDY AND POSSIBLE NEXT STEPS (Dave Toler, Working Group Co-Chair; Jane Clough-Riquelme (SANDAG))

In 2007 the Working Group served as the Project Advisory Group for the implementation of a Tribal Transit Feasibility Study. This study was to determine 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 was a collaborative effort between SANDAG, the Reservation Transportation Authority (RTA), and the region’s transit agencies - the Metropolitan Transit System and the North County Transit District (NCTD). This report 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. As many of the Working Group members have changed over time, SANDAG staff will review the study recommendations to set the context for the RTA’s current American Recovery and Reinvestment Act (ARRA) grant report (Item 7) and a discussion on possible next steps.

7. UPDATE ON FEDERAL TRANSIT ADMINISTRATION (FTA) TRIBAL TRANSIT GRANT – ARR A FUNDING (Tony Largo, Reservation Transportation Authority)

The RTA has successfully competed for the last three years for the FTA Tribal Transit grant program for operating funds, which have been dedicated to the enhancements of the NCTD Route 388 as recommended by the Working Group. As part of the Fiscal Year 09 grant cycle, ARRA funds were made available to Fiscal Year 08 grantees. The RTA submitted and received a grant for $1.125 million for capital improvements associated with the FTA Tribal Transit grant program. RTA Construction Manager Tony Largo will update the Working Group on the implementation of this grant.

8. ADJOURNMENT AND NEXT MEETING (Dave Toler, Working Group Co-Chair)

The Working Group is asked to discuss potential topics and issues for the next quarterly meeting, as well as a location for the next meeting, which should be held in October 2011.

+ next to an agenda item indicates an attachment
San Diego Association of Governments

INTERAGENCY TECHNICAL WORKING GROUP
ON TRIBAL TRANSPORTATION ISSUES

June 22, 2011

AGENDA ITEM NO.: 3

Action Requested: APPROVE

APPROVAL OF THE MEETING SUMMARY FOR MARCH 30, 2011

Item #1 WELCOME BY SAN PASQUAL TRIBAL COUNCIL AND SELF-INTRODUCTIONS

Meeting was called to order at 10:15 a.m. and San Pasqual Tribal Council, Vice Chair, Victoria Diaz welcomed the Working Group on behalf of the San Pasqual Tribal Council. Working Group Co-Chair Dave Toler, San Pasqual, led the blessing.

Item #2 PUBLIC/MEMBER COMMENTS AND COMMUNICATIONS

Hon. Brandy Taylor, Vice Chair of Santa Ysabel, noted that her tribe was unable to submit their Tribal Transportation Summary in time for the Draft 2050 Regional Transportation Plan, but would like an opportunity to do so if that is possible. Jane Riquelme, San Diego Association of Governments (SANDAG) Tribal Liaison, responded that during the public comment period, tribes who did not submit can submit their plan or summary for inclusion in the final draft. The deadline for additional submittals would be the end of the public comment period.

Hon. Adam Geisler, La Jolla, mentioned that nine of the 17 tribes in the county are a part of an organization working on emergency management and response for tribes called the Inter-Tribal Long Term Recovery Foundation. There will be a gala on April 30, 2011, at Harrah’s Rincon. The group is working on early warning systems and search and rescue dog training for the tribes. The Bureau of Indian Affairs (BIA) and the County of San Diego are partners in this effort.

Item #3 APPROVAL OF MEETING SUMMARY FROM JANUARY 12, 2011

The meeting summary from January 12, 2011, was approved with correction.

Action: Motion by Boxie Phoenix, Barona; second by Brandie Taylor, Santa Ysabel.

Item #4 UPCOMING TRIBAL TRANSPORTATION ASSISTANCE PROGRAM TRAINING SCHEDULE FOR 2011

National Indian Justice Center (NIJC) is an Indian-owned-and-operated, nonprofit corporation with principal offices in Santa Rosa, California. NIJC administers the California/Nevada Tribal Transportation Training and Technical Assistance Program (TTAP), which strives to assist tribal transportation programs’ needs and strengthen partnerships between tribal, state, and federal transportation programs. The 2011 NIJC Training Schedule with additional flyers on transportation-
related training opportunities was included in the agenda packet. Additional information can be found at www.nijc.org/ttap.html. To receive information by e-mail, join the TTAP e-mail list by going to www.nijc.org/ttap.html and clicking the "join our mailing list" button on the TTAP menu.

Discussion
Ms. Riquelme told Working Group members that if someone in their tribal office is not receiving periodic e-mails from NIJC or TTAP to let her know so she can help them to get on the distribution list.

Lisa Haws, Viejas, had an announcement the Cultural Resource training which is on the NIJC/TTAP schedule included in the packet, and encouraged all to participate.

Item #5 UPDATE FROM THE BUREAU OF INDIAN AFFAIRS

The Southern California Agency (SCA) of the BIA is responsible for processing the Indian Reservation Roads Inventory with a March submittal deadline each year. Superintendent “RJ” Eben, (BIA), updated the Working Group on how the submittal process for the 2011 cycle went and the steps for resolving pending issues.

Discussion
Mr. Eben said the big issue the Federal government is facing, is the continuing resolution of the transportation bill. The funds are just not there. When the money does get allocated, it takes a while to trickle down to the BIA. This is slowing down the 638 contracts.

Anthony Spann, BIA, observed that there is some confusion among the tribes regarding the role of the BIA and its responsibilities. The BIA is going to go to the tribes in the Southern California Agency (SCA) area of influence and clarify. It’s important for the tribes to understand their role and how the BIA can be of assistance. The head of the Division of Transportation is a good resource for understanding how to keep up with the document system. Mr. Spann said there are 483 reports sitting in a back-log in the Southern California Agency (SCA) section alone.

Mr. Toler said that San Pasqual has experienced how complex these issues can be. When the BIA comes to the tribe, the tribes are expected to follow-up and complete the applications; it is often difficult to respond. He said it would be good for the tribes to recognize their pitfalls and pick up the slack again. San Pasqual is talking about getting a planner on board that can speak the same language as the transportation agencies. Mr. Spann added that the BIA needs to do a better job of explaining the transportation planning process.

Mr. Boxie Phoenix, Barona Band of Mission Indians, said he is looking forward to the upcoming National Tribal Transportation Safety Summit at Rincon in May because it has not happened in a while. Mr. Phoenix also asked about the new roads staff at the County. Ms. Brownyard, County Tribal Liaison, mentioned that Richard Crompton is the new Director of Public Works. Mr. Phoenix said it would be nice if Mr. Crompton could introduce himself at the Safety Summit.

Ms. Riquelme asked Mr. Eben about new acknowledgement letters for this round of inventories.

Ryan Morris said he worked with Ms. Brownyard, Gus Silva (Caltrans Tribal Liaison), and most of the tribal liaisons around the state (specifically in Southern California) to get most of the state routes
and county roads into the system. They moved 189 County miles up to the central office for review and 101.6 State of California miles. At this point, out of all the miles, 67.4 miles have been approved. Now they are working on getting all of the Federal routes and any local city routes. He said 85 percent of the backlogged state and county routes have been updated at this point. After this process, the BIA will be moving forward with an annual update system. Any routes that take a tribe to services and goods need to be included. Mr. Morris said that he and Mr. Spann can also help tribes with updating their Long-Range Transportation Plans (LRTP). Getting started on the LRTP is the first step to identifying new routes. The LRTP will provide a narrative about why routes are important to a given tribe’s Transportation Plan, and therefore why they need to be added to the inventory. With scarce resources it is important to have a strategy and to give a clear justification for the inclusion of roads in the inventory. Next, there will be some data collection about the surface and widths of the roads. This is technical data that needs to be put on the Regional Field Data System.

**Item #6 REPORT FROM CALTRANS NATIVE AMERICAN ADVISORY COMMITTEE**

Tribal Secretary Adam Geisler, of the La Jolla Band of Luiseno Indians, is one of the representatives for Southern California tribes on the Caltrans Native American Advisory Committee. He reported on the latest meeting held February 23, 2011, in Santa Rosa, California.

**Discussion**

Mr. Geisler said they are looking to have a Tribal Transportation Safety Summit at Rincon on May 23-24. He said there needs to be dialogue about how to make tribal roads safer.

Mr. Geisler said that for the 2010-11 cycles of Caltrans Environmental Justice Grants, there were 51 total applicants, but only four were from Native American tribes. Only one Native American project was funded. He said the timelines presented a challenge for tribes. It is a two-year, stringent timeline and the tribes were worried about what would happen if they finished early. Another challenge was the difficulty of modifying the budget, even if the budget was being modified in an effort to save money. Mr. Geisler made Caltrans aware of these challenges.

The advisory committee is also putting together a guide or template packet for encroachment permits. Mr. Silva will send Ms. Riquelme a copy for distribution. The advisory group would like to hear feedback on this packet.

The committee is also tracking the progress of Assembly Bill 968, which would open up a state cabinet position for tribes. Mr. Geisler said he can be an advocate for every tribe in San Diego and people should get in contact with him about any issues they are concerned with.

**Item #7 REPORT FROM SOUTHERN CALIFORNIA TRIBAL CHAIRMEN’S ASSOCIATION (SCTCA) REPRESENTATIVE TO SANDAG TRANSPORTATION COMMITTEE**

Mr. Phoenix represents the SCTCA on the SANDAG Transportation Committee. He will report to the Working Group on issues that have come before the Committee, which may be of interest to the tribal community.
Discussion
Mr. Phoenix mentioned that six tribes submitted their LRTP summaries for inclusion in the 2050 Regional Transportation Plan (RTP). This is the first time that tribal plans were included in the RTP. They will appear in the Technical Appendices.

Mr. Phoenix wanted to discuss how this Working Group would like to approach the public comment period for the RTP. He also asked to see the maps that focus on tribal-related improvements in the RTP that Chairman Romero asked for at the last Transportation Committee meeting. Ms. Riquelme shared the maps, which focus on proposed RTP projects that connect to tribal lands.

Mr. Toler asked Ms. Riquelme about the influence that the tribes can have through the RTP public comment period. He also was wondering about the role the BIA would have in making public comments. Ms. Riquelme said it is up to the tribes to decide how they want to comment. Renée Wasmund, SANDAG Working Group Co-Chair said certainly any tribe can comment individually, but this group could submit comments or maybe even joint comments with SCTCA.

Item #8 UPDATE ON GRANT IMPLEMENTATION FROM THE RESERVATION TRANSPORTATION AUTHORITY

The Reservation Transportation Authority (RTA), at the direction of the Working Group, competed for and received several grants to support tribal transportation initiatives in the region. RTA Executive Director Tony Largo, briefed the Working Group on the implementation of the following two grants: Federal Transit Administration (FTA) Tribal Transit Grant (American Recovery and Reinvestment Act) (ARRA) for capital improvements; FTA, United We Ride, for transportation management coordination for seniors and the disabled.

Discussion
RTA has been working on a 5311c grant program. There are two parts to this project implementation: a) operating funding which covers the enhancements to the North County Transit District (NCTD) 388/389. RTA continues to have issues with NCTD regarding the cost as there were changes made at NCTD regarding their service contracts with the drivers that has artificially increased the cost. They are working this out with NCTD; b) the ARRA portion of the grant is for capital improvements. The two projects are the construction of a bus stop at the SR76/Interstate 15 park-and-ride and bus stop improvements to critical routes to tribes both in the NCTD and Metropolitan Transit System (MTS) service areas. The RTA received $1.2 million for this project and the timeline is very tight to spend the funds. The RTA has an initial concept design for the bus stop at the park-and-ride, but needs to negotiate this with Caltrans. There are some issues with the 388/389 service that need to be discussed with NCTD also.

Mr. Toler asked Joe Navarro, Valley View Casino, if he had any input about needing NCTD to address problems pulling up to the Casino. Mr. Navarro said he thinks the bus in service now is beneficial to all the tribes in the region, but there was some discussion about delays along the route. It was discussed how the reservation and Valley View casino might be contributing to those delays. Valley View’s charter buses stack up and have some impact on the transit bus. He said Valley View is looking for a new location for its charter buses.
Item #9  
*TransNet ENVIRONMENTAL MITIGATION GRANT PROGRAM*

The *TransNet* Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, include the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the *TransNet* Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation. SANDAG staff briefed the Working Group on the four grant programs and explained the current Request for Proposal. Grant proposals are due June 13, 2011, and a grant applicant workshop will be held at SANDAG on April 12, 2011. Interested tribes were encouraged to attend or listen on the Webcast.

Item #10  
*SAN DIEGO REGION AGGREGATE SUPPLY STUDY*

In collaboration with Caltrans, SANDAG received a Transportation Planning Special Studies grant to explore construction aggregate supply in the San Diego region. SANDAG prepared a report identifying issues surrounding aggregate and developed Geographic Information Systems and other tools that policymakers could use to help identify potential aggregate sources. The highlights of the draft study were presented for information only.

**Discussion**

Mr. Toler asked about the role of recycling aggregate. Richard Chavez, SANDAG, said that 10-20 percent of aggregate is currently recycled.

Ms. Wasmund clarified that the report has been finalized, even though the Working Group agenda description says it is a draft study.

Lisa Haws, Viejas, was concerned because there are sites highlighted in the study that are culturally sensitive. Consultants are utilizing the study to point to the need for aggregate and the locations that are identified on the maps. Ms. Wasmund reminded the group that the document is a study, not a plan, and that it is meant to be a tool for policymakers as the land use authorities. Ms. Riquelme said the study used data that was already in the public domain and that the study is a resource.

Mr. Geisler, La Jolla Band of Luseño Indians, asked if the tribes could have the opportunity to weigh in on these types of studies in the future. Ms. Wasmund told Mr. Geisler that he is certainly welcome to submit comments to SANDAG and she reminded everyone that there are tribal representatives on the SANDAG Board and all policy advisory committees who received updates on this study as it was being prepared. She added, however, that it was an oversight on SANDAG’s part that this study was not brought to the Working Group earlier.

Chairwoman La Vonne Peck, La Jolla, reiterated that it would be nice if the tribes had an actual voting seat at the table, not just an advisory role. Chairman ‘Thorpe’ Romero, Barona, said it would take a change at the state level to make Chairwoman Peck’s suggestion happen. Mr. Romero noted that, having sat on the SANDAG Board for the last two years, input from the SCTCA has been well accepted at the SANDAG Board. He felt that the tribes having an advisory role parallel to Mexico
was allowing them to influence regional policy without undermining their sovereignty. He did not see a benefit to being like cities. Chairwoman Peck clarified her point by saying that each tribe should have its own representative since they are sovereign nations.

**Item #11  PROJECT BRIEFING FOR THE CALIFORNIA HIGH-SPEED TRAIN PROJECT**

The California High-Speed Rail Authority and Federal Railroad Administration (FRA) are in the process of planning future construction and operation of a statewide, high-speed rail system. The high-speed train corridor will ultimately connect the major California population and business centers of the San Francisco Bay Area, Sacramento, San Diego, Inland Empire, and the Los Angeles region over an 800+ mile rail structure. Using state-of-the-art environmentally sustainable train technology capable of speeds in excess of 220 mph, high-speed rail will provide intrastate travel times comparable to airline travel. The presentation focused on the results of the Preliminary Alternatives Analysis report for the Los Angeles to San Diego section, recently released to the public in early March of 2011. This was for information only.

**Discussion**

Adam Geisler, La Jolla, asked if at the next meeting the group could take a look at whether the high-speed rail would be going through the Murrieta area to Escondido. *Staff responded that this would be something to discuss at the tribal consultation with the High-Speed Rail Authority. They will be doing their own consultation process with area tribes.*

**Item #12  POSSIBLE TOPICS FOR NEXT MEETING, ADJOURNMENT**

The Working Group is asked to discuss potential topics and issues for the next quarterly meeting, as well as a location for the next meeting which should be held in June.

**Discussion**

Mr. Toler noted that with the public comment period beginning in late April that it would be important for the tribes to determine a strategy for their formal consultation.

Chairman ‘Thorpe’ Romero reiterated a comment he has made on other occasions – that the Working Group agenda should be focus on tribal issues.

Chairwoman La Vonne Peck, La Jolla, would like to see the issue of cultural resources on the agenda. This is a very important issue, especially as it relates to the impact of transportation projects on cultural resources.

Mike Linton, Pauma Fire Chief, wanted to know how SANDAG was incorporating new technology into the Regional Transportation Plan. *Ms. Wasmund explained that the RTP is a federally required document and it looks out 40 years to 2050. The San Diego region is required by the State of California to reduce greenhouse gas emissions by a certain percentage (set by the California Air Resources Plan) and the RTP has to demonstrate how the region will achieve that target. Preliminary numbers show that the RTP will allow the region to meet that target. Ms. Riquelme offered to forward Mr. Linton the 2050 RTP White Paper on emerging technology for transportation.*
Ms. Clough-Riquelme reminded the group that the Plan is revisited every four years. The tribes need to look at the document to make sure the issues they are concerned about are addressed in the Plan.

The next meeting will be hosted by the San Pasqual Tribal Council on June 22, 2011, 10 a.m. to 12 noon.

Adjournment: 12:42 p.m.
Motion: Chairman ‘Thorpe’ Romero, Barona Band of Mission Indians
Second: Adam Geisler, La Jolla Band of Luiseño Indians

Attachment: 1: March 30, 2011, Sign-in Sheet for Interagency Technical Working Group on Tribal Transportation Issues

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
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<th>Tribal Government</th>
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<td>Sheila Alvarez, Dir. Intergov. Affairs</td>
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<td>June Jones, Treasurer</td>
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<td>Viejas Band of Kumeyaay Nation</td>
<td>Robert 'Cita' Welch</td>
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<td>Vice-chair</td>
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<td>Lisa Haws, Land Use Mgr.</td>
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<td>Victor Woods</td>
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<td>Samual Woods</td>
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# SIGN-IN SHEET
Interagency Technical Working Group on Tribal Transportation Issues
March 30, 2011
San Pasqual Tribal Hall

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<tr>
<th>PUBLIC AGENCY</th>
<th>Member</th>
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<tr>
<td>Bureau of Indians Affairs, Southern California Agency (BIA)</td>
<td>Robert 'RJ' Eben, Supervisor</td>
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<td>Anthony Spann, Division of Transportation</td>
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<tr>
<td>Caltrans, District 11</td>
<td>Gustaf Silva, Tribal Liaison</td>
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<td>Leila Ibrahim, Planning</td>
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<tr>
<td>County of San Diego</td>
<td>Teresa Brownyard, Tribal Liaison</td>
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<td>Richard Crompton, Director of Public Works</td>
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<td>Richard Haas, Assistant Director of Planning &amp; Land Use</td>
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<tr>
<td>Metropolitan Transit System (MTS)</td>
<td>Devin Braun, Senior Planner</td>
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<td>Sharon Cooney, Dir. of Intergovernmental Affairs</td>
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<td>North County Transit District (NCTD)</td>
<td>Tim McCormick, Director of Service Planning</td>
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<td>William Olszanicky, Manager of Service Implementation</td>
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<td>Reservation Transportation Authority (RTA)</td>
<td>Tony Largo, Executive Director</td>
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<tr>
<td>San Diego Association of Governments (SANDAG)</td>
<td>Renée Wasmund, Chief Deputy Executive Director (Co-Chair, Working Group)</td>
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<td>Jane Riquelme, Tribal Liaison</td>
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<tr>
<td>SCIGA</td>
<td>Sandro Martinez</td>
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<td>Coleen Clementson, Principal Planner</td>
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*SCIGA*


**PUBLIC**

YOU ARE NOT REQUIRED TO SIGN-IN, however, if you would like SANDAG staff to know that you attended this meeting and want to provide a method of contacting you, please fill in the information below. Please note that SANDAG's sign-in sheets are public records and may be disclosed to the public upon request.

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<tbody>
<tr>
<td>Mike Linton</td>
<td>1900 Chew Creek St, Suite 300</td>
<td>(760) 691-9847</td>
<td><a href="mailto:MLinton@msn.com">MLinton@msn.com</a></td>
</tr>
<tr>
<td>Terry Lincoln</td>
<td>33485 Valley Center Rd</td>
<td>(760) 473-2012</td>
<td><a href="mailto:Terry.lincoln@edc.gov">Terry.lincoln@edc.gov</a></td>
</tr>
<tr>
<td>Theresa Greene</td>
<td>Valley Center, CA 92082</td>
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<tr>
<td>Julie Hagen</td>
<td>920 Valley Rd, El Cajon 92021</td>
<td>(619) 592-1351</td>
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<tr>
<td>Joe Navarro</td>
<td>Cosco N. Emu Pass Rd</td>
<td>760 791-5577</td>
<td>JNavarro@uncajaneira</td>
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<tr>
<td>Victoria Diaz</td>
<td>O.C., 92082</td>
<td>760 749-3200</td>
<td>victoria@San Pasqual</td>
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<tr>
<td>Ed Lopez</td>
<td>San Pasqual Tribe</td>
<td>760 330-7834</td>
<td><a href="mailto:Lopez-Ed@aol.com">Lopez-Ed@aol.com</a></td>
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<td>Kristie Rosco</td>
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DRAFT 2050 REGIONAL TRANSPORTATION PLAN

Introduction

The Draft 2050 Regional Transportation Plan (2050 RTP or Plan) is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The Plan is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2050.

The 2050 RTP contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The regional transportation network, in conjunction with how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping, and playing. This Plan, more than previous ones, improves our region’s network for public transit. It provides more transit choices for today’s and tomorrow’s riders, by improving the existing system and by introducing new access to other areas.

Passed in 2008, Senate Bill 375 (SB 375) encourages planning practices that create sustainable communities. SB 375 also charged the California Air Resources Board (CARB) with setting regional targets for reducing greenhouse gas emissions by 2020 and by 2035. SANDAG also must prepare a Sustainable Communities Strategy (SCS). The SCS must show how the region will meet its goals for reducing greenhouse gas emissions from automobiles and light trucks. The 2050 RTP and its SCS show that our region will meet or exceed these targets by using land in ways that make developments more compact, conserving open space, and investing in a transportation network that gives residents alternatives to driving alone.

Discussion

The following sections present a brief overview of the Draft 2050 RTP. The 2050 RTP and SCS Adoption Process section describes the process to obtain public input on the Draft Plan and major milestones leading to the anticipated adoption of the 2050 RTP in fall 2011.
A Vision for Mid-Century

The vision for the 2050 RTP describes a transportation system that:

- Supports a prosperous economy, promotes a healthy and safe environment, including climate change protection, and provides a higher quality of life for all San Diego County residents.
- Better links jobs, homes, and major activity centers by enabling more people to use transit and to walk and bike; efficiently transports goods; and provides fast, convenient, and effective transportation choices for all people.

A Strategy for More Sustainable Communities

The 2050 RTP and its SCS seek to guide the San Diego region toward a more sustainable future by integrating how we use land, develop housing, and plan transportation. The goal is to create communities that are more sustainable, walkable, transit-oriented, and compact. The strategy for the San Diego region is to use existing and reasonably expected funding to achieve our region’s transportation and housing needs, while also respecting, and enhancing our natural resources.

The path toward living more sustainably is clear: focus housing and job growth in urbanized areas where there is existing transportation infrastructure, protect sensitive habitat and open space, invest in a transportation network that provides residents and workers with transportation options that reduce greenhouse gas emissions, and implement the Plan through incentives and collaboration.

The building blocks of the SCS have formed the foundation of transportation planning in the San Diego region for many years. This planning effort is now focused more sharply on promoting sustainability as our region strives to meet new requirements mandated by SB 375.

The building blocks of the SCS include:

- A land use pattern that accommodates our region’s future employment and housing needs, and protects sensitive habitats and resource areas.
- A transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with available funds.
- Managing demands on the transportation system (also known as Transportation Demand Management, or TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand.
- Managing the transportation system (also known as Transportation System Management, or TSM) through measures that maximize the efficiency of the transportation network.
- Innovative pricing policies and other measures designed to reduce vehicle miles traveled and traffic congestion during peak periods of demand.

Ensuring Social Equity on the Road to Sustainability

Roads, freeways, public transit, and other transportation infrastructure can significantly influence the quality of life for a region’s residents by shaping access to housing, jobs, services, and recreational opportunities. Achieving social equity in the development of a comprehensive
transportation system is a major regional goal. It requires making investments that provide all residents—regardless of age, race, color, national origin, income, or physical ability—with opportunities to work, shop, study, be healthy, and play.

Promoting social equity and environmental justice in transportation planning requires involvement from a wide variety of communities and stakeholders. To continue improving transportation planning, SANDAG conducted a significantly more robust, regionwide environmental justice analysis for the 2050 RTP. From the beginning, it engaged affected communities in the planning process. SANDAG incorporated their issues and concerns into the design and decision-making process, as well as in the definition of affected communities and the development of indicators to measure the performance of the transportation system. These efforts ensured that low income and minority communities will share in the benefits of transportation investments without bearing a disproportionate burden from the system. The 2050 RTP includes metrics and performance measures to assess how well the Plan's improvements are distributed in these communities.

**Paying for the Vision**

The Plan is based on current and reasonably available financial resources projected out to 2050. These resources are applied to the estimated capital, operating, maintenance, and rehabilitation costs of the region's transportation system through 2050.

Total revenues estimated for the 2050 RTP are about $196.2 billion (escalated to the year that dollars are expended). Local funds make up 60 percent of the total revenue, with state and federal funds providing 22 percent and 18 percent, respectively. Revenues are phased in by decade. Projects that are listed in the initial years of the 2050 RTP are the same as those that are either already programmed in the five-year Regional Transportation Improvement Program (RTIP) through FY 2015, or are anticipated to be included in future near-term updates of the RTIP.

**Offering More Travel Choices**

During the past several decades our region has made substantial investments in Trolley, COASTER, SPRINT, and local bus networks, in addition to investing in our regional highway system. As our region continues to grow, the 2050 RTP considers new developments such as the requirement to reduce greenhouse gas emissions, our region’s aging population, increasing patterns of infill and redevelopment in the western third of the region, and the growing emphasis on walking, bicycling, and other forms of active transportation on public health.

The Plan envisions an ambitious and far-reaching transit network that significantly expands the role that transit plays in meeting our region’s needs for mobility. The goal is to create the kind of public transit infrastructure and services offered by “world-class” transit systems.

The Plan’s network for public transit is strengthened by reinforcing and upgrading existing transit services, and by pursuing new transit projects in the most urbanized areas of our region with a broad combination of transit modes.

In recent RTPs, the region's vision for a flexible highway system has been refined. This system serves multiple purposes and accommodates different types of travel. It accommodates buses and other transit vehicles, automobiles, the movement of freight, and bicycles. Most of the highway improvements included in the 2050 RTP offer new express or managed lanes that support carpooling, vanpooling, and bus rapid transit services. The 2050 RTP also recognizes that the smooth flow of traffic on local streets and arterials is needed to improve mobility on highways and regional
arterial networks. This is especially true where public transit and other alternatives are not as feasible as they are in our region’s urban areas.

Freight also is moved on the regional transportation network, and it requires good access and connectivity to local logistics centers and terminals to ensure the efficient movement of goods onto and off the network. In addition to roadways, the movement of goods in the San Diego region relies on air cargo, maritime, pipeline and rail systems, intermodal centers, and international border crossings.

The Plan also includes a multimodal strategy to improve airport access for cars, shuttles, trucks, and other surface transportation. The goal is to maximize the efficiency and effectiveness of existing and planned aviation facilities by using all of the transportation infrastructure available.

Making bicycling and walking viable options for everyday travel also can increase mobility, reduce greenhouse gases, and improve public health. Implementing the Regional Bicycle Plan and the bicycle and pedestrian master plans of local jurisdictions will help in this effort. The 2050 RTP also includes the Safe Routes to School Strategy, which supports communities and schools that promote walking and bicycling to school.

Planning in the San Diego region has traditionally been considered as bounded by San Diego County. Over the years, however, our perceived borders have expanded. San Diego County has increasingly close ties to its neighboring counties, and to the Republic of Mexico. This challenges us to think of our region as extending beyond our borders. We also are home to 17 tribal governments, each of which is a sovereign nation within our region. Our region’s distinct characteristics present a variety of opportunities and challenges for coordinating transportation planning along our interregional and binational borders.

**Making Better Use of What We Have**

Reducing traffic, travel times, and air pollution depend on effectively managing the region’s transportation system. Known as Transportation Systems Management, or TSM, the effort is a core component of the 2050 RTP and its SCS. Its goal is to smooth the flow of traffic on streets and highways, eliminate bottlenecks, and enhance public transit. TSM investments in the 2050 RTP are designed to enhance today’s transportation network and ensure that future improvements realize their full potential. Successful management of the transportation system depends on implementing several techniques and incorporating advanced technologies, such as signal coordination, pricing, and traveler information, that make both vehicles and transportation facilities perform more efficiently.

**Incentives for the Path Less Traveled**

In the past, steady population growth; the dispersion of homes, jobs, schools, and services; increased interregional commuting; and the expanded movement of goods all have led to mounting congestion on our roadways. These trends challenged our ability to keep pace with growing travel demands and to operate a reliable transportation system. Improvements to transportation infrastructure require many years and significant resources to complete. Managing the demand for various forms of transportation, also known as Transportation Demand Management, or TDM, can provide flexible and cost-effective solutions. Typical TDM programs include ridesharing initiatives such as carpooling, vanpooling, and buspooling; promoting alternative work schedules and teleworking; and promoting bicycling, walking, and the use of public transit.
A Public Plan, With Public Input

SANDAG implemented a comprehensive public outreach and involvement program to support the development of the 2050 RTP and its SCS. The 2050 RTP Public Involvement Program is based on the SANDAG Public Participation Plan, which was adopted by the SANDAG Board of Directors in 2009.

The 2050 RTP Public Involvement Plan outlined specific activities for communicating with the public throughout the development of the RTP and the SCS. SANDAG prepared the Public Involvement Plan with input from the general public, the Regional Planning Stakeholders Working Group (SWG), the Policy Advisory Committees, and the Board of Directors. Parallel to this effort, a tribal consultation work plan was developed. To engage low income and minority communities early in the planning process, SANDAG established a mini-grant program to focus the SWG directly on its concerns in a timely and meaningful way, and to provide resources so community collaboratives could reach out to their constituents throughout the process. The public outreach process will continue through use of public hearings and requests for comments from the public on the Draft 2050 RTP as further described below.

2050 RTP and SCS Adoption Process

To obtain public input on the development of the 2050 RTP and SCS, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences, to include them in the transportation planning process. The closing date for public comments on the Draft 2050 RTP and its SCS is proposed to be June 30, 2011.

SANDAG will hold various subregional workshops and public hearings in June to allow for public comment on the RTP, SCS, and the Environmental Impact Report (EIR). The public hearings/workshops schedule and format will provide opportunities for questions and answers with technical staff, public comments to be submitted, and information to be shared. The public hearing/subregional workshop schedule will be coordinated to allow for Board and Policy Advisory Committee members to attend, SWG members to “co-host,” and at times and locations that will provide the best options for public participation.

Upon Board action, the Draft 2050 RTP and its SCS will be distributed to local jurisdictions, the Metropolitan Transit System, the North County Transit District, Caltrans, the SWG, 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. Anticipated major milestones include:

- April 22, 2011: Release of the Draft 2050 RTP
- May 2011: Release of the Draft EIR
- June 2011: Public hearings and subregional workshops on Draft 2050 RTP/SCS/EIR
- June 30, 2011: Close of public comment period for Draft 2050 RTP and its SCS
- July 2011: Close of public comment period for Draft EIR (date to be determined based on release date of Draft EIR)
- September 2011: Transportation Committee review of RTP/EIR comments
- October 28, 2011: SANDAG Board certifies Final EIR, approves air quality conformity finding, and adopts Final 2050 RTP and its SCS
Note: Printed copies of the Draft 2050 RTP and its SCS have been mailed to Board Members, Board Alternates, and Advisory Board Members. The Draft 2050 RTP, including Appendices, Technical Appendices, and the Executive Summary in Spanish, may be obtained from the SANDAG Web site at www.sandag.org/2050rtp. DVDs of the entire document will be available free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft 2050 RTP in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Heather Adamson, (619) 699-6967, had@sandag.org

Funds are budgeted in Work Element #3100500
Help shape our region’s future.

Join SANDAG at a public workshop/public hearing to provide input into the $196 billion plan that will serve as the blueprint for the development of the San Diego region’s transportation system during the next 40 years. We invite you to comment on the Draft 2050 Regional Transportation Plan (RTP), its Sustainable Communities Strategy (SCS), the Draft Regional Housing Needs Assessment (RHNA), and the Draft Environmental Impact Report.

The Draft 2050 RTP is designed to maximize transit enhancements, provide express lanes, integrate biking and walking, and promote programs to manage demand and increase efficiency. The SCS seeks to guide how we use land, develop housing, and plan transportation. The RHNA considers housing needs for the fifth housing element cycle for a range of income segments.

For more information, visit www.sandag.org/2050rtp, e-mail 2050rtp@sandag.org, or call toll-free 1-877-277-5736.

All Public Workshops & Public Hearings are from 4 to 7 p.m.
Public Workshops held 4 to 6 p.m.; Public Hearings begin at 6 p.m.

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<td>Encinitas Community &amp; Senior Center</td>
<td>1140 Oakcrest Park Dr., Encinitas, 92024</td>
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<tr>
<td>Wed, June 8</td>
<td>The Joe &amp; Vi Jacobs Center</td>
<td>404 Euclid Ave., San Diego, 92114</td>
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<td>Thu, June 9</td>
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<td>Martin Luther King Jr. Center</td>
<td>140 East 12th St., National City, 91950</td>
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<tr>
<td>Thu, June 16</td>
<td>San Marcos City Council Chambers</td>
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Public Hearings
Public hearings will be held as part of these regularly scheduled meetings:

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<tr>
<td>Fri, June 10</td>
<td>SANDAG Board of Directors Meeting</td>
<td>401 B St., San Diego, 92101</td>
<td>San Diego</td>
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<tr>
<td>Tue, June 21</td>
<td>Regional Planning Stakeholders Working Group (SWG) Meeting</td>
<td>Caltrans, 4050 Taylor St., San Diego, 92110</td>
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In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in the Public Workshops/ Hearings listed above. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request the materials in an alternate format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
¡Lo invitamos!
Ayude a darle forma al futuro de nuestra región.

Únase a SANDAG en los talleres públicos/audiencias públicas para ofrecer retroalimentación al plan de $196 mil millones que sirve como un plan de ruta para el desarrollo del sistema de transporte de la región en los próximos 40 años. Le invitamos a hacer comentarios al Borrador del Plan Regional de Transporte 2050 (RTP, por sus siglas en inglés), su Estrategia de Comunidades Sustentables (SCS, por sus siglas en inglés), el Borrador de la Evaluación de Necesidades Regionales de Vivienda (RHNA, por sus siglas en inglés), y el Borrador del Reporte de Impacto Ambiental.

El Borrador del RTP 2050 está diseñado para maximizar mejoras al transporte público, ofrecer carriles exprés, integrar el ciclismo y caminar, y promover programas para administrar la demanda e incrementar la eficiencia. La estrategia SCS busca guiar cómo usamos el suelo, desarrollamos vivienda y planeamos el transporte. RHNA considera las necesidades de vivienda para el quinto ciclo del elemento de vivienda para una variedad de segmentos de ingresos.

Para más información, visite www.sandag.org/2050rtp, correo electrónico 2050rtp@sandag.org, o llame gratis al 1-877-277-5736.

Todos los Talleres Públicos y Audiencias Públicas son de 4 a 7 p.m.

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Audiencias Públicas

Las audiencias públicas se llevarán a cabo como parte de estas reuniones programadas regularmente:

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<tr>
<td>Mar., Junio 21</td>
<td>Reunión del Grupo de Trabajo de Partes Interesadas en Planeación</td>
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En cumplimiento de la ley Americans with Disabilities Act (ADA), SANDAG asistirá a las personas que requieren ayuda para participar en los Talleres Públicos/Audiencias Públicas enlistados arriba. Si requiere tal asistencia, por favor comuníquese con SANDAG al (619) 699-1900 con al menos 72 horas de anticipación de la reunión. Para solicitar los materiales en un formato alternativo, por favor llame al (619) 699-1900, (619) 699-1904 (TTY), o fax (619) 699-1905.
OVERVIEW OF TRIBAL TRANSIT FEASIBILITY STUDY AND FOLLOW UP

Introduction

One of the first collaborative transportation planning projects undertaken by the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) after its formation in 2006 was the ‘Tribal Transit Feasibility Study’ (TTFS) in 2007. This project was funded through a Caltrans Transit Assistance grant to determine the feasibility of improving 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 TTFS looked at traditional public transit services, as well as the potential for non-traditional services that could be funded through private sources and/or public-private partnerships, and be integrated into services coordinated by the Coordinated Public Transportation Health and Human Services Transportation Plan (Coordinated Plan). The study was finalized in 2008 and the Working Group requested that the Reservation Transportation Authority (RTA) pursue funding to implement several of the TTFS recommendations. The RTA applied and was successful in securing $2.72 million through the Federal Transit Administration (FTA) Tribal Transit Grant program to fund initial implementation of the TTFS, which included operating expenses for the expanded Interstate 15 (I-15) Express portion of the North County Transit District (NCTD) Route 388 to complete the circuit between Pala and the Escondido Transit Center and capital improvements for bus stops.

The purpose of this report is to review the TTFS recommendations, provide an update on what actions have been taken since its completion, and outline potential next steps.

Discussion

Tribal Transit Feasibility Study

The study was a collaborative effort between San Diego Association of Governments (SANDAG), the RTA, and the region’s transit agencies - the Metropolitan Transit System (MTS) and the NCTD. SANDAG contracted with IBI Group to conduct the technical analysis for this study, which provided the information needed to leverage additional funding for transit services for the 17 federally recognized tribal governments in San Diego County. The Working Group, comprised of reservation representatives and agency staff members, provided guidance to the consultant throughout the study.
The TTFS documents the planning process employed to identify transportation corridors and service options, and the evaluation of service improvement proposals. The report included the following sections: a) Study Area Overview; b) Tribal Nations and Community Profiles; c) Existing Transportation Infrastructure; d) Service Improvement Alternatives; e) Analysis of Service Options; f) Preliminary Recommendations; and, g) Implementation. The report also included the following appendices: a) Tribal Employment Center Shuttle Figures; b) Preliminary Cost Estimates; c) Funding Options; d) Tribal Transportation Examples; and, e) Tribal Transit Grant Application Information.

**Working Group as Project Advisory Group**

The Working Group served as the principal project advisory group throughout the implementation of the study. The regular working group meetings served as a forum for updates on the advances in the study, and for the discussing critical milestone decision points in the study. In addition, there were several special sessions and focus groups held throughout the study to capture the issues and concerns of tribal members living on the reservations with interest in transit options—particularly tribal elders and youth. The focus group sessions revealed the following information regarding the transportation needs and options of reservation residents.

*Tripmaking Characteristics:*

- There is a wide range of origins and destinations, including Indian Health Centers at Rincon and west of Viejas, Escondido, El Cajon, and the tribal employment centers.

- There also is a wide range of trip purposes including medical, shopping, social, recreational, and work.

- Transportation to medical facilities for scheduled appointments is an important issue, especially for preventative medicine. The possibility of two or three times a week car service was debated as a resource for remote locations. (RTA acquired a bus for the Southern Indian Health Council through the 5311 program).

- Elders in the community often have the fewest transportation alternatives.

- College students living on the Santa Ysabel reservation could use improved transit to get to school.

- Use of the existing transit is limited by the difficulty in getting to the bus stops and the low frequency of the services. The six-mile distance between the Warner Springs stop and Los Coyotes reservation is an example of the barriers between population and existing service.

- People have learned to cope with the lack of transit by getting rides with family members, not making trips, and traveling at inconvenient hours.

**TTFS Recommendations**

Two corridors were identified to help focus the development of alternatives and build on existing travel patterns. Key criteria for identifying corridors in the study area included proximity of

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1 The full study is available on the SANDAG Web site [www.sandag.org/TTFS_2008] in PDF format. Hard copies are available upon request for a nominal fee.
reservations to each other, commonality of destinations, and proximity to regional transportation facilities such as interstate freeways and state highways, and locations of Indian health centers. Applying these criteria led to grouping the reservations in the North and South Corridors as shown in Attachments 1 and 2.

Based on an analysis of the existing routes, travel data, felt needs of the tribal members gathered through a series of focus groups, and discussions with the Working Group, the consultant made the following recommendations for implementation:

- **New Services** – The new route deviation service would expand access to transit service for most reservation residents. They would provide convenient access to the Southern Indian Health Council clinics along with expanded access to the region’s transit services. Coupled with new express service between Pala and Escondido, these improvements would make transit a much more convenient option. Attachments 1 and 2 show the improvement proposals for the North and South Corridors, respectively.

- **Improvements to Existing Service** – This alternative offers major benefits by building on the recent investments made by NCTD to increase the amount of Route 388 service provided in the North Corridor.

- **Bus Stop Improvements** – This alternative would improve the quality of the waiting and transfer environment, and can serve both regional and tribal trips. It can be implemented along with either of the other alternatives.

*Trially-managed Mobility Management Organization*

Another potential element for improving transit service to the reservations was the development of a trially-managed mobility management organization. This organization would provide a wide range of assistance to improve transportation options, including:

- **Information dissemination and referral**
  - Trip planning
- **Coordinate volunteers, car/vanpooling, etc.**
  - Build on current “local” solutions
  - Maintain resource database
  - Provide financial aid/compensation
- **Coordinate employee access to tribal employment centers**
  - Collaborative arrangements for planning & costs
  - Coordinated work schedules & multi-tribal employment center shuttle

In 2009 SANDAG assisted the RTA in exploring this possibility through a Caltrans Environmental Justice grant, “Tribal Transportation Demand Management”. In that study the RTA developed a business and marketing plan for a Tribal Transportation Management Association, as well as initiated a Web site resource, and conducted commuter surveys for six tribal employment centers in the San Diego region in collaboration with SANDAG’s iCommute program. The RTA went on to apply for additional funding from Caltrans through District 8 to continue the effort with their Riverside tribal members.
Reservation Transportation Authority – Tribal Transit Grants

The TTFS study identified several potential funding sources—including the new FTA Tribal Transit Program (5311(c)) to implement the alternatives described in the TTFS report. The improvement recommendations were considered by the Reservation Transportation Authority, tribal members, SANDAG and transit agencies to determine which one or combination would be the most desirable to pursue.

Since the completion of the TTFS study, the RTA initially with the assistance of IBI, successfully competed for the FTA Tribal Transit Program, based on the TTFS study. Since Fiscal Year 2007 they have been awarded a total of $2.72 million ($1.595 million for operations; $1.125 million for capital improvements). In 2008 the Working Group and the RTA Board recommended supporting the portion of the study recommendations focused on the service enhancements to the NCTD Route 388 as the funding received was insufficient to cover the entire four-year proposal. Funds have been allocated to this route since then. The RTA and NCTD signed a Memorandum of Understanding in 2008 and the Tribal Transit funds have been supporting the I-15 express portion of the NCTD Route 388/389 since that time. In Fiscal Year 2009 the RTA was able to submit an application for American Restoration and Recovery Act (ARRA) capital funds only open to Fiscal Year 2008 FTA Tribal Transit grant recipients. The ARRA funding received with the Fiscal Year 2009 grant is funding the construction of a bus stop on the State Route (SR) 76 /I-15, as well as bus stop improvements along several routes that service tribes in both the Northern Corridor and the Southern Corridor. The RTA is leading this effort (details will be covered in Item 7 of this agenda).

Potential Next Steps for Discussion

The addition of enhanced services with existing routes proved to be a workable solution for the northern tribes along the SR 76 corridor; however, the issue of the new services discussed in the report for other parts of the county will require additional discussions among the relevant entities.

Possible steps that the Working Group could take:

1. Continue to work with the RTA to pursue funding for additional recommended improvements.

2. Consider dedicating future meetings of the Working Group to discussing the potential new services discussed in the report including:
   a. A reevaluation of operational/capital costs of these new services;
   b. Potential funding sources for these new services;
   c. Potential coordination mechanisms, including the role of the RTA; and
   d. The possibility of the formation of a tribally-operated rural transit agency to coordinate rural community-based transit or the use of an existing entity.

3. Form a Tribal Transit Subcommittee, including two tribes from the northern/southern corridors along with the RTA, SANDAG, and the transit agencies to discuss the current potential of forming a tribally-managed Mobility Management Organization and lay out a strategy to be discussed with the Working Group at a later meeting.
It will be necessary to ensure that any new services contemplated are independently funded and integrated with the regional transit system in terms of information, fares, schedule coordination, etc. The parties would also determine how the services are to be provided: through a contractor or by the transit agencies.

Attachment 1: Northern Tribal Corridor – Proposed Services from 2008 TTFS
Attachment 2: Southern Tribal Corridor – Proposed Services from 2008 TTFS

Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
North Corridor Proposed Transit Services

Sources: SANDAG, SANGIS (2007)
South Corridor Proposed Transit Services

Sources: SANDAG, SANGIS (2007)