



INTERTRIBAL  
TRANSPORTATION  
WORKING GROUP

# MEETING NOTICE AND AGENDA

Barona Band of Mission Indians  
Campo Band of Mission Indians  
Ewiiapaayp Band of the Kumeyaay Indians  
Tipay Nation of Santa Ysabel  
Jamul Indian Village of California  
La Jolla Band of Luiseño Indians  
La Posta Band of the Kumeyaay Nation  
Pala Band of Mission Indians  
Pauma Band of Luiseño Indians  
Rincon Band of Luiseño Indians  
San Pasqual Band of Diegueño Indians  
Sycuan Band of the Kumeyaay Nation  
Viejas Band of Kumeyaay Indians

## INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

The Interagency Technical Working Group on Tribal Transportation Issues may take action on any item appearing on this agenda.

Wednesday, November 30, 2016

10 a.m. to 12 noon  
(Light Lunch to follow, hosted by the Rincon Band of Luiseño Indians)

Rincon Indian Reservation  
Rincon Tribal Hall  
1 West Tribal Road  
Valley Center, CA 92082

Staff Contact: Jane Clough  
(619) 699-1909  
jane.clough@sandag.org



401 B Street, Suite 800  
San Diego, CA 92101

(619) 699-1909

Fax  
(619) 699-1905

sandag.org

## AGENDA HIGHLIGHTS

- **ELECTION OF THE INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES CO-CHAIR**
- **WORKSHOP ON INTRATRIBAL TRANSPORTATION STRATEGY**

*SANDAG offices are accessible by public transit.  
Call 511 or visit 511sd.com for route information.  
Secure bike parking is available in the building garage off Fourth Avenue.*

*In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.*

*To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.*



Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Speaker's Slip, and then present the slip to the Clerk of the Working Group. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via [comment@sandag.org](mailto:comment@sandag.org). Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. ***Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk of the Working Group no later than 12 noon, two working days prior to the meeting.***

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at [www.sandag.org/meetings](http://www.sandag.org/meetings). Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to [webmaster@sandag.org](mailto:webmaster@sandag.org).

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or [john.kirk@sandag.org](mailto:john.kirk@sandag.org). Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

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

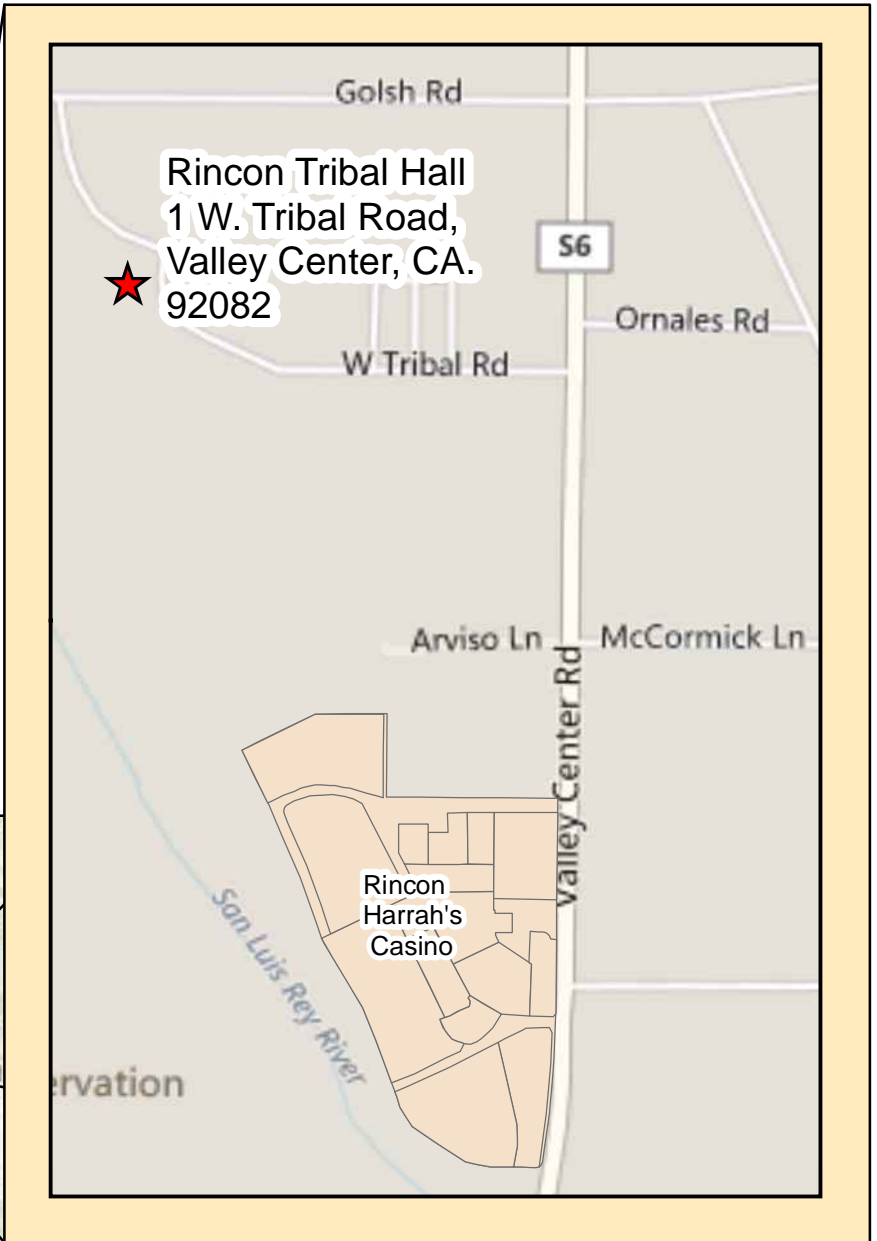
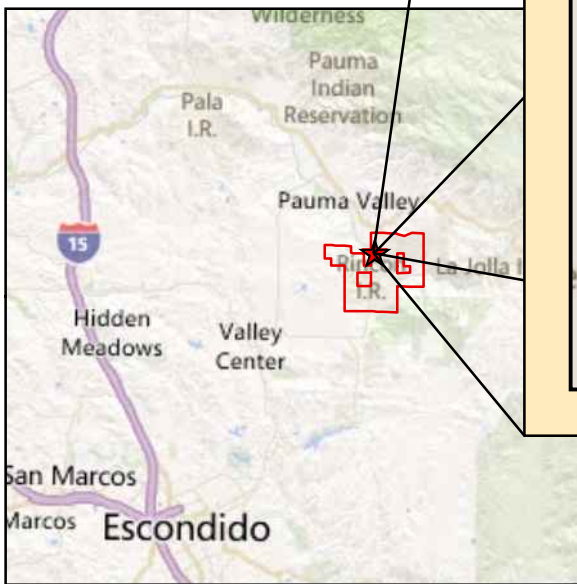
SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要, 我们可以把SANDAG议程材料翻译成其他语言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

***Phone 511 or visit [511sd.com](http://511sd.com) for route information. Driving directions to the meeting are available on the following page.***



### Directions to Rincon Band of Luiseno Indians Tribal Hall



**Southbound Hwy 15:**  
Exit Hwy 76  
Head East  
Turn South on S6  
(Valley Center)  
Right, 1 West Tribal Rd.

**Northbound Hwy 15:**  
Exit Valley Parkway to  
(S6-Valley Center Rd.)  
Left, 1 West Tribal Rd.  
**Phone Number:** 760-749-1092

# INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

Wednesday, November 30, 2016

| <b>ITEM NO.</b> |   | <b>RECOMMENDATION</b> |
|-----------------|---|-----------------------|
| 1.              | <p><b>WELCOME BY RINCON TRIBAL COUNCIL AND SELF INTRODUCTIONS</b></p> <p>The Rincon Tribal Council will welcome the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) members and public to their tribal nation.</p>  | INFORMATION           |
| 2.              | <p><b>PUBLIC/MEMBER COMMENTS AND COMMUNICATIONS</b><br/>(Adam Geisler, Working Group Co-Chair, La Jolla Band of Luiseño Indians)</p> <p>Members of the public shall have the opportunity to address the Working Group on any issue within the jurisdiction of 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 meeting coordinator prior to speaking. Public speakers should notify the meeting 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.</p>  | INFORMATION           |
| +3.             | <p><b>APPROVAL OF MEETING MINUTES</b> (Adam Geisler, Working Group Co-Chair, La Jolla Band of Luiseño Indians)</p> <p>The Working Group is asked to review approve the minutes from its September 7, 2016, meeting hosted by the Barona Band of Mission Indians.</p>  | APPROVE               |
| <b>CONSENT</b>  |   |                       |
| 4.              | <p><b>2019 REGIONAL PLAN – ASSEMBLY BILL 52 TRIBAL CONSULTATION</b><br/>(Jane Clough)</p> <p>SANDAG is currently undertaking the development of the 2019 Regional Plan. Pursuant to Assembly Bill 52 (AB 52) (Gatto, 2014) requirements for tribal resource consultation on the Environmental Impact Report, SANDAG mailed a formal notification of this undertaking to Native American tribes traditionally and culturally affiliated with the San Diego region on October 5, 2016. Pursuant to AB 52, tribes had 30 days from receipt of the notification to request consultation. The following tribes requested consultation: Campo Band of Mission Indians, La Posta Band of Kumeyaay Nation, Pala Band of Mission Indians, San Luis Rey Band of Mission Indians, San Pasqual Band of Diegueño Indians, and Rincon Band of Luiseño Indians. SANDAG responded to those tribes on November 18, 2016.</p> | INFORMATION           |

## **REPORTS**

- |            |  |  |
|------------|--|--|
| <b>+5.</b> | <b>REVISION TO INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES CHARTER (Jane Clough)</b>   | <b>DISCUSSION/<br/>POSSIBLE ACTION</b> |
|            | <p>Recently, Working Group Co-Chair, Adam Geisler presented an update on the Tribal Liaison Program and the Working Group activities to the SANDAG Transportation and Borders Committees. Given the transportation focus of the Working Group it was recommended the Charter be revised to have the Working Group report not only to the Borders Committee but also to the Transportation Committee. In addition, as the Working Group meets quarterly it is suggested that the terms of the Tribal Co-Chair be two years instead of one year. Attached is a draft revised Charter for the Working Group's consideration.</p>  |  |
| <b>6.</b>  | <b>ELECTION OF THE INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES CO-CHAIR (Charles "Muggs" Stoll, Working Group Co-Chair)</b>  | <b>DISCUSSION/<br/>POSSIBLE ACTION</b> |
|            | <p>The Working Group is asked to entertain nominations and elect a Tribal Co-Chair.</p>  |  |
| <b>+7.</b> | <b>WORKSHOP ON INTRATRIBAL TRANSPORTATION STRATEGY (Jane Clough; and Claudine Montes, Southern California Tribal Chairmen's Association)</b>   | <b>DISCUSSION</b>                      |
|            | <p>SANDAG and the Southern California Tribal Chairmen's Association (SCTCA) are developing an Intraregional Tribal Transportation Strategy funded by a Caltrans Strategic Partnership Planning Grant. Over the summer almost all of the tribes in the region participated in a transportation needs survey to examine their multimodal issues. The results were presented at the last workshop in September. At that time the Working Group reviewed the results, made corrections and additions, and also reviewed/discussed criteria to use in clustering projects. The Working Group today will review the cost estimates developed on the projects inputted to date and it will discuss the costs/ways to cluster projects/potential partnerships/funding options in an interactive format using a tool developed by the consultant.</p> |  |
| <b>8.</b>  | <b>TOPICS FOR NEXT MEETING AND ADJOURNMENT (Charles "Muggs" Stoll, Working Group Co-Chair)</b>   | <b>DISCUSSION/<br/>POSSIBLE ACTION</b> |
|            | <p>The Working Group is asked to discuss potential topics for the next quarterly meeting which should take place in January/February. As the November meeting was in the north it is recommended that the next quarterly meeting be held in the south.</p>   |  |

+ next to an agenda item indicates an attachment

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

November 30, 2016

AGENDA ITEM NO.: **3**

**Action Requested: APPROVE**

SEPTEMBER, 7 2016, MEETING MINUTES

File Number 3400500

The meeting of the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) was called to order by Working Group Co-Chair, Adam Geisler (La Jolla Band of Luiseño Indians) at 10:10 a.m.

1. WELCOME BY BARONA TRIBAL COUNCIL AND SELF-INTRODUCTIONS (INFORMATION)

Vice Chair Raymond Welch (Barona Band of Mission Indians) welcomed the group to the Barona Reservation. He conducted the opening prayer. Meeting attendees introduced themselves.

Tribal Nations Represented: Barona Band of Mission Indians, Campo Kumeyaay Nation, Jamul Indian Village of California La Jolla Band of Luiseño Indians, La Posta Band of the Kumeyaay Nation, Pala Band of Mission Indians, Pauma Band of Luiseño Indians, Rincon Band of Luiseño Indians, San Pasqual Band of Diegueño Indians, and Viejas Band of Kumeyaay Indians.

2. MEMBER/PUBLIC COMMENTS AND COMMUNICATIONS (INFORMATION)

Janelle Carey (Metropolitan Transit System [MTS]) noted the MTS outreach for Transit Optimization Plan, which seeks input on transit services throughout the region. Ms. Carey noted there were upcoming meetings, which can be found at: <https://www.sdmts.com/inside-mts-current-projects/transit-optimization-project>.

Shane Helms, Morongo Band of Mission Indians, informed the Working Group that part of the Fixing American's Surface Transportation Act legislation was the transformation of the Indian Reservation Roads program into the Tribal Transportation Program and a national Native American Advisory Committee has been formed to provide input on the new Indian Self Determination Act within that program. A councilmember from his tribe has been tapped to participate for California tribes. He will report out at the next Working Group meeting on how the rule making process is going.

Co-Chair Geisler requested to have rule making process and associated opinions added as an agenda item on the next Working Group agenda.

3. APPROVAL OF MEETING MINUTES (APPROVE)

*Item 3A. Approval of the April 4, 2016, Meeting Minutes (Approve)*

Action: Upon a motion by Mr. Butz (Viejas Band of Kumeyaay Indians), and a second by Dale Brush (Pauma Band of Luiseño Indians), the Working Group approved the meeting minutes of April 4, 2016. Yes – Co-Chair Geisler, Vice Chair Welch, Marcus Cuero (Campo Kumeyaay Nation), Erica Pinto (Jamul Indian Village of California), Javaughn Miller (La Posta Band of the Kumeyaay Nation), Sheila Lopez (Pala Band of Mission Indians), Dale Brush (Pauma Band of Luiseño Indians), Alfonso Kolb (Rincon Band of Luiseño Indians), Andrew Orosco (San Pasqual Band of Diegueño Indians), and Don Butz (Viejas Band of Kumeyaay Indians). No – None. Abstain – None. Absent – Ewiiapaayp Band of the Kumeyaay Nation, lily Nation of Santa Ysabel, and Sycuan Band of the Kumeyaay Nation.

*Item 3B. Approval of the July 27, 2016, Meeting Minutes (Approve)*

Action: Upon a motion by Vice Chair Welch, and a second by Mr. Kolb, the Working Group approved the meeting minutes of July 27, 2016. Yes – Co-Chair Geisler, Vice Chair Welch, Mr. Cuero, Ms. Pinto, Mr. Miller, Ms. Lopez, Mr. Brush, Mr. Kolb, Mr. Orosco, and Mr. Butz. No – None. Abstain – None. Absent – Ewiiapaayp Band of the Kumeyaay Nation, lily Nation of Santa Ysabel, and Sycuan Band of the Kumeyaay Nation.

**CONSENT**

4. 2019 REGIONAL PLAN – ASSEMBLY BILL 52 TRIBAL CONSULTATION (INFORMATION)

Coleen Clementson, SANDAG, introduced the item. The 2019 Regional Plan will be the first Regional Plan to take Assembly Bill (AB 52) (Gatto, 2014) into consideration.

SANDAG will send letters to tribes in the region asking if they want to be consulted during the California Environmental Quality Act process under the guidelines of AB 52.

Shasta Gaughen (Pala Band of Mission Indians) noted that it will be complicated due to it being a revision to the Regional Plan – a larger, long-term plan versus a more specific project involving ground disturbance. The Pala Band of Mission Indians will likely submit a letter indicating they want a higher level of review.

Co-Chair Geisler stated that some of the tribes are in different positions regarding the submittal of letters and would appreciate it if there was a template that could be shared. He asked if the Pala Band of Mission Indians would be willing to host a meeting. Ms. Gaughen responded that she would review the idea with the Pala Band of Mission Indians Chairman Robert Smith.

Ms. Clementson proposed a due date around October and is willing to be accommodating.

Mr. Butz noted that it would be good to get together to help stage for a larger picture. He suggested delaying submitting a letter until a roundtable discussion could be held. Ms. Clementson responded that the only constraint would be for the Notice of Preparation, but is willing to be accommodating and share draft letters.

Action: This item was presented for information.

## **WORKSHOP**

### 5. SPECIAL SESSION WORKSHOP ON INTRAREGIONAL TRIBAL TRANSPORTATION STRATEGY SURVEY (DISCUSSION)

Jane Clough (SANDAG) opened the discussion by indicating that the purpose of the agenda item was to review survey results and get the overall big picture. She instructed the tribes to break into northern and southern corridor groups, which will share maps of all areas. The idea was to develop an overall strategy and understand scope of all the needs and determine level of readiness, funding mechanisms, as well as costing mechanisms for the projects.

Co-Chair Geisler noted that Measure A will be on the ballot, which would bring \$18 billion in investment into the region, but not a single tribal project. He indicated he would make an “ask” for tribal specific projects.

Co-Chair Geisler asked what the total value of the projects the tribes need would be and noted that they would have to partner to seek federal funds.

Co-Chair Geisler also noted that the Tribal Transportation Program came out with a safety category.

Action: This item was presented for discussion.

### 6. OVERVIEW OF SURVEY PROCESS AND FINDINGS (DISCUSSION)

Matt Horton (Kimley-Horn) provided the Working Group with an overview of survey process and findings.

Focus of the survey was to identify transportation improvement projects that are important to each tribal nation and connects each nation to the region. Thirteen tribes provided responses. Two tribes are in the process of submitting their surveys. Two tribes are not participating. Members of the Project Development Team were proactive in providing outreach to help complete the surveys.

Results: Priority projects mapped on a geographic information system (GIS) database. They were grouped by region, by tribe, and by project type. Approximately 106 projects were identified and mapped. Summary tables were created.

Mr. Orosco reviewed the relative importance of goal areas to transportation improvements for 13 tribes.

- Safety
- Roadway conditions
- Economic vitality
- Regional connectivity



- Transit mobility
- Bike/Pedestrian mobility

Mr. Orosco also included cultural resource awareness considerations to include in the strategy, some of which were:

- Early consultation
- All tribal, federal, and state regulations followed
- Cultural resources representative on site
- Cultural resources monitors assigned as appropriate
- GIS mapping and stakeholders
- Database of how tribes handle cultural resources

Action: This item was presented for discussion.

#### 7. BREAKOUT DISCUSSION BY CORRIDOR (DISCUSSION)

The Working Group broke out into two groups; northern and southern corridors to review with the consultants the results of the survey and walked through the projects identified. They were asked to ground truth the projects identified in the survey their tribe submitted, clarify anything that was not clear or incorrect, and to add anything they felt had not been identified.

The groups also reviewed the project criteria and were asked to consider those, as well as any not mentioned.

Action: This item was presented for discussion.

#### 8. WORKING LUNCH – REPORT OUT FROM GROUPS (DISCUSSION)

During a working lunch the breakout groups discussed common themes developing from the discussions held.

One issue area was the importance of making regional connections and recognizing subregions. There will be some projects that are common to several tribes and other stakeholders. The importance of identifying corridors was noted.

Several tribal representatives mentioned the importance of raising cultural awareness and possibly branding tribal corridors. Some of the tribal corridors might be a good fit with the Scenic Byways program.

Safety was an overarching issue mentioned multiple times. There is a huge cycling community that uses the backcountry, but are sometimes not aware they are on reservation land. There are significant safety issues but also possibility of eco-tourism and economic development.

The need to develop partnerships to get any projects done. The Working Group can be the catalyst. Need to appeal to the larger region with others who have a vested interest. Improving conditions on roadways helps with all modes and safety.

The majority of employees on reservations are not tribal members – need to look at through connectivity lens:

- How many non-native are benefiting from these projects? Help reinforce connections
- How do businesses and other stakeholders benefit?

Another issue mentioned was the technology divide in the backcountry which affects both the tribes and rural population. There are expectations of being connected. What key utilities should be placed under tribal roadways/bike ways as improvements are made? There is a need to improve the infrastructure for Information Technology.

Goods Movement: Reservations also have issues with goods movement and being more accessible for the goods and products that go to the reservations. San Pasqual is the second largest importer of lobster in California, for example.

Many areas in which there should be multijurisdictions discussions including tribal nations:

- Vehicle-miles traveled legislation will affect tribal nations and rural populations hard
- Multi-modal connections
  - Connectivity to regional airports (ex. Gillespie Field) and high speed rail (tie air, rail, bus)
- Disasters / emergency services
- Bridge improvements
- Emergency evacuation routes
- County Office of Emergency Services – earthquake preparedness

The Working Group members all agreed that being prepared for potential funding opportunities was an excellent approach. The development of this strategy will help position their projects.

Action: This item was presented for discussion.

## 9. NEXT STEPS AND CLOSING REMARKS (INFORMATION)

Claudine Montes (Southern California Tribal Chairmen's Association) and Ms. Clough presented the item.

The next step is for Kimley-Horn to make the corrections and adjustments to projects noted in the breakout sessions. There are several tribes who still want to participate. Staff will follow up with Mesa Grande Band of Mission Indians and Los Coyotes Band of Cahuila/Cupeño Indians.

The consultant will proceed with developing cost estimates. The Working Group discussed several methods for this given the number of projects and the budget available for this effort. Two approaches were discussed: (1) Do cost estimating for a handful of projects; and (2) develop costs for general types of improvements and apply them to the project identified to get a general concept and order of magnitude. The Working Group directed the consultant to pursue the second option.

Action: This item was presented for information.

## 10. TOPICS FOR NEXT MEETING AND ADJOURNMENT (DISCUSSION/POSSIBLE ACTION)

The Working Group discussed the possibility of having two more meetings in 2016; one in October and one in November. They wanted to get the costing part of the project done as soon as possible to be able to share with SANDAG leadership the order of magnitude of the tribal related projects.

It also was suggested that the representatives from the Federal Highway Administration interested in having a safety workshop could do that in November.

Charles "Muggs" Stoll, Working Group Co-Chair, adjourned the meeting at 1:15 p.m.

**INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES  
 MEETING ATTENDANCE FOR SEPTEMBER 7, 2016**

| JURISDICTION/ORGANIZATION              | NAME                          | ATTENDING | COMMENTS |
|--|-------------------------------|-----------|----------|
| Barona Band of Mission Indians         | Raymond Welch                 | Yes       |          |
|  | Albert "Boxie" Phoenix        | No        |          |
|  | Clifford LaChappa             | No        |          |
|  | Sheilla Alvarez, Alternate    | Yes       |          |
|  | Melissa Donayre, Alternate    | No        |          |
| Campo Kumeyaay Nation                  | Harry Cuero, Jr.              | No        |          |
|  | Marcus Cuero, Alternate       | Yes       |          |
| Ewiiapaayp Band of the Kumeyaay Nation | Roberto Pinto, Sr.            | No        |          |
| Iipay Nation of Santa Ysabel           | Virgil Perez                  | No        |          |
| Jamul Indian Village of California     | Erica Pinto                   | Yes       |          |
|  | Michael A. Hunter, Alternate  | No        |          |
| La Jolla Band of Luiseño Indians       | Adam Geisler, Chair           | Yes       |          |
|  | Thomas Rodriguez              | No        |          |
|  | George Wilkins, Alternate     | Yes       |          |
|  | John Beresford, Alternate     | Yes       |          |
|  | Mark Lofton, Alternate        | No        |          |
| La Posta Band of the Kumeyaay Nation   | Eric LaChappa                 | No        |          |
|  | Jovaughn Miller, Alternate    | Yes       |          |
| Pala Band of Mission Indians           | Robert Smith                  | No        |          |
|  | Howard Maxcy Jr.              | No        |          |
|  | Sheila Lopez, Alternate       | No        |          |
|  | Shasta Gaughen, Alternate     | Yes       |          |
|  | Marcos Orozco, Alternate      | No        |          |
| Pauma Band of Luiseño Indians          | Temet Aguilar                 | No        |          |
|  | Dale Brush, Alternate         | Yes       |          |
| Rincon Band of Luiseño Indians         | Frank Mazzetti, III           | No        |          |
|  | Alfonso Kolb, Sr., Alternate  | Yes       |          |
| San Pasqual Band of Diegueño Indians   | Steve Cope                    | No        |          |
|  | Andrew Orosco, Jr., Alternate | Yes       |          |
|  | Dave Toler, Alternate         | No        |          |
| Sycuan Band of the Kumeyaay Nation     | Cody Martinez                 | No        |          |
|  | Sid Morris, Alternate         | No        |          |

|  |                             |  |                    |
|--|-----------------------------|--|--------------------|
| Viejias Band of Kumeyaay Indians   | Robert "Cita" Welch, Jr.    | No   |                    |
|  | Victor Woods                | No   |                    |
|  | Don Butz, Alternate         | Yes  |                    |
|  | Darwin Tewanger, Alternate  | Yes  |                    |
|  | Samuel Brown, Alternate     | No   |                    |
| <b>ADVISORY MEMBERS LISTED BELOW (ATTENDANCE <b>NOT</b> COUNTED FOR QUORUM PURPOSES)</b>                               |                             |  |                    |
| Southern California Tribal Chairman's Association (SCTCA)  | Claudine Montes             | Yes  |                    |
|  | Denis Turner, Alternate     | No   |                    |
| Bureau of Indian Affairs, Southern California (BIA)  | Steve Wilkie                | Yes  | Scarlett Carmona   |
|  | Robert "RJ" Eben, Alternate | No   |                    |
| Caltrans, District 11  | Chi Vargas                  | Yes  | Vanessa De La Rosa |
| County of San Diego  | Eric Lardy                  | No   | Richard Chin       |
|  | Sheri McPherson, Alternate  | No   |                    |
| Metropolitan Transit System (MTS)  | Janelle Carey               | Yes  |                    |
|  | Sharon Cooney, Alternate    | No   |                    |
| North County Transit District (NCTD)   | Johnny Dunning              | No   |                    |
| <b>OTHER ATTENDEES</b>   |                             | <b>SANDAG STAFF MEMBERS LISTED BELOW</b>   |                    |
| Shane Helms, Morongo<br>Matt Horton, Kimley-Horn and Associates, Inc.<br>Leo Espelet, Kimley-Horn and Associates, Inc. |                             | Charles "Muggs" Stoll, Working Group Co-Chair<br>Coleen Clementson<br>Jane Clough<br>Carolina Ilic |                    |

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

November 30, 2016

AGENDA ITEM NO.: **5**

**Action Requested: DISCUSSION/POSSIBLE ACTION**

REVISION OF INTERAGENCY TECHNICAL WORKING GROUP ON  
TRIBAL TRANSPORTATION ISSUES CHARTER

File Number 3400500

**Introduction**

Recently, the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) Co-Chair, Adam Geisler presented an update on the Tribal Liaison Program and the Working Group activities to the SANDAG Transportation and Borders Committees. Given the transportation focus of the Working Group it was recommended the Charter be revised to have the Working Group report not only to the Borders Committee but also to the Transportation Committee. In addition, the current charter indicates that the elections for Co-Chair should be every year. It is recommended they be every two years, given the Working Group meets quarterly. Attached is a draft revised Charter for the Working Group's consideration.

Attachment:     1. Charter for the Interagency Technical Working Group on Tribal Transportation  
Issues

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



## **CHARTER**

### **Interagency Technical Working Group on Tribal Transportation Issues**

---

#### **PURPOSE**

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. There is currently no other working group that can serve this function.

#### **LINE OF REPORTING**

The Working Group reports to the Borders Committee and the Transportation Committee, which report to the Board of Directors on tribal-related transportation activities.

#### **RESPONSIBILITIES**

The Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the tribal governments in an effort to coordinate programs, address issues of concern, and ensure that the needs and issues of tribal governments are being incorporated into the transportation planning process at the regional level. The Working Group will provide feedback and comments on current and planned activities and provide technical advice on the implementation of these activities. The Working Group also assists with the associated outreach to the tribal community on transportation issues of regional significance.

#### **MEMBERSHIP**

The voting membership of the Working Group shall be comprised of one representative from each of the federally recognized tribal governments and California tribes in San Diego County. These voting members shall be appointed by the leadership of their respective tribes for a term of one calendar year. Caltrans, the County of San Diego, the Reservation Transportation Authority, Metropolitan Transit System and North County Transit District shall each be entitled to appoint one advisory member of the working group. Each entity represented in the working group, whether voting or advisory, may additionally appoint an alternate representative to serve in the primary member's absence. Any member who misses two meetings in a row or three meetings in a calendar year shall be removed and replaced by that member's alternate, if any. Should a vacancy occur in the position of a primary or alternate member, a represented entity shall be entitled to appoint a replacement representative.



### **MEETING TIME AND LOCATION**

The Working Group will meet quarterly as determined by the group. The location will rotate among tribal reservations, and, when deemed appropriate, at the SANDAG offices. Whenever possible, locations will alternate between southern and northern reservations to allow everyone to attend.

### **SELECTION OF THE CHAIR**

The Working Group shall have Co-Chairs (a tribal leader), who will be chosen by a vote of the voting members of the group on an ~~biannual~~ annual basis, and a representative from SANDAG's executive team will be appointed by its Executive Director.

### **DURATION OF EXISTENCE**

The Working Group will continue as long as the tribal governments and participating agencies determine that it serves as an effective means of communication and coordination, subject to annual review.



# INTRAREGIONAL TRIBAL TRANSPORTATION STRATEGY

## Draft ITTS Project Cost Estimates and Coordination with Transportation Projects in the SANDAG Region

NOVEMBER 2016 | VERSION 2

Prepared by:

**Kimley»»Horn**

Prepared for:



And



## Contents

|   |    |
|---|----|
| Introduction .....  | 2  |
| Project Cost Estimating Process and Basis .....                             | 2  |
| Roadway Improvement Projects .....  | 2  |
| Transit Projects .....  | 3  |
| Planning Level Costs and Project Overlaps with Other Planned Projects.....  | 4  |
| Summary.....  | 14 |
| Appendix A – Detailed Transportation Improvement Costs and Overlap Analysis |    |

## Tables

|  |    |
|--|----|
| Table 1. Projects with Geographic and Scope Overlap (SANDAG).....                                    | 4  |
| Table 2. Projects with Geographic and Scope Overlap (Caltrans Planned Improvement Projects)<br>..... | 5  |
| Table 3. Projects with Geographic and Scope Overlap (County Capital Improvement Program).6           |    |
| Table 4. Projects with Geographic and Scope Overlap (County Mobility Element) .....                  | 7  |
| Table 5. Projects with Geographic and Scope Overlap (Caltrans and San Diego County) .....            | 8  |
| Table 6. Projects on ITTS Surveys with no Overlap with Other Planned or Programmed Projects<br>..... | 9  |
| Table 7. Summary of ITTS Costs and Potential Project Overlaps .....                                  | 15 |

## INTRODUCTION

SANDAG, in partnership with the Southern California Tribal Chairmen's Association (SCTCA) is implementing a Caltrans Strategic Partnership planning grant to develop an Intraregional Tribal Transportation Strategy. The goal of the project is to develop a strategy that identifies key multimodal projects that will improve tribal mobility while meeting regional, state, and federal goals. The strategy will include project priorities, cost estimates, identifying responsible parties, and developing a funding approach.

As part of the project, a mobility needs assessment survey was conducted between April and July, 2016 with participating tribes in the region to gather each tribe's transportation project ideas and concerns. The survey responses were summarized by corridor, tribe, and project type. The focus of the survey was to identify transportation improvement projects that are important to each tribal nation and connects each nation to the region. Approximately 106 transportation improvement projects were identified through the survey process to date.

To date, fourteen tribes have submitted surveys and two tribes are in the process of completing surveys or in the tribal leadership approval process (the Mesa Grande Band of Mission Indians and the Los Coyotes Band of Cahuilla and Cupeno Indians).

This report summarizes the process for developing planning level cost estimates for the projects identified in the surveys and identifies which of these projects are also currently planned or programmed by Caltrans, SANDAG, and San Diego County.

## PROJECT COST ESTIMATING PROCESS AND BASIS

The first step in the development of the planning level costs estimates was to review each project recommendation, and identify cost elements associated with each project, including project lengths, project description and project type. The basis for the project planning level cost estimates is described as follows.

### ROADWAY IMPROVEMENT PROJECTS

#### LOCAL OR COUNTY ROUTES

Roadway improvement costs were initially developed using the County of San Diego's unit price list for construction project and when applicable, construction costs assumed in the County of San Diego TIF Transportation Needs Assessment Report (September 2012).

Typical unit costs were developed and used for similar projects based on the length of project, the number of intersections or the type of study. These typical unit cost were then applied to the applicable projects. Typical unit costs assumed the following expenses:

- Right-of-way acquisition
- Median improvements
- Pavement overlays
- Drainage
- Signing and striping

- Water pollution control
- Mobilization
- Traffic control
- Utility relocations
- Other minor improvements

The 2012 unit costs are dependent on the current and planned functional classification and geographic location in San Diego County.

---

## IMPROVEMENTS ON STATE ROUTES

Planning level costs on state routes were developed based on methods described above and cost estimate values taken from SANDAG's San Diego Forward, the Regional Transportation Plan (October 2015).

---

## INFLATION ADJUSTMENTS

Where applicable, the 2012 unit costs were adjusted for inflation, using Caltrans Price Index for Selected Highway Construction Items, Second Quarter ending June 30, 2016. The Price Index is computed using bid opening data by quarter. The Price Index was calculated between 2012 and 2016. In 2012, the price index was 84 (on a scale of 100, with 2007 prices being 100 on the scale). In the second quarter of 2016, the price index was 130.75, which indicated a difference of 46.75 in the price index between 2012 and 2016. To be conservative, costs were increased by 50 percent to reflect inflation.

---

## TRANSIT PROJECTS

Transit costs were developed for rideshare services, vanpool service, transit service, and transit stops. Cost assumptions are discussed as follows.

---

### RIDESHARE SERVICE

Rideshare service costs were estimated by assuming a six-vehicle fleet that would be leased through a fleet management service, such as Enterprise. An average cost per vehicle per month was estimated and six vehicles were assumed to be used for the rideshare service.

---

### VANPOOL SERVICE

Vanpool costs were developed by assuming costs for the lease of a 15-passenger van and labor costs for a part-time staff driver.

---

### NEW TRANSIT SERVICE

Costs for transit service typically included purchase of between one and three cutaway type vehicles (depending on the service frequency) and assumed an hourly service cost, based on an assumed number of service hours per day. The hourly service cost was dependent on whether the service was an extension of the San Diego Metropolitan Transit System (MTS) or North County Transit District (NCTD) service, or provided through a private operator.

## NEW TRANSIT STOP

Costs for a new transit stop include a pad, bench, pole, shelter. Hourly service costs were increased if the stop added additional operating time to the route.

## PLANNING LEVEL COSTS AND PROJECT OVERLAPS WITH OTHER PLANNED PROJECTS

Project staff conducted a literature review of planning and programming documents to determine if the identified projects were contained, either partially or fully, in other planning documents. The following documents were reviewed:

- San Diego Forward: The Regional Plan (2015)
- County of San Diego Five Year Capital Improvement Plan (16/17-20/21)
- County of San Diego General Plan: Mobility Element Network Appendix (2011)
- Caltrans 2016 District System Management Plan (DSMP)
- Caltrans 4-year State Highway Operation and Protection Program (SHOPP) List
- Caltrans 2016 10-year SHOPP List

Project overlaps were determined for each of these sources, and the project overlaps and costs are described in the following sections. It should be noted that no project overlaps were found on the Caltrans SHOPP list.

In some cases, projects were subdivided to reflect a partial project overlap. Appendix A provides a detailed listing of costs and assumptions for all of the projects identified in the mobility needs assessment surveys.

## PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP WITH SANDAG PROJECTS

Based on a review of San Diego Forward: The Regional Plan (2015), there are projects planned on SR 94 and SR 67 that overlapped with project needs indicated by the Barona and Jamul Indian Village Tribes in their survey responses. In total, \$816.5 M in project costs could coordinate and overlap with the SANDAG projects. These projects and planning level costs are shown in Table 1.

*Table 1. Projects with Geographic and Scope Overlap (SANDAG)*

| Project ID   | Tribe                | Location | From         | To               | Improvement   | Units | Quantity | ITTS Capital Cost Estimate |
|--------------|----------------------|----------|--------------|------------------|---------------|-------|----------|----------------------------|
| 12a          | Barona               | SR-67    | Mapleview St | Gold Bar Ln      | Lane Widening | Miles | 1        | \$43,700,000               |
| 12b          | Barona               | SR-67    | Gold Bar Ln  | Dye Rd           | Lane Widening | Miles | 14       | \$611,800,000              |
| 100a         | Jamul Indian Village | SR-94    | SR-125       | Avocado Blvd     | Lane Widening | Miles | 2.5      | \$57,500,000               |
| 100b         | Jamul Indian Village | SR-94    | Avocado Blvd | Jamacha Rd       | Lane Widening | Miles | 1        | \$34,500,000               |
| 100c         | Jamul Indian Village | SR-94    | Jamacha Rd   | Steele Canyon Rd | Lane Widening | Miles | 3        | \$69,000,000               |
| <b>Total</b> |                      |          |              |                  |               |       |          | <b>\$816,500,000</b>       |

## PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP WITH CALTRANS PLANNED PROJECTS

A review of the Caltrans District System Management Plan (DSMP) (2016) and the County of San Diego General Plan: Mobility Element Network Appendix (2011) indicated there are projects planned on I-8, SR 76, SR 78, SR 79, and SR 94 that correspond with mobility needs described in surveys from six tribal nations. In total, projects estimated to cost \$833.8 M could coordinate and overlap with planned Caltrans projects. These projects and the costs are shown in Table 2.

Table 2. Projects with Geographic and Scope Overlap (Caltrans Planned Improvement Projects)

| Project ID | Tribe                | Location                        | From           | To                          | Improvement                                   | Units         | Quantity | ITTS Capital Cost Estimate |
|------------|----------------------|---------------------------------|----------------|-----------------------------|---|---------------|----------|----------------------------|
| 2a         | Campo                | I-8                             | Reservation    | N/A                         | Improve drainage                              | Miles         | 3        | \$1,500,000                |
| 2b         | Campo                | SR-94                           | Reservation    | N/A                         | Improve drainage                              | Miles         | 3        | \$1,500,000                |
| 34b        | Pala                 | SR-76                           |                |                             | Add bike lane                                 | Miles         | 3        | \$30,000,000               |
| 48         | Rincon               | SR 76                           | Pala Casino    | Just west of Rice Canyon Rd | Safety  | Miles         | 0        | \$1,000,000                |
| 67         | La Jolla             | SR-76                           | SR-79          | Valley Center Road          | Shoulder widening; Add bike lane              | Miles         | 0        | \$85,000,000               |
| 68         | La Jolla             | SR-76                           | SR-79          | Valley Center Road          | Straighten; widen; shoulders; lighting; fiber | Miles         | 0        | \$520,000,000              |
| 83         | Santa Ysabel         | SR-78 / SR-79                   | Deer Canyon Dr | San Felipe Rd               | Add bike lane                                 | Miles         | 16       | \$170,000,000              |
| 84         | Santa Ysabel         | SR 79 / Schoolhouse Canyon Road | N/A            | N/A                         | Turn lanes                                    | Miles         | 0        | \$770,000                  |
| 86b        | Santa Ysabel         | SR-79                           | BIA 52         | BIA 52                      | Add sidewalk                                  | Miles         | 2        | \$2,000,000                |
| 97         | Jamul Indian Village | SR 94 / Melody Rd / Daisy Dr    | N/A            | N/A                         | Intersection improvements                     | Intersections | 1        | \$6,000,000                |
| 107        | La Jolla             | SR-76                           | Harolds Rd     | Pauma Rancho Rd             | Straightening                                 | Miles         | 2        | \$16,000,000               |

**Total \$833,770,000**

PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP WITH SAN DIEGO COUNTY PROGRAMMED PROJECTS

Based on a review of the County of San Diego Five Year Capital Improvement Plan (16/17-20/21) there are projects programmed on Ashwood Road, the Willow Road/Ashwood Road intersection, and Valley Center Road, which correspond with improvement needs noted by the Barona Tribe and the San Pasqual Tribe. These projects, in total, estimated to cost \$27.4 M. The projects and costs are shown in Table 3.

Table 3. Projects with Geographic and Scope Overlap (County Capital Improvement Program)

| Project ID   | Tribe       | Improvement Location  | From          | To                           | Improvement                  | Units         | Quantity | ITTS Capital Cost Estimate |
|--------------|-------------|-----------------------|---------------|------------------------------|------------------------------|---------------|----------|----------------------------|
| 14           | Barona      | Ashwood Rd            | Mapleview Rd  | Willow Rd                    | Lane widening; straightening | Miles         | 1        | \$19,000,000               |
| 15           | Barona      | Willow Rd/ Ashwood Rd | N/A           | N/A                          | Signal                       | Intersections | 1        | \$770,000                  |
| 62a          | San Pasqual | Valley Center Rd      | Cole Grade Rd | 3/4 mi east of Cole Grade Rd | Shoulder widening            | Miles         | 1        | \$7,666,666                |
| <b>Total</b> |             |                       |               |                              |                              |               |          | <b>\$27,436,666</b>        |

PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP WITH SAN DIEGO COUNTY MOBILITY ELEMENT PROJECTS

Based on a review of the County of San Diego General Plan: Mobility Element Network Appendix (2011) there are projects planned on Lilac Road, the intersections of Canal Road/Paradise Mountain Road and Duro Road/Lake Wohlford Road, and on segments of Paradise Mountain Road, SR 94, and Proctor Valley Road which correspond to improvement needs indicated by the Pala Tribe, San Pasqual Tribe, and the Jamul Indian Village. These projects, in total, are estimated to cost \$279.6 M. These projects and associated costs are shown in Table 4.

Table 4. Projects with Geographic and Scope Overlap (County Mobility Element)

| Project ID   | Tribe                | Improvement Location           | From             | To                    | Improvement           | Units          | Quantity | ITTS Capital Cost Estimate |
|--------------|----------------------|--------------------------------|------------------|-----------------------|-----------------------|----------------|----------|----------------------------|
| 38           | Pala                 | Lilac Rd/ Lilac Rd Ext.        | N/A              | N/A                   | Paving                | Miles          | 2        | \$8,500,000                |
| 58           | San Pasqual          | Canal Rd/ Paradise Mountain Rd | N/A              | N/A                   | Realignment           | Inter-sections | 1        | \$1,800,000                |
| 59           | San Pasqual          | Duro Rd/ Lake Wohlford Rd      | N/A              | N/A                   | Turn lanes            | Miles          | 0        | \$2,300,000                |
| 60           | San Pasqual          | Lake Wohlford Rd               | Valley Center Rd | Valley Center Rd / S6 | Turn lanes            | Miles          | 8        | \$150,000,000              |
| 63           | San Pasqual          | Paradise Mountain Rd           | Canal Rd         | Paradise Meadow Lane  | Add Shoulders         | Miles          | 2        | \$17,000,000               |
| 102          | Jamul Indian Village | Proctor Valley Rd              | Echo Valley Rd   | Northwoods Dr         | Paving; straightening | Miles          | 5        | \$100,000,000              |
| <b>Total</b> |                      |                                |                  |                       |                       |                |          | <b>\$279,600,000</b>       |



PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP WITH CALTRANS AND SAN DIEGO COUNTY JOINT IMPROVEMENT PROJECTS

Based on a review of the County of San Diego General Plan: Mobility Element Network Appendix (2011) and the Caltrans District System Management Plan (2016) there are projects planned at the I-8/West Willows Road interchange, and at a number of intersection locations that overlap with project noted in the mobility needs surveys for six tribal nations. In total, \$92.7 M in project costs could coordinate and overlap with the San Diego County planned projects. These projects and associated costs are shown in Table 5.

Table 5. Projects with Geographic and Scope Overlap (Caltrans and San Diego County)

| Project ID | Tribe                | Improvement Location              | From    | To            | Improvement               | Units          | Quantity | ITTS Capital Cost Estimate |
|------------|----------------------|-----------------------------------|---------|---------------|---------------------------|----------------|----------|----------------------------|
| 25         | Viejas               | I-8/ West Willows Rd interchange  | N/A     | N/A           | Interchange improvements  | Inter-sections | 4        | \$8,500,000                |
| 26         | Viejas               | I-8 / East Willows Rd interchange | N/A     | N/A           | Interchange improvements  | Inter-sections | 4        | \$8,500,000                |
| 36         | Pala                 | SR-76 / Magee Rd / Pala Raceway   | N/A     | N/A           | Add turn lanes            | Inter-sections | 1        | \$1,500,000                |
| 44         | Pauma                | SR 76 / Pala Rd                   | N/A     | N/A           | Add turn lane             | Lanes          | 1        | \$1,000,000                |
| 46         | Pauma                | Cole Grade Rd / Pala Rd           | N/A     | N/A           | Traffic Signal            | Inter-sections | 1        | \$600,000                  |
| 69         | La Jolla             | Senge Oaks Road / SR-76           | N/A     | N/A           | Roundabout; safety        | Inter-sections | 1        | \$2,300,000                |
| 70         | La Jolla             | Palomar Mountain Rd / SR-76       | N/A     | N/A           | Roundabout; safety        | Inter-sections | 1        | \$4,000,000                |
| 85         | Santa Ysabel         | SR-78 / Deer Canyon Rd            | N/A     | N/A           | Turn lanes                | Miles          | 4        | \$2,800,000                |
| 88         | Jamul Indian Village | Proctor Valley Rd / Melody Rd     | SR - 94 | Northwoods Dr | Add bike lane             | Miles          | 7        | \$60,000,000               |
| 94         | Jamul Indian Village | SR 94 / Steele Canyon Rd          | N/A     | N/A           | Add turn lanes            | Lanes          | 2        | \$3,000,000                |
| 96         | Jamul Indian Village | SR 94 / Vista Diego Dr            | N/A     | N/A           | Intersection improvements | Inter-sections | 1        | \$500,000                  |

**Total \$92,700,000**

TRIBE SPECIFIC PROJECTS WITH NO OVERLAP

Capital costs for transportation needs that were noted on the ITTS mobility needs surveys which did not overlap with any other planned or programmed projects are summarized in Table 6. It should be noted that for transit service projects, annual operating costs are also provided. The total cost of these projects is \$ 996.1 M.

Table 6. Projects on ITTS Surveys with no Overlap with Other Planned or Programmed Projects

| Project ID | Tribe          | Improvement Location    | From     | To           | Improvement  | Units         | Quantity | Capital Cost | Annual Cost | ITTS Cost Estimate |
|------------|----------------|-------------------------|----------|--------------|--|---------------|----------|--------------|-------------|--------------------|
| 1          | Campo          | Church Rd               | SR-80    | SR-94        | Add bike lane & sidewalk                           | Miles         | 4        | \$42,600,000 | \$0         | \$42,600,000       |
| 2c         | Campo          | All roads               | N/A      | N/A          | Improve drainage                                   | Miles         | 54       | \$27,000,000 | \$0         | \$27,000,000       |
| 3          | Campo          | Golden Acre Way / SR 80 | N/A      | N/A          | Realignment  | Intersections | 1        | \$1,000,000  | \$0         | \$1,000,000        |
| 4          | Campo          | Church Rd               | SR-80    | SR-94        | Signage and lighting                               | Intersections | 1        | \$75,000     | \$0         | \$75,000           |
| 5          | Campo          | Church Rd / SR 80       | N/A      | N/A          | Signage and lighting                               | Intersections | 1        | \$75,000     | \$0         | \$75,000           |
| 6          | Campo          | N/A                     | N/A      | N/A          | Service  |               | 0        | \$100,000    | \$390,000   | \$490,000          |
| 7          | Campo          | N/A                     | N/A      | N/A          | Service  |               | 0        | \$100,000    | \$390,000   | \$490,000          |
| 8          | La Posta       | N/A                     | N/A      | N/A          | ATV Trails   | Miles         | 0        | \$75,000     | \$0         | \$75,000           |
| 9          | La Posta       | Crestwood Rd            | Tusil Rd | Blackwood Rd | Shoulder widening; safety improvements; evacuation | Miles         | 3        | \$3,000,000  | \$0         | \$3,000,000        |
| 10         | La Posta       |                         | N/A      | N/A          | Service  |               | 0        | \$100,000    | \$364,000   | \$464,000          |
| 11         | Barona         | SR 67 / Mapleview Rd    | N/A      | N/A          | Intersection improvements                          | Interchange   | 1        | \$30,000,000 | \$0         | \$30,000,000       |
| 13         | Barona         | Wildcat Canyon Rd       | N/A      | N/A          | Shoulder widening; repairs                         | Miles         | 12       | \$18,000,000 | \$0         | \$18,000,000       |
| 16         | Barona         | N/A                     | N/A      | N/A          | Rideshare Service                                  |               | 0        | \$0          | \$43,200    | \$43,200           |
| 17         | Barona         | N/A                     | N/A      | N/A          | Vanpool Program                                    |               | 0        | \$0          | \$46,200    | \$46,200           |
| 18         | Capitan Grande | N/A                     | N/A      | N/A          | Closure  | Access        | 1        | \$5,000      | \$0         | \$5,000            |
| 19         | Capitan Grande | N/A                     | N/A      | N/A          | Remove trail plan                                  | NA            | 0        | \$25,000     | \$0         | \$25,000           |
| 20         | Capitan Grande | N/A                     | N/A      | N/A          | Remove trail plan                                  | NA            | 0        | \$25,000     | \$0         | \$25,000           |
| 21         | Viejas         | Willows Road Bridge     | N/A      | N/A          | Bridge repair                                      | Bridge        | 1        | \$11,000,000 | \$0         | \$11,000,000       |

| Project ID | Tribe                    | Improvement Location          | From                       | To                         | Improvement          | Units         | Quantity | Capital Cost | Annual Cost | ITTS Cost Estimate |
|------------|--------------------------|-------------------------------|----------------------------|----------------------------|----------------------|---------------|----------|--------------|-------------|--------------------|
| 22         | Viejas                   | N/A                           | N/A                        | N/A                        | Remove bike plan     | N/A           | 0        | \$25,000     | 0           | \$25,000           |
| 23         | Viejas                   | N/A                           | N/A                        | N/A                        | Remove trail plan    | NA            | 0        | \$25,000     | \$0         | \$25,000           |
| 24         | Viejas                   | Browns Rd                     | Viejas Grade Rd            | Willows Rd                 | Add shoulders        | Miles         | 4        | \$38,000,000 | \$0         | \$38,000,000       |
| 27         | Viejas                   | I-8/ Casa De Roca Way         | N/A                        | N/A                        | New interchange      | Inter-change  | 1        | \$15,000,000 | \$0         | \$15,000,000       |
| 28         | Viejas                   | Viejas Grande Rd              | Willows Rd                 | Conejos Valley Rd          | Reconstruction       | Miles         | 3        | \$92,000,000 | \$0         | \$92,000,000       |
| 29         | Viejas                   | Willows Rd                    | West Willow Rd Interchange | East Willow Rd Interchange | Lane widening        | Miles         | 3        | \$50,000,000 | \$0         | \$50,000,000       |
| 30         | Viejas                   | Willows Rd / Viejas Grande Rd | N/A                        | N/A                        | Realign intersection | Intersections | 1        | \$300,000    | \$0         | \$300,000          |
| 31         | Viejas                   | N/A                           | N/A                        | N/A                        | Vanpool program      |               | 0        | \$0          | \$46,200    | \$46,200           |
| 32         | Viejas                   | N/A                           | N/A                        | N/A                        | Service              |               | 0        | \$300,000    | \$1,872,936 | \$2,172,936        |
| 33         | Ewiiapaayp Band of Kumey | I-8 / Willows Rd WB off-ramp  | N/A                        | N/A                        | Signage              | Intersections | 1        | \$5,000      | \$0         | \$5,000            |
| 34         | Ewiiapaayp Band of Kumey | I-8 / Willows Rd EB off-ramp  | N/A                        | N/A                        | Signage              | Intersections | 1        | \$5,000      | \$0         | \$5,000            |
| 34a        | Pala                     | Pala Mission Rd/ Temecula Rd  | Arouba Rd                  | SR -76                     | Add bike lane        | Miles         | 3        | \$30,000,000 | \$0         | \$30,000,000       |
| 35         | Pala                     | N/A                           | N/A                        | N/A                        | Bridge construction  | Bridge        | 0        | \$11,500,000 | \$0         | \$11,500,000       |
| 37         | Pala                     | Various Roads                 | N/A                        | N/A                        | Paving               | Miles         | 0        | \$8,500,000  | \$0         | \$8,500,000        |
| 39         | Pala                     | Various Roads                 | N/A                        | N/A                        | Paving               | Miles         | 1        | \$8,500,000  | \$0         | \$8,500,000        |
| 40         | Pala                     | Pala Mission Rd / Temecula Rd | N/A                        | N/A                        | Add sidewalk         | Miles         | 3        | \$3,800,000  | \$0         | \$3,800,000        |
| 41         | Pala                     | N/A                           | N/A                        | N/A                        | Ride Share           |               | 0        | \$100,000    | \$364,000   | \$464,000          |

| Project ID | Tribe       | Improvement Location                             | From               | To                     | Improvement                    | Units | Quantity | Capital Cost | Annual Cost | ITTS Cost Estimate |
|------------|-------------|--|--------------------|------------------------|--------------------------------|-------|----------|--------------|-------------|--------------------|
| 42         | Pauma       | Adams Dr   | Adams Dr           | Reservation Rd         | General roadway improvements   | Miles | 0        | \$380,000    | \$0         | \$380,000          |
| 43         | Pauma       | Reservation Rd                                   | Reservation Rd     | Pala Rd                | General roadway improvements   | Miles | 1        | \$8,500,000  | \$0         | \$8,500,000        |
| 45         | Pauma       | Reservation Rd                                   | Pala Rd            | Reservation Rd         | Street lights                  | Miles | 1        | \$460,000    | \$0         | \$460,000          |
| 49         | Rincon      | Valley Center Road                               | SR-76              | North Lake Wohlford Rd | Traffic calming; add bike lane | Miles | 5        | \$50,000,000 | \$0         | \$50,000,000       |
| 50         | Rincon      | Charter School                                   | School Zone        |                        | Safety                         | Miles | 0        | \$25,000     | \$0         | \$25,000           |
| 51         | Rincon      | N/A  | N/A                |                        | Service                        |       | 0        | \$200,000    | \$1,747,200 | \$1,947,200        |
| 52         | San Pasqual | Oos Rd   | East Canal Rd      | East Canal Rd          | Construct trail                | Miles | 1        | \$380,000    | \$0         | \$380,000          |
| 53         | San Pasqual | Canal Road                                       | East of Water Tank | Paradise Mountain Rd   | Construct trail                | Miles | 2        | \$250,000    | \$0         | \$250,000          |
| 54         | San Pasqual | Kunyaaw Path                                     | Kunyaaw Path       | Cool Water Ranch Rd    | Construct trail                | Miles | 1        | \$380,000    | \$0         | \$380,000          |
| 55         | San Pasqual | Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road | Kunyaaw Path       | Kunyaaw Path           | Construct trail                | Miles | 1        | \$380,000    | \$0         | \$380,000          |
| 56         | San Pasqual | San Pasqual Rd                                   | Nyemii Pass        | Kumeyaay Way           | Construct trail                | Miles | 0        | \$380,000    | \$0         | \$380,000          |
| 57         | San Pasqual | Nyemii Pass Place                                | West End           | Casino                 | Construct trail                | Miles | 0        | \$380,000    | \$0         | \$380,000          |
| 61         | San Pasqual | Woods Valley Rd                                  | Valley Center Road | Lake Wohlford Rd       | Shoulder widening              | Miles | 4        | \$38,000,000 | \$0         | \$38,000,000       |
| 62b        | San Pasqual | Valley Center Rd                                 | Cole Grade Rd      | Lake Wohlford Rd       | Shoulder widening              | Miles | 2        | \$15,333,334 | \$0         | \$15,333,334       |
| 64         | San Pasqual | Various  | N/A                | N/A                    | Signage and lighting           | Miles | 0        | \$180,000    | \$0         | \$180,000          |
| 65         | San Pasqual | N/A  | N/A                | N/A                    | New bus stop                   |       | 0        | \$50,000     | \$364,000   | \$414,000          |

| Project ID | Tribe                | Improvement Location           | From          | To               | Improvement                 | Units         | Quantity | Capital Cost | Annual Cost | ITTS Cost Estimate |
|------------|----------------------|--------------------------------|---------------|------------------|-----------------------------|---------------|----------|--------------|-------------|--------------------|
| 66         | San Pasqual          | N/A                            | N/A           | N/A              | New bus stop                |               | 0        | \$50,000     | \$249,600   | \$299,600          |
| 71         | La Jolla             | Valley Center Road             | Lake Wohlford | SR-76            | Straightening               | Miles         | 0        | \$17,500,000 | \$0         | \$17,500,000       |
| 72         | La Jolla             | All intersections              | N/A           | N/A              | Signage; lighting           | Intersections | 40       | \$2,000,000  | \$0         | \$2,000,000        |
| 73         | La Jolla             | Mesa Truck Trail/SR-76         | N/A           | N/A              | Comment                     | Feature       | 1        | \$25,000     | \$0         | \$25,000           |
| 74         | La Jolla             | Harolds Rd/SR-76               | N/A           | N/A              | Comment                     | Feature       | 1        | \$25,000     | \$0         | \$25,000           |
| 75         | La Jolla             | Campground Road                | SR 76         | Zip-Line tower   | Paving                      | Miles         | 0        | \$8,500,000  | \$0         | \$8,500,000        |
| 76         | La Jolla             | Church Rd                      | BIA Road 40   | SR-76            | Paving                      | Miles         | 0        | \$8,500,000  | \$0         | \$8,500,000        |
| 77         | La Jolla             | SR 76                          | SR 79         | Valley Center Rd | Planning                    | Project       | 1        | \$75,000     | \$0         | \$75,000           |
| 78         | La Jolla             | N/A                            | N/A           | N/A              | Planning/study              | Project       | 1        | \$75,000     | \$0         | \$75,000           |
| 79         | La Jolla             | N/A                            | N/A           | N/A              | Service                     |               | 0        | \$100,000    | \$546,000   | \$646,000          |
| 80         | La Jolla             | To be determined               | N/A           | N/A              | High speed rail connection  |               | 0        | \$100,000    | \$546,000   | \$646,000          |
| 81         | La Jolla             | N/A                            | N/A           | N/A              | Comment                     |               | 0        | \$0          | \$100,000   | \$100,000          |
| 82         | La Jolla             | N/A                            | N/A           | N/A              | Vanpool/shuttle             |               | 0        | \$0          | \$86,700    | \$86,700           |
| 86a        | Santa Ysabel         | Schoolhouse Canyon Rd / BIA 52 | SR-79         | SR-79            | Add sidewalk                | Miles         | 9        | \$9,000,000  | \$0         | \$9,000,000        |
| 87         | Santa Ysabel         | N/A                            | N/A           | N/A              | New bus stop                |               | 0        | \$50,000     | \$0         | \$50,000           |
| 89         | Jamul Indian Village | Willow Glen Dr                 | Dehesa Rd     | Jamacha Rd       | Add bike lane               | Miles         | 5        | \$46,000,000 | \$0         | \$46,000,000       |
| 90         | Jamul Indian Village | Steele Canyon Rd               | SR-94         | Willow Glen Dr   | Add bike lane and sidewalks | Miles         | 1        | \$10,000,000 | \$0         | \$10,000,000       |
| 91         | Jamul Indian Village | SR 94 / Jamacha Rd             | N/A           | N/A              | Intersection Widening       | Intersections | 1        | \$1,500,000  | \$0         | \$1,500,000        |
| 92         | Jamul Indian Village | SR 94 / Maxfield Rd            | N/A           | N/A              | Add acceleration lane       | Miles         | 0        | \$1,500,000  | \$0         | \$1,500,000        |
| 93         | Jamul Indian Village | Willow Glen Dr                 | Dehesa Rd     | Jamacha Blvd     | Add lane                    | Miles         | 5        | \$85,000,000 | \$0         | \$85,000,000       |

| Project ID        | Tribe                | Improvement Location    | From        | To                      | Improvement                  | Units         | Quantity | Capital Cost         | Annual Cost        | ITTS Cost Estimate   |
|-------------------|----------------------|-------------------------|-------------|-------------------------|------------------------------|---------------|----------|----------------------|--------------------|----------------------|
| 95                | Jamul Indian Village | SR 94 / Millar Ranch Rd | N/A         | N/A                     | Add turn lanes               | Intersections | 1        | \$1,000,000          | \$0                | \$1,000,000          |
| 98                | Jamul Indian Village | SR-94 /Jamacha Rd       | N/A         | N/A                     | Re-stripe                    | Miles         | 0        | \$38,000             | \$0                | \$38,000             |
| 99                | Jamul Indian Village | Otay Lakes Rd           | SR-94       | Wuseste Rd              | Shoulders                    | Miles         | 9        | \$85,000,000         | \$0                | \$85,000,000         |
| 101a              | Jamul Indian Village | SR-94                   | Reservation | Tecate Rd               | Add Shoulders; straightening | Miles         | 18       | \$189,500,000        | \$0                | \$189,500,000        |
| 101b              | Jamul Indian Village | Tecate Rd               | SR-94       | Tecate Border Crossing  | Add shoulders; straightening | Miles         | 1        | \$10,500,000         | \$0                | \$10,500,000         |
| 103               | Jamul Indian Village | SR 94 / Lyons Valley Rd | N/A         | N/A                     | Install traffic signal       | Intersections | 1        | \$500,000            | \$0                | \$500,000            |
| 104               | Jamul Indian Village | N/A                     | N/A         | N/A                     | Rideshare program            |               | 0        | \$0                  | \$43,200           | \$43,200             |
| 105               | Jamul Indian Village | N/A                     | N/A         | N/A                     | New bus stop                 |               | 0        | \$50,000             | \$0                | \$50,000             |
| 106               | Sycuan               | Sycuan Rd               | Dehesa Rd   | Guard Gate on Sycuan Rd | Paving                       | Miles         | 0        | \$5,800,000          | \$0                | \$5,800,000          |
| <b>Total Cost</b> |                      |                         |             |                         |                              |               |          | <b>\$988,906,334</b> | <b>\$7,199,236</b> | <b>\$996,105,570</b> |

## SUMMARY

Planning level costs were developed for transportation improvement projects that were listed on the ITTS mobility needs surveys conducted in 2016. In order to better assess opportunities for coordination and identify the relationships between projects that can enhance opportunities for funding, an assessment was undertaken to determine whether any of the project needs were currently planned or programmed by SANDAG, Caltrans, or San Diego County.

It was found that a significant number of projects are being planned in the future that will contribute to addressing tribal transportation needs. As shown in Figure 1 and Table 7, approximately twenty-seven (27) percent of the projects noted in surveys are also being planned by SANDAG. Fifteen (15) percent of the projects noted in surveys are also being planned by San Diego County, and twenty-seven (27) percent of projects are also being planned by Caltrans. Additionally, three (3) percent of projects are being planned as joint improvement projects by Caltrans and San Diego County. Three projects, representing one (1) percent of the total cost of the projects are currently programmed by San Diego County.

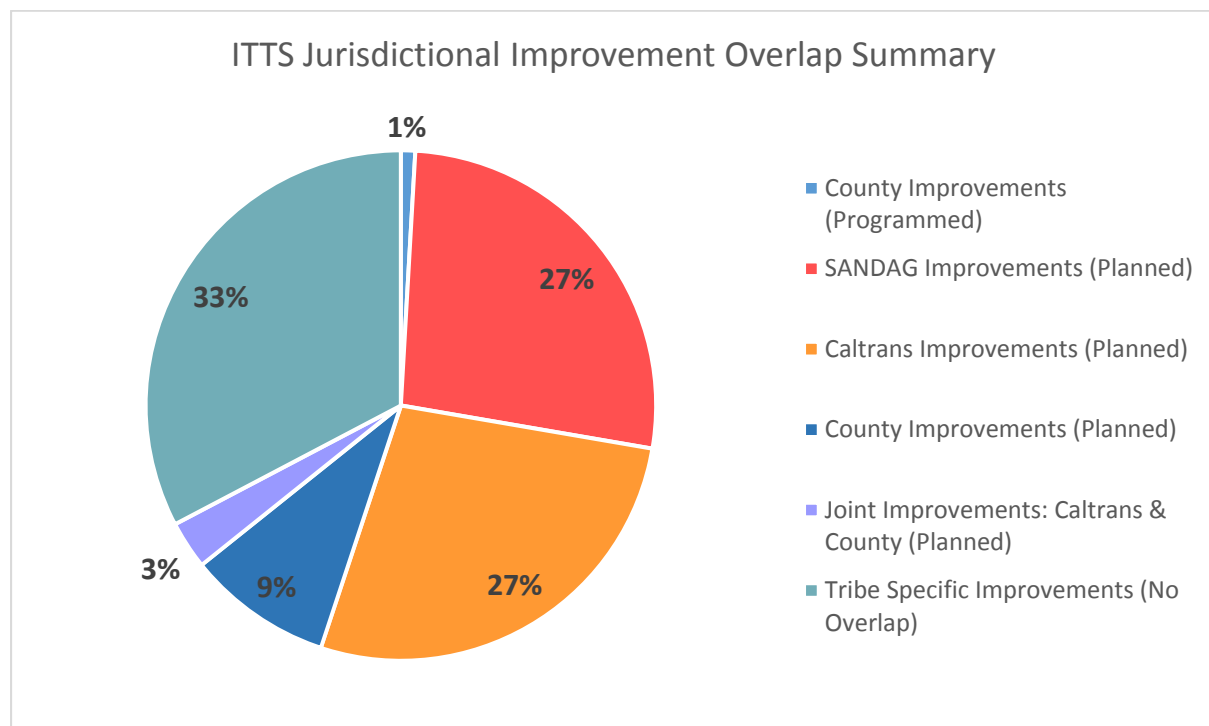


Figure 1. ITTS Summary of Project Overlaps

Table 7. Summary of ITTS Costs and Potential Project Overlaps

|                                     | Jurisdictional Overlap                   | Capital Costs          | Annual Costs       | Combined Costs         | % of total  |
|-------------------------------------|--|------------------------|--------------------|------------------------|-------------|
| <b>Programmed</b>                   | County Improvements                      | \$27,436,666           | \$0                | \$27,436,666           | 1%          |
|                                     | <b>Planned</b>                           |                        |                    |                        |             |
| <b>Planned</b>                      | SANDAG Improvements                      | \$816,500,000          | \$0                | \$816,500,000          | 27%         |
|                                     | Caltrans Improvements                    | \$833,770,000          | \$0                | \$833,770,000          | 27%         |
|                                     | County Improvements                      | \$279,600,000          | \$0                | \$279,600,000          | 9%          |
|                                     | Joint Improvements (Caltrans & County)   | \$92,700,000           | \$0                | \$92,700,000           | 3%          |
|                                     | Tribe Specific Improvements (no overlap) | \$988,906,334          | \$7,199,236        | \$996,105,570          | 33%         |
| <b>Total Cost, All Improvements</b> |  | <b>\$3,038,913,000</b> | <b>\$7,199,236</b> | <b>\$3,046,112,236</b> | <b>100%</b> |

Sources: San Diego Forward: The Regional Plan (2015); County of San Diego Five Year Capital Improvement Plan (16/17-20/21); County of San Diego General Plan: Mobility Element Network Appendix (2011), Caltrans 2016 District System Management Plan (DSMP); Caltrans 4-year State Highway Operation and Protection Program (SHOPP) List; Caltrans 2016 10-year SHOPP List

*Note: The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.*



# Appendix A – Detailed Transportation Improvement Costs and Overlap Analysis

**PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP (SANDAG - Planned)**

| Project ID | Tribe                | Improvement Location | From         | To               | Improvement   | Units | QTY | Capital Cost  | Annual Cost | ITTS Cost Estimate | Notes                     |
|------------|----------------------|----------------------|--------------|------------------|---------------|-------|-----|---------------|-------------|--------------------|---------------------------|
| 12a        | Barona               | SR-67                | Mapleview St | Gold Bar Ln      | Lane Widening | Miles | 1   | \$43,700,000  | \$0         | \$43,700,000       | Planned build year - 2035 |
| 12b        | Barona               | SR-67                | Gold Bar Ln  | Dye Rd           | Lane Widening | Miles | 14  | \$611,800,000 | \$0         | \$611,800,000      | Planned build year - 2050 |
| 100a       | Jamul Indian Village | SR-94                | SR-125       | Avocado Blvd     | Lane Widening | Miles | 2.5 | \$57,500,000  | \$0         | \$57,500,000       | Planned build year - 2050 |
| 100b       | Jamul Indian Village | SR-94                | Avocado Blvd | Jamacha Rd       | Lane Widening | Miles | 1   | \$34,500,000  | \$0         | \$34,500,000       | Planned build year - 2050 |
| 100c       | Jamul Indian Village | SR-94                | Jamacha Rd   | Steele Canyon Rd | Lane Widening | Miles | 3   | \$69,000,000  | \$0         | \$69,000,000       | Planned build year - 2050 |

**\$816,500,000      \$0      \$816,500,000**

**Total Cost of projects overlapping with SANDAG Improvements**

**\$816,500,000**

Source: San Diego Forward: The Regional Plan (2015)

**PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP (Caltrans - Planned)**

| Project ID | Tribe                | Improvement Location            | From           | To                          | Improvement                                   | Units         | QTY | Capital Cost  | Annual Cost | ITTS Cost Estimate | Notes   |
|------------|----------------------|---------------------------------|----------------|-----------------------------|---|---------------|-----|---------------|-------------|--------------------|---|
| 2a         | Campo                | I-8                             | Reservation    | N/A                         | Improve drainage                              | Miles         | 3   | \$1,500,000   | \$0         | \$1,500,000        | Drainage improvements along I-8 documented in 2016 Ten Year SHOPP and 2017 DSMP. Project ID 16848                     |
| 2b         | Campo                | SR-94                           | Reservation    | N/A                         | Improve drainage                              | Miles         | 3   | \$1,500,000   | \$0         | \$1,500,000        | Drainage improvements along I-8 documented in Ten Year SHOPP. Proposed for 2020 SHOPP cycle. Project ID 16719 / 16023 |
| 34b*       | Pala                 | SR-76                           |                |                             | Add bike lane                                 | Miles         | 3   | \$30,000,000  | \$0         | \$30,000,000       |   |
| 48*        | Rincon               | SR 76                           | Pala Casino    | Just west of Rice Canyon Rd | Safety  | Miles         | 0   | \$1,000,000   | \$0         | \$1,000,000        |   |
| 67*        | La Jolla             | SR-76                           | SR-79          | Valley Center Road          | Shoulder Widening; Add bike lane              | Miles         | 0   | \$85,000,000  | \$0         | \$85,000,000       | Assumes shoulder widening and bike lane would be a component of ultimate buildout                                     |
| 68*        | La Jolla             | SR-76                           | SR-79          | Valley Center Road          | Straighten; widen; shoulders; lighting; fiber | Miles         | 0   | \$520,000,000 | \$0         | \$520,000,000      | Assumes improvements would be addressed in Ultimate Buildout of SR-76   |
| 83*        | Santa Ysabel         | SR-78 / SR-79                   | Deer Canyon Dr | San Felipe Rd               | Add bike lane                                 | Miles         | 16  | \$170,000,000 | \$0         | \$170,000,000      | Assumes shoulder widening and bike lane would be a component of ultimate buildout                                     |
| 84*        | Santa Ysabel         | SR 79 / Schoolhouse Canyon Road | N/A            | N/A                         | Turn lanes                                    | Miles         | 0   | \$770,000     | \$0         | \$770,000          | Assumes turn acceleration lane would be a component of ultimate buildout  |
| 86b*       | Santa Ysabel         | SR-79                           | BIA 52         | BIA 52                      | Add sidewalk                                  | Miles         | 2   | \$2,000,000   | \$0         | \$2,000,000        | Assumes sidewalks would be a component of ultimate buildout   |
| 97         | Jamul Indian Village | SR 94 / Melody Rd / Daisy Dr    | N/A            | N/A                         | Intersection improvements                     | Intersections | 1   | \$6,000,000   | \$0         | \$6,000,000        | Documented in 2017 Caltrans DSMP (project id 0464)  |
| 107*       | La Jolla             | SR-76                           | Harolds Road   | Pauma Rancho Rd             | Straightening                                 | Miles         | 2   | \$16,000,000  | \$0         | \$16,000,000       |   |

**\$1,667,540,000      \$0      \$833,770,000**

\*\*\* Denotes projects that are documented in County Mobility Element, but not Caltrans DSMP or SHOPP List.

**Total Cost of projects overlapping with Caltrans Planned Improvements**

**\$833,770,000**

Source: Caltrans District System Management Plan (DSMP) (2016); Caltrans District 11 10-year SHOPP list (2016); Caltrans District 11 4-year SHOPP list (FY16/17 - 20/21); County of San Diego General Plan: Mobility Element Network Appendix (2011)

| PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP (County - Programmed) |             |                       |               |                              |                              |               |     |                     |             |                     |                                   |
|--|-------------|-----------------------|---------------|------------------------------|------------------------------|---------------|-----|---------------------|-------------|---------------------|-----------------------------------|
| Project ID   | Tribe       | Improvement Location  | From          | To                           | Improvement                  | Units         | QTY | Capital Cost        | Annual Cost | ITTS Cost Estimate  | Notes                             |
| 14   | Barona      | Ashwood Rd            | Mapleview Rd  | Willow Rd                    | Lane Widening; straightening | Miles         | 1   | \$19,000,000        | \$0         | \$19,000,000        | \$25m programmed for improvements |
| 15   | Barona      | Willow Rd/ Ashwood Rd | N/A           | N/A                          | Signal                       | Intersections | 1   | \$770,000           | \$0         | \$770,000           | \$25m programmed for improvements |
| 62a  | San Pasqual | Valley Center Rd      | Cole Grade Rd | 3/4 mi East of Cole Grade Rd | Shoulder Widening            | Miles         | 1   | \$7,666,666         | \$0         | \$7,666,666         |                                   |
|  |             |                       |               |                              |                              |               |     | <b>\$27,436,666</b> | <b>\$0</b>  | <b>\$27,436,666</b> |                                   |

**Total Cost of projects overlapping with County CIP Improvements**      **\$27,436,666**  
Source: County of San Diego Five Year Capital Improvement Plan (16/17-20/21)

| PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP (County - Planned) |                      |                                |                  |                       |                       |               |     |                      |             |                      |  |
|---|----------------------|--------------------------------|------------------|-----------------------|-----------------------|---------------|-----|----------------------|-------------|----------------------|--|
| Project ID  | Tribe                | Improvement Location           | From             | To                    | Improvement           | Units         | QTY | Capital Cost         | Annual Cost | ITTS Cost Estimate   | Notes  |
| 38  | Pala                 | Lilac Rd/ Lilac Rd Ext.        | N/A              | N/A                   | Paving                | Miles         | 2   | \$8,500,000          | \$0         | \$8,500,000          | Assumes paving would be a component of unspecified County improvements (ultimate buildout)                 |
| 58  | San Pasqual          | Canal Rd/ Paradise Mountain Rd | N/A              | N/A                   | Realignment           | Intersections | 1   | \$1,800,000          | \$0         | \$1,800,000          | Assumes realignment would be a component of unspecified County improvements (ultimate buildout)            |
| 59  | San Pasqual          | Duro Rd/ Lake Wohlford Rd      | N/A              | N/A                   | Turn lanes            | Miles         | 0   | \$2,300,000          | \$0         | \$2,300,000          | Assumes turn lanes would be a component of unspecified County improvements (ultimate buildout)             |
| 60  | San Pasqual          | Lake Wohlford Rd               | Valley Center Rd | Valley Center Rd / S6 | Turn lanes            | Miles         | 8   | \$150,000,000        | \$0         | \$150,000,000        | Assumes passing and turn lanes would be a component of unspecified County improvements (ultimate buildout) |
| 63  | San Pasqual          | Paradise Mountain Rd           | Canal Rd         | Paradise Meadow Lane  | Add Shoulders         | Miles         | 2   | \$17,000,000         | \$0         | \$17,000,000         | Assumes shoulder widening would be a component of unspecified County improvements (ultimate buildout)      |
| 102   | Jamul Indian Village | Proctor Valley Rd              | Echo Valley Rd   | Northwoods Dr         | Paving; straightening | Miles         | 5   | \$100,000,000        | \$0         | \$100,000,000        | Assumes straightening and paving would be component of unspecified County improvements (ultimate buildout) |
|   |                      |                                |                  |                       |                       |               |     | <b>\$279,600,000</b> | <b>\$0</b>  | <b>\$279,600,000</b> |  |

**Total Cost of projects overlapping with County Mobility Element Improvements**      **\$279,600,000**  
Source: County of San Diego General Plan: Mobility Element Network Appendix (2011)

**PROJECTS WITH GEOGRAPHIC AND SCOPE OVERLAP (Caltrans AND County - Planned)**

| Project ID | Tribe                | Improvement Location              | From    | To            | Improvement               | Units         | QTY | Capital Cost | Annual Cost | ITTS Cost Estimate | Notes  |
|------------|----------------------|-----------------------------------|---------|---------------|---------------------------|---------------|-----|--------------|-------------|--------------------|--|
| 25         | Viejas               | I-8/ West Willows Rd interchange  | N/A     | N/A           | Interchange improvements  | Intersections | 4   | \$8,500,000  | \$0         | \$8,500,000        | Caltrans is conducting lane replacement and pavement rehabilitation project that is expected to be completed in June 2017 (project ID 17021). Source: Caltrans 4 year SHOPP Project List |
| 26         | Viejas               | I-8 / East Willows Rd interchange | N/A     | N/A           | Interchange improvements  | Intersections | 4   | \$8,500,000  | \$0         | \$8,500,000        | Caltrans is conducting lane replacement and pavement rehabilitation project that is expected to be completed in June 2017 (project ID 17021). Source: Caltrans 4 year SHOPP Project List |
| 36         | Pala                 | SR-76 / Magee Rd / Pala Raceway   | N/A     | N/A           | Add turn lanes            | Intersections | 1   | \$1,500,000  | \$0         | \$1,500,000        |  |
| 44         | Pauma                | SR 76 / Pala Rd                   | N/A     | N/A           | Add turn lane             | Lanes         | 1   | \$1,000,000  | \$0         | \$1,000,000        |  |
| 46         | Pauma                | Cole Grade Rd / Pala Rd           | N/A     | N/A           | Traffic Signal            | Intersections | 1   | \$600,000    | \$0         | \$600,000          | Acceleration and Deceleration lanes are planned for this location in 2016 Caltrans DSMP  |
| 69         | La Jolla             | Senge Oaks Road / SR-76           | N/A     | N/A           | Roundabout; safety        | Intersections | 1   | \$2,300,000  | \$0         | \$2,300,000        | Assumes roundabout would be constructed as component of ultimate buildout  |
| 70         | La Jolla             | Palomar Mountain Rd / SR-76       | N/A     | N/A           | Roundabout; safety        | Intersections | 1   | \$4,000,000  | \$0         | \$4,000,000        | Assumes roundabout would be constructed as component of ultimate buildout  |
| 85         | Santa Ysabel         | SR-78 / Deer Canyon Rd            | N/A     | N/A           | Turn lanes                | Miles         | 4   | \$2,800,000  | \$0         | \$2,800,000        | Assumes turning lanes would be a component of unspecified county improvements (ultimate buildout)  |
| 88         | Jamul Indian Village | Proctor Valley Rd / Melody Rd     | SR - 94 | Northwoods Dr | Add bike lane             | Miles         | 7   | \$60,000,000 | \$0         | \$60,000,000       | Assumes bike lane would be a component of unspecified County improvements (ultimate buildout)  |
| 94         | Jamul Indian Village | SR 94 / Steele Canyon Rd          | N/A     | N/A           | Add turn lanes            | Lanes         | 2   | \$3,000,000  | \$0         | \$3,000,000        |  |
| 96         | Jamul Indian Village | SR 94 / Vista Diego Dr            | N/A     | N/A           | Intersection improvements | Intersections | 1   | \$500,000    | \$0         | \$500,000          |  |

**\$92,700,000      \$0      \$92,700,000**

**Total Cost of projects overlapping with Caltrans and County Joint Improvements      \$92,700,000**

Source: County of San Diego General Plan: Mobility Element Network Appendix (2011); Caltrans District System Management Plan (DSMP) 2016

| TRIBE SPECIFIC PROJECTS (No Scope Overlap with Jurisdictional Improvements) |                |                         |                 |              |  |               |          |              |             |                    |  |
|---|----------------|-------------------------|-----------------|--------------|--|---------------|----------|--------------|-------------|--------------------|--|
| Project ID  | Tribe          | Improvement Location    | From            | To           | Improvement  | Units         | Quantity | Capital Cost | Annual Cost | ITTS Cost Estimate | Notes  |
| 1   | Campo          | Church Rd               | SR-80           | SR-94        | Add bike lane & sidewalk                           | Miles         | 4        | \$42,600,000 | \$0         | \$42,600,000       |  |
| 2c  | Campo          | All roads               | N/A             | N/A          | Improve drainage                                   | Miles         | 54       | \$27,000,000 | \$0         | \$27,000,000       |  |
| 3   | Campo          | Golden Acre Way / SR 80 | N/A             | N/A          | Realignment  | Intersections | 1        | \$1,000,000  | \$0         | \$1,000,000        |  |
| 4   | Campo          | Church Rd               | SR-80           | SR-94        | Signage and lighting                               | Intersections | 1        | \$75,000     | \$0         | \$75,000           |  |
| 5   | Campo          | Church Rd / SR 80       | N/A             | N/A          | Signage and lighting                               | Intersections | 1        | \$75,000     | \$0         | \$75,000           |  |
| 6   | Campo          | N/A                     | N/A             | N/A          | Service  |               | 0        | \$100,000    | \$390,000   | \$490,000          |  |
| 7   | Campo          | N/A                     | N/A             | N/A          | Service  |               | 0        | \$100,000    | \$390,000   | \$490,000          |  |
| 8   | La Posta       | N/A                     | N/A             | N/A          | ATV Trails   | Miles         | 0        | \$75,000     | \$0         | \$75,000           |  |
| 9   | La Posta       | Crestwood Rd            | Tusil Rd        | Blackwood Rd | Shoulder Widening; safety improvements; evacuation | Miles         | 3        | \$3,000,000  | \$0         | \$3,000,000        |  |
| 10  | La Posta       |                         | N/A             | N/A          | Service  |               | 0        | \$100,000    | \$364,000   | \$464,000          |  |
| 11  | Barona         | SR 67 / Mapleview Rd    | N/A             | N/A          | Intersection improvements                          | Interchange   | 1        | \$30,000,000 | \$0         | \$30,000,000       |  |
| 13  | Barona         | Wildcat Canyon Rd       | N/A             | N/A          | Shoulder Widening; repairs                         | Miles         | 12       | \$18,000,000 | \$0         | \$18,000,000       |  |
| 16  | Barona         | N/A                     | N/A             | N/A          | Rideshare Service                                  |               | 0        | \$0          | \$43,200    | \$43,200           |  |
| 17  | Barona         | N/A                     | N/A             | N/A          | Vanpool Program                                    |               | 0        | \$0          | \$46,200    | \$46,200           |  |
| 18  | Capitan Grande | N/A                     | N/A             | N/A          | Closure  | Access        | 1        | \$5,000      | \$0         | \$5,000            | Cost estimate includes cost of bollards to restrict access to reservation roads.   |
| 19  | Capitan Grande | N/A                     | N/A             | N/A          | Remove trail plan                                  | NA            | 0        | \$25,000     | \$0         | \$25,000           | This is a comment rather than a project. Cost estimate reflects process to remove plan   |
| 20  | Capitan Grande | N/A                     | N/A             | N/A          | Remove trail plan                                  | NA            | 0        | \$25,000     | \$0         | \$25,000           | This is a comment rather than a project. Cost estimate reflects process to remove plan   |
| 21  | Viejas         | Willows Road Bridge     | N/A             | N/A          | Bridge repair                                      | Bridge        | 1        | \$11,000,000 | \$0         | \$11,000,000       | \$4.5m programmed in County CIP (pg 83) for scour repair. Estimated completion date Spring 2017. ITTS Cost Estimate assumes replacement of existing bridge with new structure (same dimensions). Low Priority. |
| 22  | Viejas         | N/A                     | N/A             | N/A          | Remove bike plan                                   | NA            | 0        | \$25,000     | \$0         | \$25,000           | This is a comment rather than a project. Cost estimate reflects process to remove plan   |
| 23  | Viejas         | N/A                     | N/A             | N/A          | Remove trail plan                                  | NA            | 0        | \$25,000     | \$0         | \$25,000           | This is a comment rather than a project. Cost estimate reflects process to remove plan   |
| 24  | Viejas         | Browns Rd               | Viejas Grade Rd | Willows Rd   | Add shoulders                                      | Miles         | 4        | \$38,000,000 | \$0         | \$38,000,000       |  |
| 27  | Viejas         | I-8/ Casa De Roca Way   | N/A             | N/A          | New interchange                                    | Interchange   | 1        | \$15,000,000 | \$0         | \$15,000,000       | Caltrans is conducting lane replacement and pavement rehabilitation project that is expected to be completed in June 2017 (project ID 17021). Source: Caltrans 4 year SHOPP Project List                       |

**TRIBE SPECIFIC PROJECTS (No Scope Overlap with Jurisdictional Improvements)**

| Project ID | Tribe                    | Improvement Location          | From                       | To                         | Improvement                    | Units         | Quantity | Capital Cost | Annual Cost | ITTS Cost Estimate | Notes |
|------------|--------------------------|-------------------------------|----------------------------|----------------------------|--------------------------------|---------------|----------|--------------|-------------|--------------------|-------|
| 28         | Viejas                   | Viejas Grande Rd              | Willows Rd                 | Conejos Valley Rd          | Reconstruction                 | Miles         | 3        | \$92,000,000 | \$0         | \$92,000,000       |       |
| 29         | Viejas                   | Willows Rd                    | West Willow Rd Interchange | East Willow Rd Interchange | Lane Widening                  | Miles         | 3        | \$50,000,000 | \$0         | \$50,000,000       |       |
| 30         | Viejas                   | Willows Rd / Viejas Grande Rd | N/A                        | N/A                        | Realign intersection           | Intersections | 1        | \$300,000    | \$0         | \$300,000          |       |
| 31         | Viejas                   | N/A                           | N/A                        | N/A                        | Vanpool program                |               | 0        | \$0          | \$46,200    | \$46,200           |       |
| 32         | Viejas                   | N/A                           | N/A                        | N/A                        | Service                        |               | 0        | \$300,000    | \$1,872,936 | \$2,172,936        |       |
| 33         | Ewiiapaayp Band of Kumey | I-8 / Willows Rd WB off-ramp  | N/A                        | N/A                        | Signage                        | Intersections | 1        | \$5,000      | \$0         | \$5,000            |       |
| 34         | Ewiiapaayp Band of Kumey | I-8 / Willows Rd EB off-ramp  | N/A                        | N/A                        | Signage                        | Intersections | 1        | \$5,000      | \$0         | \$5,000            |       |
| 34a        | Pala                     | Pala Mission Rd / Temecula Rd | Arouba Rd                  | SR -76                     | Add bike lane                  | Miles         | 3        | \$30,000,000 | \$0         | \$30,000,000       |       |
| 35         | Pala                     | N/A                           | N/A                        | N/A                        | Bridge construction            | Bridge        | 0        | \$11,500,000 | \$0         | \$11,500,000       |       |
| 37         | Pala                     | Various Roads                 | N/A                        | N/A                        | Paving                         | Miles         | 0        | \$8,500,000  | \$0         | \$8,500,000        |       |
| 39         | Pala                     | Various Roads                 | N/A                        | N/A                        | Paving                         | Miles         | 1        | \$8,500,000  | \$0         | \$8,500,000        |       |
| 40         | Pala                     | Pala Mission Rd / Temecula Rd | N/A                        | N/A                        | Add sidewalk                   | Miles         | 3        | \$3,800,000  | \$0         | \$3,800,000        |       |
| 41         | Pala                     | N/A                           | N/A                        | N/A                        | Ride Share                     |               | 0        | \$100,000    | \$364,000   | \$464,000          |       |
| 42         | Pauma                    | Adams Dr                      | Adams Dr                   | Reservation Rd             | General roadway improvements   | Miles         | 0        | \$380,000    | \$0         | \$380,000          |       |
| 43         | Pauma                    | Reservation Rd                | Reservation Rd             | Pala Rd                    | General roadway improvements   | Miles         | 1        | \$8,500,000  | \$0         | \$8,500,000        |       |
| 45         | Pauma                    | Reservation Rd                | Pala Rd                    | Reservation Rd             | Street Lights                  | Miles         | 1        | \$460,000    | \$0         | \$460,000          |       |
| 49         | Rincon                   | Valley Center Road            | SR-76                      | North Lake Wohlford Rd     | Traffic calming; add bike lane | Miles         | 5        | \$50,000,000 | \$0         | \$50,000,000       |       |
| 50         | Rincon                   | Charter School                | School Zone                |                            | Safety                         | Miles         | 0        | \$25,000     | \$0         | \$25,000           |       |
| 51         | Rincon                   | N/A                           | N/A                        |                            | Service                        |               | 0        | \$200,000    | \$1,747,200 | \$1,947,200        |       |
| 52         | San Pasqual              | Oos Road                      | East Canal Road            | East Canal Road            | Construct trail                | Miles         | 1        | \$380,000    | \$0         | \$380,000          |       |
| 53         | San Pasqual              | Canal Road                    | East of Water Tank         | Paradise Mountain Road     | Construct trail                | Miles         | 2        | \$250,000    | \$0         | \$250,000          |       |
| 54         | San Pasqual              | Kunyaaw Path                  | Kunyaaw Path               | Cool Water Ranch Road      | Construct trail                | Miles         | 1        | \$380,000    | \$0         | \$380,000          |       |
| 55         | San Pasqual              | Kunyaaw Path /                | Kunyaaw Path               | Kunyaaw Path               | Construct trail                | Miles         | 1        | \$380,000    | \$0         | \$380,000          |       |

| TRIBE SPECIFIC PROJECTS (No Scope Overlap with Jurisdictional Improvements) |                      |                                   |                    |                    |                             |               |          |              |             |                    |       |
|---|----------------------|-----------------------------------|--------------------|--------------------|-----------------------------|---------------|----------|--------------|-------------|--------------------|-------|
| Project ID  | Tribe                | Improvement Location              | From               | To                 | Improvement                 | Units         | Quantity | Capital Cost | Annual Cost | ITTS Cost Estimate | Notes |
|   |                      | Kumeyaay Way / Lake Wohlford Road |                    |                    |                             |               |          |              |             |                    |       |
| 56  | San Pasqual          | San Pasqual Rd                    | Nyemii Pass        | Kumeyaay Way       | Construct trail             | Miles         | 0        | \$380,000    | \$0         | \$380,000          |       |
| 57  | San Pasqual          | Nyemii Pass Place                 | West End           | Casino             | Construct trail             | Miles         | 0        | \$380,000    | \$0         | \$380,000          |       |
| 61  | San Pasqual          | Woods Valley Rd                   | Valley Center Road | Lake Wohlford Rd   | Shoulder Widening           | Miles         | 4        | \$38,000,000 | \$0         | \$38,000,000       |       |
| 62b   | San Pasqual          | Valley Center Rd                  | Cole Grade Rd      | Lake Wohlford Rd   | Shoulder Widening           | Miles         | 2        | \$15,333,334 | \$0         | \$15,333,334       |       |
| 64  | San Pasqual          | Various                           | N/A                | N/A                | Signage and lighting        | Miles         | 0        | \$180,000    | \$0         | \$180,000          |       |
| 65  | San Pasqual          | N/A                               | N/A                | N/A                | New bus stop                |               | 0        | \$50,000     | \$364,000   | \$414,000          |       |
| 66  | San Pasqual          | N/A                               | N/A                | N/A                | New bus stop                |               | 0        | \$50,000     | \$249,600   | \$299,600          |       |
| 71  | La Jolla             | Valley Center Road                | Lake Wohlford      | SR-76              | Straightening               | Miles         | 0        | \$17,500,000 | \$0         | \$17,500,000       |       |
| 72  | La Jolla             | All intersections                 | N/A                | N/A                | Signage; Lighting           | Intersections | 40       | \$2,000,000  | \$0         | \$2,000,000        |       |
| 73  | La Jolla             | Mesa Truck Trail/SR-76            | N/A                | N/A                | Comment                     | Feature       | 1        | \$25,000     | \$0         | \$25,000           |       |
| 74  | La Jolla             | Harolds Rd/SR-76                  | N/A                | N/A                | Comment                     | Feature       | 1        | \$25,000     | \$0         | \$25,000           |       |
| 75  | La Jolla             | Campground Road                   | SR 76              | Zip-Line tower     | Paving                      | Miles         | 0        | \$8,500,000  | \$0         | \$8,500,000        |       |
| 76  | La Jolla             | Church Road                       | BIA Road 40        | SR-76              | Paving                      | Miles         | 0        | \$8,500,000  | \$0         | \$8,500,000        |       |
| 77  | La Jolla             | SR 76                             | SR 79              | Valley Center Road | Planning                    | Project       | 1        | \$75,000     | \$0         | \$75,000           |       |
| 78  | La Jolla             | N/A                               | N/A                | N/A                | Planning/Study              | Project       | 1        | \$75,000     | \$0         | \$75,000           |       |
| 79  | La Jolla             | N/A                               | N/A                | N/A                | Service                     |               | 0        | \$100,000    | \$546,000   | \$646,000          |       |
| 80  | La Jolla             | To be determined                  | N/A                | N/A                | High speed rail connection  |               | 0        | \$100,000    | \$546,000   | \$646,000          |       |
| 81  | La Jolla             | N/A                               | N/A                | N/A                | Comment                     |               | 0        | \$0          | \$100,000   | \$100,000          |       |
| 82  | La Jolla             | N/A                               | N/A                | N/A                | Vanpool/shuttle             |               | 0        | \$0          | \$86,700    | \$86,700           |       |
| 86a   | Santa Ysabel         | Schoolhouse Canyon Rd / BIA 52    | SR-79              | SR-79              | Add sidewalk                | Miles         | 9        | \$9,000,000  | \$0         | \$9,000,000        |       |
| 87  | Santa Ysabel         | N/A                               | N/A                | N/A                | New bus stop                |               | 0        | \$50,000     | \$0         | \$50,000           |       |
| 89  | Jamul Indian Village | Willow Glen Dr                    | Dehesa Rd          | Jamacha Rd         | Add bike lane               | Miles         | 5        | \$46,000,000 | \$0         | \$46,000,000       |       |
| 90  | Jamul Indian Village | Steele Canyon Rd                  | SR-94              | Willow Glen Dr     | Add bike lane and sidewalks | Miles         | 1        | \$10,000,000 | \$0         | \$10,000,000       |       |
| 91  | Jamul Indian Village | SR 94 / Jamacha Rd                | N/A                | N/A                | Intersection Widening       | Intersections | 1        | \$1,500,000  | \$0         | \$1,500,000        |       |

| TRIBE SPECIFIC PROJECTS (No Scope Overlap with Jurisdictional Improvements) |                      |                         |             |                         |                                  |               |          |               |             |                    |       |
|---|----------------------|-------------------------|-------------|-------------------------|----------------------------------|---------------|----------|---------------|-------------|--------------------|-------|
| Project ID  | Tribe                | Improvement Location    | From        | To                      | Improvement                      | Units         | Quantity | Capital Cost  | Annual Cost | ITTS Cost Estimate | Notes |
| 92  | Jamul Indian Village | SR 94 / Maxfield Rd     | N/A         | N/A                     | Add acceleration lane            | Miles         | 0        | \$1,500,000   | \$0         | \$1,500,000        |       |
| 93  | Jamul Indian Village | Willow Glen Dr          | Dehesa Rd   | Jamacha Blvd            | Add lane                         | Miles         | 5        | \$85,000,000  | \$0         | \$85,000,000       |       |
| 95  | Jamul Indian Village | SR 94 / Millar Ranch Rd | N/A         | N/A                     | Add turn lanes                   | Intersections | 1        | \$1,000,000   | \$0         | \$1,000,000        |       |
| 98  | Jamul Indian Village | SR-94 /Jamacha Rd       | N/A         | N/A                     | Re-stripe                        | Miles         | 0        | \$38,000      | \$0         | \$38,000           |       |
| 99  | Jamul Indian Village | Otay Lakes Rd           | SR-94       | Wuseste Rd              | Shoulders                        | Miles         | 9        | \$85,000,000  | \$0         | \$85,000,000       |       |
| 101a  | Jamul Indian Village | SR-94                   | Reservation | Tecate Rd               | Add Shoulders; straightening     | Miles         | 18       | \$189,500,000 | \$0         | \$189,500,000      |       |
| 101b  | Jamul Indian Village | Tecate Rd               | SR-94       | Tecate Border Crossing  | Shoulder Widening; straightening | Miles         | 1        | \$10,500,000  | \$0         | \$10,500,000       |       |
| 103   | Jamul Indian Village | SR 94 / Lyons Valley Rd | N/A         | N/A                     | Install traffic signal           | Intersections | 1        | \$500,000     | \$0         | \$500,000          |       |
| 104   | Jamul Indian Village | N/A                     | N/A         | N/A                     | Rideshare program                |               | 0        | \$0           | \$43,200    | \$43,200           |       |
| 105   | Jamul Indian Village | N/A                     | N/A         | N/A                     | New bus stop                     |               | 0        | \$50,000      | \$0         | \$50,000           |       |
| 106   | Sycuan               | Sycuan Rd               | Dehesa Rd   | Guard Gate on Sycuan Rd | Paving                           | Miles         | 0        | \$5,800,000   | \$0         | \$5,800,000        |       |

**\$988,906,334      \$7,199,236      \$996,105,570**

**Total Cost of projects with no Jurisdictional overlap      \$996,105,570**