



Final

Intraregional Tribal Transportation Strategy 2021 UPDATE

MARCH 2022



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Southern California Tribal Chairmen's Association
SCTCA

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**indicates tribes not within San Diego County borders*

Acknowledgments

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Reader's guide

Reader's guide

The Intraregional Tribal Transportation Strategy (Strategy) is the result of a collaborative effort between the San Diego Association of Governments (SANDAG) and the Southern California Tribal Chairmen's Association (SCTCA) to address the tribal transportation needs in the San Diego region in an effective and innovative way. The Strategy is the outcome of the assembly of existing conditions information and new data collection, as well as regular conversations among tribal leadership, transportation agencies, and other stakeholders in the region. The Strategy was completed in 2018 and consisted of the following components:

- **Process** - documents the process and outreach performed with members of the Tribal Working Group (Working Group)
- **Project Screening Tool** - compiles the identified tribal projects from the 2018 effort including description, location, and estimated cost
- **Strategies and Actions** - describes the four strategies and its corresponding actions to help achieve the transportation vision and goals of the Working Group

One of the on-going actions identified in the 2018 Strategy was periodic updates, particularly, to the project screening tool and document to ensure the Strategy stays current and effective. Due to completed planning and transportation studies by tribes and the 2021 San Diego Regional Plan, it was necessary to complete an update of the Strategy. The update was performed between April 2021 and March 2022 and is referred to as the 2021 Strategy Update.

The 2021 Strategy Update

The 2021 Strategy Update was an effort to make the 2018 Strategy and its components current and document tribal successes since 2018. Through the update, modifications and revisions were made to reflect current mobility needs in the project screening tool and the list of strategies and actions.

To reflect the process and outcomes of the 2021 Strategy Update, this document is split into two major parts:

1. Part I - The Process

The Process section includes an overview of the context and goals of the update, as well as details of how the Strategy was updated and the collaboration that took place to produce it. Readers who are interested in existing conditions and context for this project will find this section provides foundational knowledge through which to understand the Strategies and actions discussed in Part II.

2. Part II - The Strategy

The Strategy section is the result of the collaboration and conversations that took place during the 2021 update. This section contains a list of strategies with updated short-term and ongoing actions, as well as tools and resources that support their implementation. The Strategy is intended to serve as a guide for stakeholders to advance the transportation goals of tribal communities now and into the future. For readers already familiar with tribal transportation issues in the region, this section serves as a stand-alone resource that includes the project inventory gathered during the study and steps to advance these or other projects in the transportation planning process.

2021 Strategy Update: At a Glance

2021 Strategy Update Summary

The Intraregional Tribal Transportation Strategy (Strategy) is the result of a collaborative effort between the San Diego Association of Governments (SANDAG) and the Southern California Tribal Chairmen’s Association (SCTCA) to address the tribal transportation needs in the San Diego region in an effective and innovative way. The Strategy is the outcome of the assembly of existing conditions information and new data collection, as well as regular conversations among tribal leadership, transportation agencies, and other stakeholders in the region. The Strategy was completed in 2018 and updated in 2021 to ensure the Strategy stays current and effective.

With recent completed planning and transportation studies by tribes and the 2021 San Diego Regional Plan, it was necessary to update the Strategy. The update was performed between April 2021 and March 2022 and is referred to as the 2021 Strategy Update. Through the update, modifications and revisions were made to reflect current mobility needs in the project screening tool and the list of strategies and actions.

Process

 Needs Assessment <ul style="list-style-type: none"> • Individual Meetings • Document Scan 	 Project Screening Tool Update <ul style="list-style-type: none"> • Add/modify projects based on needs assessment • Review of new/modified projects by tribes • Update/develop costs 	 Strategies Assessment <ul style="list-style-type: none"> • Review & assess 2018 strategies/actions • Review of new/modified actions by tribes 	 Early Action Projects <ul style="list-style-type: none"> • Develop methodology & recommend early action projects 	 2021 Strategy Update <ul style="list-style-type: none"> • Document Strategy Update incorporating tribal feedback
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Quick Stats

 10 Interviews	 7 Documents Scanned	 62 New Projects	 40 Modified Projects	 3 New Strategy Actions	 8 Modified Strategy Actions
 170 Projects in Concept/Planning	 11 Projects in Preliminary Design	 5 Projects in Final Design	 2 Projects in Construction	 5 Projects Completed	
15 Regional Plan	4 County CIP	11 County General Plan	9 Caltrans State Highway Operations and Protection Program	14 Caltrans District Systems Management Plan	
159 Tribal Only Projects					

Part 1 – The process



1. The process

1.1. Introduction

San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), adopted in December of 2021, re-envisioned the regional transportation system that connects people to where they want to go. The 2021 Regional Plan provides a long-term blueprint for the San Diego region to help meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The plan is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system, a sustainable pattern of growth and development, and innovative demand and management strategies.

To support the mobility needs of federally-recognized tribal nations whose reservations are in the sparsely-populated eastern rural areas of the region, the 2021 Regional Plan identified transportation improvements along Rural Corridors, mostly located along state routes traversing the eastern two-thirds of the region. The list of Rural Corridors projects includes key projects identified in the 2018 Intraregional Tribal Transportation Strategy (Strategy)¹. A link to the 2018 Strategy can be found in Appendix A1.

Between April 2021 and March 2022, SCTCA and SANDAG along with members of the Interagency Technical Working Group (Working Group) partnered to perform an update to the 2018 Strategy, referred to as the 2021 Strategy Update. This update was an effort to make the components of the 2018 Strategy reflect current mobility needs for tribes. The 2021 Strategy Update included:

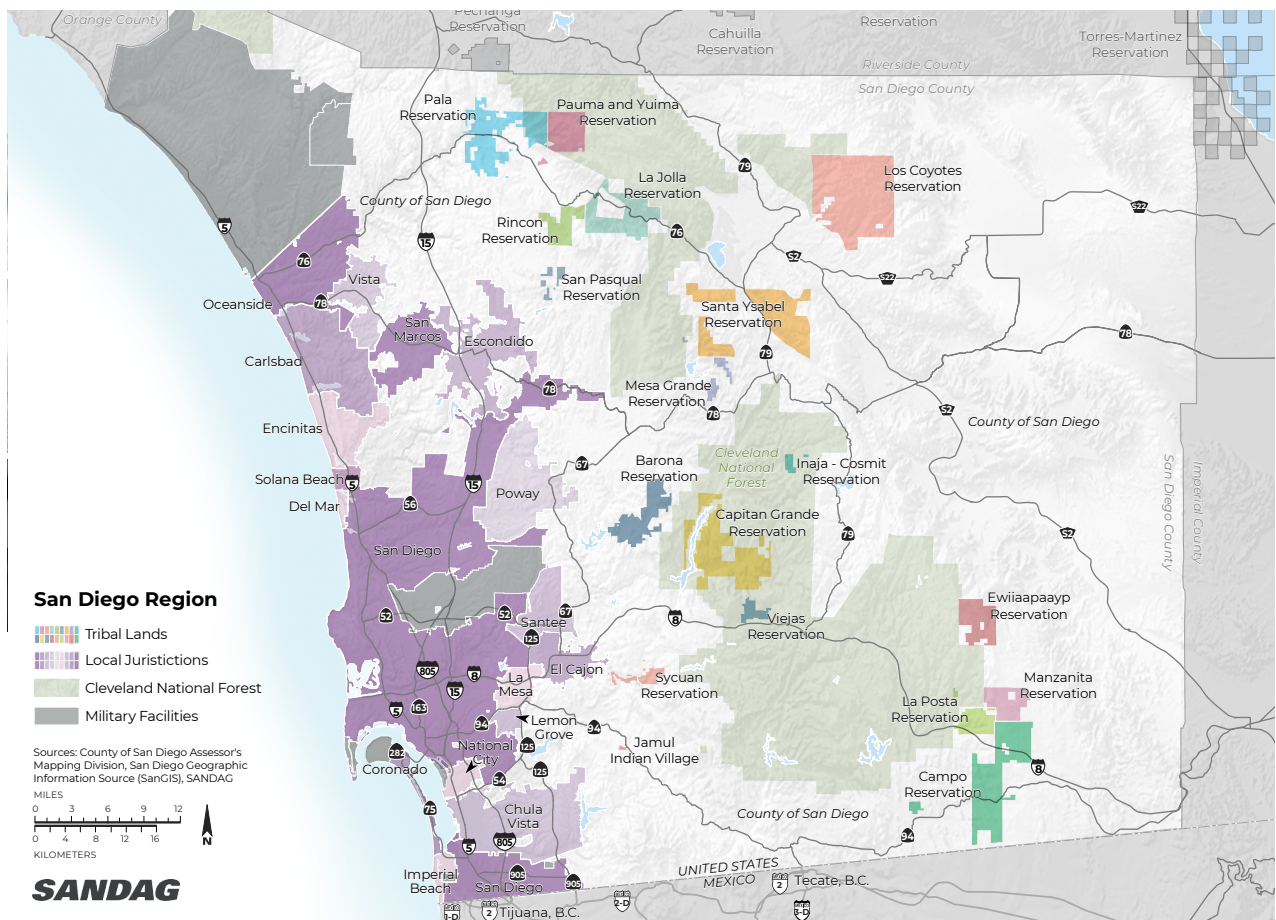
- One-on-one virtual interviews, meetings, and workshops with tribes to review and assess the components of the 2018 Strategy including the project screening tool and strategies;
- Modifications to the project screening tool and geospatial data to reflect tribal feedback on projects and additional projects lifted from tribal plans completed since 2018;
- Update of project costs to reflect current dollars; and
- Identification of tribal early action projects based on tribal feedback and preferences

Tribal nations in the San Diego region

Opinions from the United States Supreme Court recognize federally-recognized Native American tribes as domestic dependent sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 18 federally-recognized tribes (Table 1.1) with jurisdiction over 19 reservations – the most in any one county in the United States (Figure 1.1).

¹ SANDAG partnered with the Southern California Tribal Chairmen’s Association (SCTCA), County of San Diego, North County Transit District (NCTD), Metropolitan Transit System (MTS), Caltrans, Bureau of Indian Affairs (BIA), and tribal nations in the region to develop the 2018 Strategy.

Figure 1.1 – Tribal lands in San Diego region



Source: 2021 Regional Plan

Of the 109 federally-recognized Indian tribes in California, 18 are in San Diego County.² The tribal members of today's bands represent four Indian cultural/linguistic groups who have populated this entire region for more than 10,000 years, taking advantage of its abundant natural resources and diverse ecological system for their livelihoods. The four cultural/linguistic groups are (1) the Luiseño, who traditionally inhabited the land along the San Luis Rey River in north and northwestern San Diego County; (2) the Cahuilla, who live in the mountains in the northeastern part of the county and into the Coachella and Imperial Valleys; (3) the Cupeño, who live in the Warner Springs area; and (4) the Kumeyaay (Northern Ipai/Southern Tipai), who live in the southern part of the county from the coast to the mountains and all the way to what is today Baja California, Mexico.

2 There are 566 federally-recognized tribes in the United States. The next highest concentration in a county after San Diego is Riverside County with 16 federally-recognized tribes.

Table 1.1 – American Indian reservations and federally-recognized tribal governments in the San Diego region

Reservation name	Tribal government
Barona*	Barona Band of Mission Indians
Campo*	Campo Band of Kumeyaay Indians
Capitan Grande	Joint Power Authority between Barona and Viejas
Ewiiapaayp	Ewiiapaayp Band of Kumeyaay Indians
Inaja and Cosmit Inaja	Inaja-Cosmit Band of Indians
Jamul Indian Village*	Jamul Indian Village of California
La Jolla*	La Jolla Band of Luiseño Indians
La Posta	La Posta Band of Mission Indians
Los Coyotes	Los Coyotes Band of Cahuilla and Cupeño Indians
Manzanita	Manzanita Band of the Kumeyaay Nation
Mesa Grande	Mesa Grande Band of Mission Indians
Pala*	Pala Band of Mission Indians
Pauma and Yuima*	Pauma Band of Luiseño Indians
Pechanga* +	Pechanga Band of Luiseño Indians
Rincon*	Rincon Band of Luiseño Indians
San Pasqual*	San Pasqual Band of Mission Indians
Santa Ysabel**	Iipay Nation of Santa Ysabel
Sycuan*	Sycuan Band of the Kumeyaay Nation
Viejas*	Viejas Band of Kumeyaay Indians

* tribe with gaming facility

** tribe that has closed gaming facility

+ recently-acquired trust land in the San Diego region (2013)

As domestic dependent nations, tribes are subject to federal laws but are not subject to local or state laws, unless the United States Congress delegates implementation of federal law to the state or permits the imposition of state law upon tribal trust lands. From a governance perspective, tribal governments are considered a separate category of government from federal, state, and local governments. In addition to the standard governmental functions of regulating, taxing, and delivering services, tribal governments act to preserve and protect tribal culture and the tribal community, including determining tribal membership. Tribal governments also are responsible for the development, management, and operation of tribal economic enterprises. Most of the land within the boundaries of reservations is owned by the federal government and held in trust for the benefit of tribes and their members. Native American reservations are comprised of more than 127,000 acres in the San Diego region, making up approximately 4 percent of the region's land base.

Purpose of the 2021 Strategy Update

Due to completed planning and transportation studies by tribes since the 2018 Strategy and the 2021 San Diego Regional Plan, it was necessary to complete an update of the Strategy. The update was performed between April 2021 and March 2022. The 2021 Strategy Update brought together the region's tribal nations to work collectively with key agencies including Caltrans, the County of San Diego, SANDAG, and the transit agencies to develop the update, which identifies current tribal multimodal needs.

The 2021 Strategy Update included:

- Individual virtual interviews, meetings, and workshops with tribes to review and assess the components of the 2018 Strategy including the project screening tool and strategies;
- Modifications to the project screening tool and geospatial data to reflect tribal feedback on projects and additional projects lifted from tribal plans completed since 2018;
- Update of project costs to reflect current dollars; and
- Identification of tribal early action projects based on tribal feedback and preferences

Objectives of the 2021 Strategy Update

- Understand the current existing conditions for tribal multimodal transportation facilities in a regional context
- Update and add new transportation projects in the project screening tool that will improve tribal mobility
- Reflect current costs for identified projects
- Determine the status of identified transportation projects
- Review and update the strategies and actions for improving tribal multimodal access to the regional transportation system
- Identify tribal early action projects
- Provide updated funding opportunities
- Acknowledge the successes achieved since the adoption of the 2018 Strategy

Timeline of the 2021 Strategy Update

SPRING 2021

- Work with tribal communities to determine if the projects in the inventory tool are current
- Review and incorporate information from new tribal documents and plans

FALL 2021

- Review and update associated project costs
- Finalize inventory and strategies
- Develop tribal early action projects

SUMMER 2021

- Update inventory and maps to incorporate tribal feedback
- Assess previous strategies and provide modifications with tribes

WINTER 2022

- Document 2021 Strategy Update

Project tribal consultation and coordination

This was a collaborative effort between SANDAG, SCTCA, and tribal nations. Tribal coordination and consultation were critical elements in the update. Coordination and consultation occurred at multiple levels during the update, including policy-level feedback, Working Group discussions and input, and individual meetings with tribal representatives when appropriate. The coordination and consultation occurred both virtually and in-person.

SCTCA – Policy level

The SCTCA Board is comprised of the chairmen of each of the tribes in the San Diego region and served as the policy board for this project, along with two SANDAG Policy Advisory Committees: Borders and Transportation. The SCTCA Board received regular updates from the SANDAG and SCTCA project managers throughout the entire process and participated in workshops at key decision-making points. Major topics brought to the SCTCA Board included introduction of the project, introduction of the 2021 update, an update on the results of the one-on-one meetings with individual tribes, a report on the database tool and potential project grouping, and recommendations for the tribal early action projects.

Working Group – Advisory level

The Working Group established in 2006 includes all the key stakeholders needed to complete the 2021 Strategy Update. The Working Group served as the Project Advisory Group and convened multiple times to provide feedback and guidance on the update. The Working Group was formed due to a need for a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various planning agencies in the region. The



A workshop was held in August 2021 to review, assess, and update the strategies and actions in the 2018 Strategy for the update.

Working Group is tasked with monitoring and providing input on the implementation of the strategies and planning activities related to transportation mutually developed between SANDAG and the SCTCA at the San Diego Regional Tribal Summits.

The Working Group consists of all the major stakeholders in tribal transportation in the region, including representatives from 13 tribal governments in San Diego County as well as advisory members from Caltrans, County of San Diego, BIA, MTS, NCTD, and SCTCA.

For the purposes of the Strategy, the Working Group met with increased frequency to provide opportunities for members to receive a technical update and provide feedback on recommended modifications as part of the 2021 Strategy Update.

The following highlights of Working Group meetings illustrate the depth and breadth of feedback and input collected from this forum that helped shape the ideas, information, and structure that make up the 2021 Strategy Update:

- April 2021 - the Working Group received an introduction to the 2021 Strategy Update including background information, overview of the update need, process/timeline, and next steps
- June 2021 - the Working Group received an update on the progress of the 2021 Strategy Update including a report out of effort performed to date, status of the project screening tool, process/timeline update, and next steps
- August 2021 - the Working Group participated in a strategy assessment workshop to discuss and assess the strategies and actions of the 2018 Strategy and provide feedback on the recommended changes to the strategies and actions as part of the update
- September 2021 - the Working Group received an update on the schedule and findings from the strategy assessment workshop
- December 2021 - the Working Group discussed the tribal transportation early action project selection methodology and recommendations

The presentations at the Working Group meetings for the 2021 Strategy Update can be found in Appendix A2.

Meetings/workshops with tribal representatives – Individual level



Tribal Mobility Needs Assessment Survey meeting, May 2016

One-on-one meetings were conducted virtually with tribal representatives during May 2021 to discuss the 2021 Strategy Update, their respective transportation plans, and review their respective projects in the project screening tool. Representatives from each tribe were reached out via email or phone to provide related transportation plans to the consultant team, schedule a virtual one-on-one meeting, and review provided maps and tables detailing projects from the project screening tool that were relevant for each tribe. Through the individual meetings, tribes provided essential project details, feedback on transportation modes and priorities most important to their governments, and information regarding revisions needed to the project inventory tool including revisions to previously identified projects and the addition of new projects.

Additional details regarding the individual meetings/workshops with each tribe including template email invitation, status of meetings/workshops by tribe, agenda, notes, and material provided can be found in Appendix A3.

Scan of provided tribal transportation plans - Individual level

During the April 2021 Working Group update and the one-on-one meetings, tribes were asked to provide their relevant transportation plans to the consultant team as part of the 2021 Strategy Update. Relevant transportation plans included:

- Long Range Transportation Plan
- Transportation Safety Plans
- Transit Plans
- Active Transportation Plan
- Resiliency Plans
- Mobility Plans
- Grant Applications
- Tribal Mitigation Plan

The provided tribal transportation plans were reviewed to identify modifications and updates to projects in the project inventory tool. Modifications included updates to project description and details and the addition of new projects since the 201 Strategy.

Additional details regarding the documents provided and reviewed can be found in Appendix A4.

Review of 2021 Strategy Update modifications and revisions - Individual level

The Working Group were provided redlines of the following material prior to review and provide edits and feedback:

Post Individual Meetings and Document Scan:

- Update project maps to review with the redlined table of projects
- Table of projects from the project screening tool for each individual tribe

Post Strategies Assessment Workshop

- Strategies and actions after the August 2021 Strategies Assessment Workshop

The redlines provided can be found in Appendix A5.

1.2. Context

Over the past ten years, SANDAG and the SCTCA have developed a government-to-government framework to engage in planning dialogue and action at the regional level. The success of this model has demonstrated that by working collaboratively, public agencies and tribal governments can create a mechanism for timely, meaningful, and effective involvement of tribal governments in the regional and transportation planning process.



2014 Tribal Summit, Barona Resort & Casino

An overarching element of the government-to-government framework is having periodic summits between the Boards of Directors of the two principal intergovernmental agencies – SCTCA and SANDAG. By bringing together these two councils of governments, the summits offer an opportunity for tribal and local elected officials from the region to engage in diplomatic dialogue, identify issues of mutual concern, and develop priority actions that can be carried out through the partnership framework.

For each update of the Regional Transportation Plan since 2007, the issues of mutual concern and priority actions have been revisited, analyzed for progress, and re-prioritized, and these formed a broader strategy that was a foundation for the 2018 Strategy and the 2021 Strategy Update. Table 1.2 describes these issues and the actions associated with them. There are four primary transportation-related policy areas that were considered in the 2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted in 2011) because of the consultation process with tribal governments, and these have continued as areas for future collaboration: (1) roadway infrastructure, (2) funding, (3) transit, and (4) information sharing/data gathering.

Table 1.2 – SCTCA and SANDAG Board of Directors collaborative tribal transportation strategies – Strategic areas and actions

Government-to-government framework
<ul style="list-style-type: none"> • Develop collaborative legislative agenda that benefits the region
Transportation infrastructure
<ul style="list-style-type: none"> • Identify corridors critical to tribal reservations and coordinate the funding and implementation of relevant studies • Identify critical regional arterials serving tribal nations that should be included in the RTP • Coordinate the incorporation of existing Tribal Transportation Plans (TTPs) into the current RTP
Transit
<ul style="list-style-type: none"> • Collaborate on the issue of reverse commuting for tribal enterprise employees and pursuing funding opportunities • Collaborate on the pursuit of funding opportunities to implement the recommendations from the Tribal Transit Feasibility Study • Collaborate on the development of a Tribal Transportation Management Association (TTMA) for increased tribal participation in TDM programs regionwide
Transportation funding
<ul style="list-style-type: none"> • Create opportunities for pooling/leveraging transportation funding for mutually important projects • Collaborate and advocate for new transportation funding in the region, including transit and TDM • Identify mechanisms for providing ongoing funding for new or additional transportation programs, including transit services and TDM
Information sharing/technical assistance
<ul style="list-style-type: none"> • Provide ongoing training to tribal governments on funding processes, transportation, and regional planning • Provide information on technical support for planning and data analysis services to tribal governments parallel to member agencies

From the foundation of on-going coordination efforts, the strategies and actions identified in Part II for the 2021 Strategy update strongly promotes both state and federal transportation goals. Federal funding must support the mobility of tribal nations; however, the focus on investing transportation funding in highly populated areas limits the region's ability to meet their needs. SANDAG has an ongoing commitment to the inclusion of tribal transportation issues in the planning process. Through the Tribal Liaison Program, SANDAG dedicates significant resources to ensuring tribal issues are considered in its plans, programs, and projects. The Strategy provides more planning level information for incorporation of more specific tribal concerns in the next cycle of the RTP.

1.3. Existing conditions

The 2021 Regional Plan developed a multimodal plan of improvements for the San Diego County region that is broken up by corridor and type. The Plan identified 11 major corridors of travel in the San Diego region as well as improvements for each corridor. The Plan also identified improvements by Rural Corridors. The rural corridors are mostly located along state routes traversing the eastern two-thirds of the region. These rural corridors are economic corridors of connectivity for rural communities and the region's tribal nations as they provide access to jobs, education, and healthcare as well as needed infrastructure for the movement of goods, deliveries, and emergency vehicles. Map 1.1 shows the 11 major corridors of travel in the region, and map 1.2 shows the identified rural corridors of the region.

Tribal corridors identified

Tribal reservations are located in rural areas of the county and along the rural corridors identified in the 2021 Regional Plan. For the purpose of examining long-range transportation issues in the Strategy, key transportation corridors were identified that provide transportation into and out of the reservations and include:

Northern San Diego County region

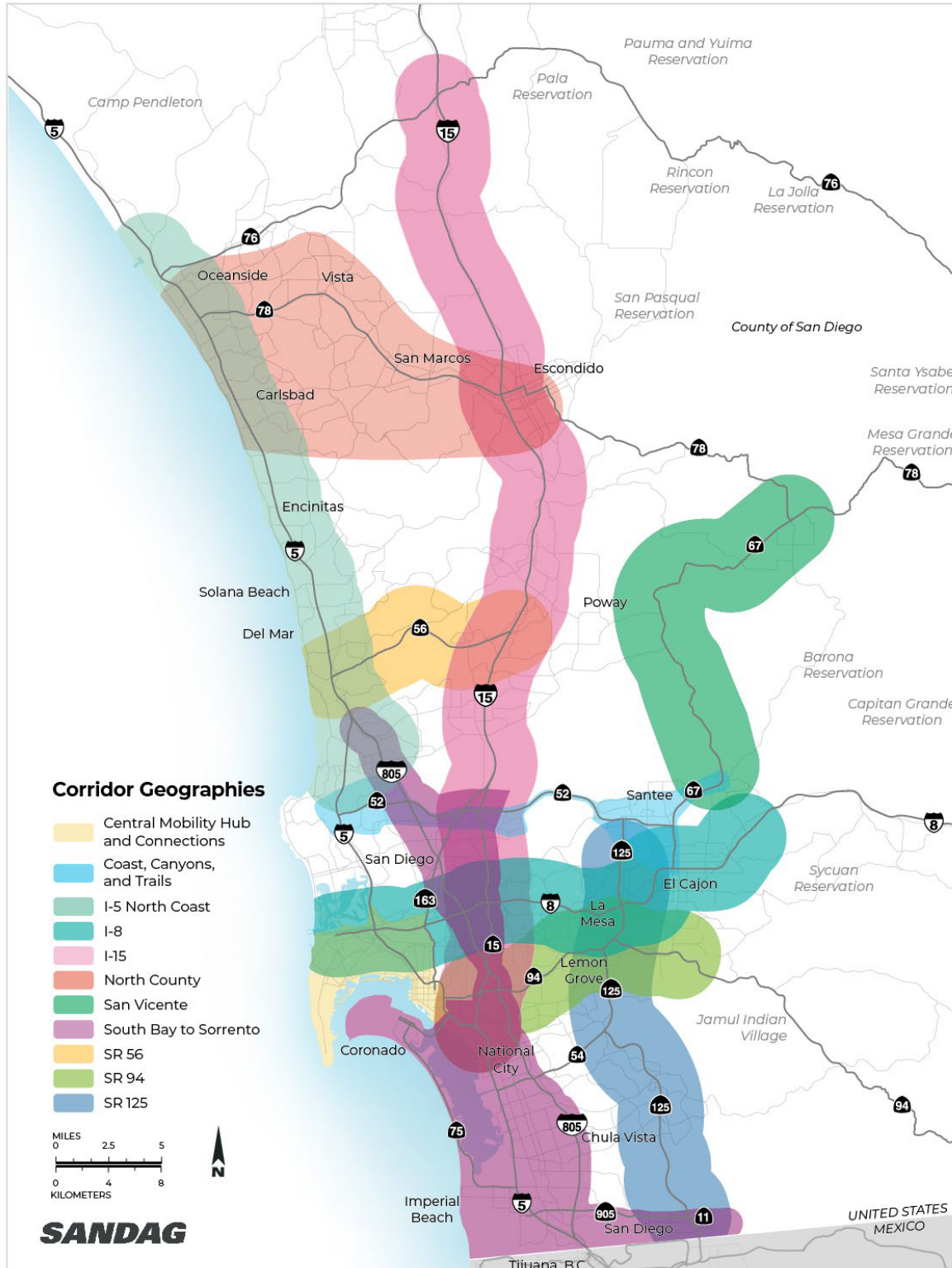
- State Route 76 (SR 76), which generally runs east-west in the northern area of the county.
- State Route 79 (SR 79), which generally runs north-south in the eastern half of the county.

Southern San Diego County region

- I-8, which runs east-west in the southern area of the county and is subdivided into the I-8 east and I-8 west corridors. It should be noted that SR 67 projects have been included as part of the I-8 west corridor.
- State Route 94 (SR 94), which generally runs east-west in the southern area of the county.

Maps 1.3 and 1.4 show the tribal corridors for the Strategy. The following sections describe these corridors and tribal transportation issues in these areas in more detail.

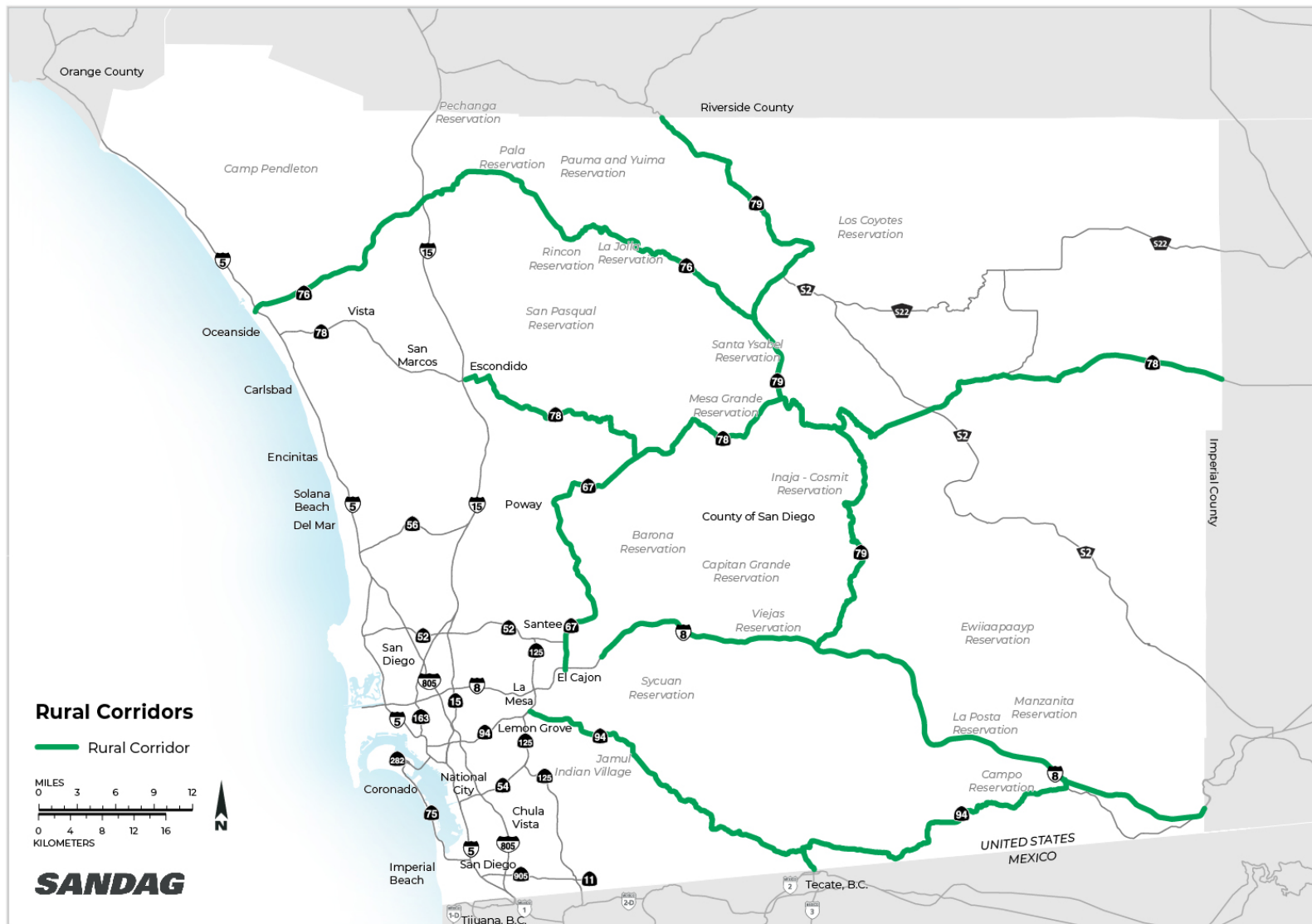
Map 1.1 – Major Corridors of the San Diego Region



Source: 2021 Regional Plan

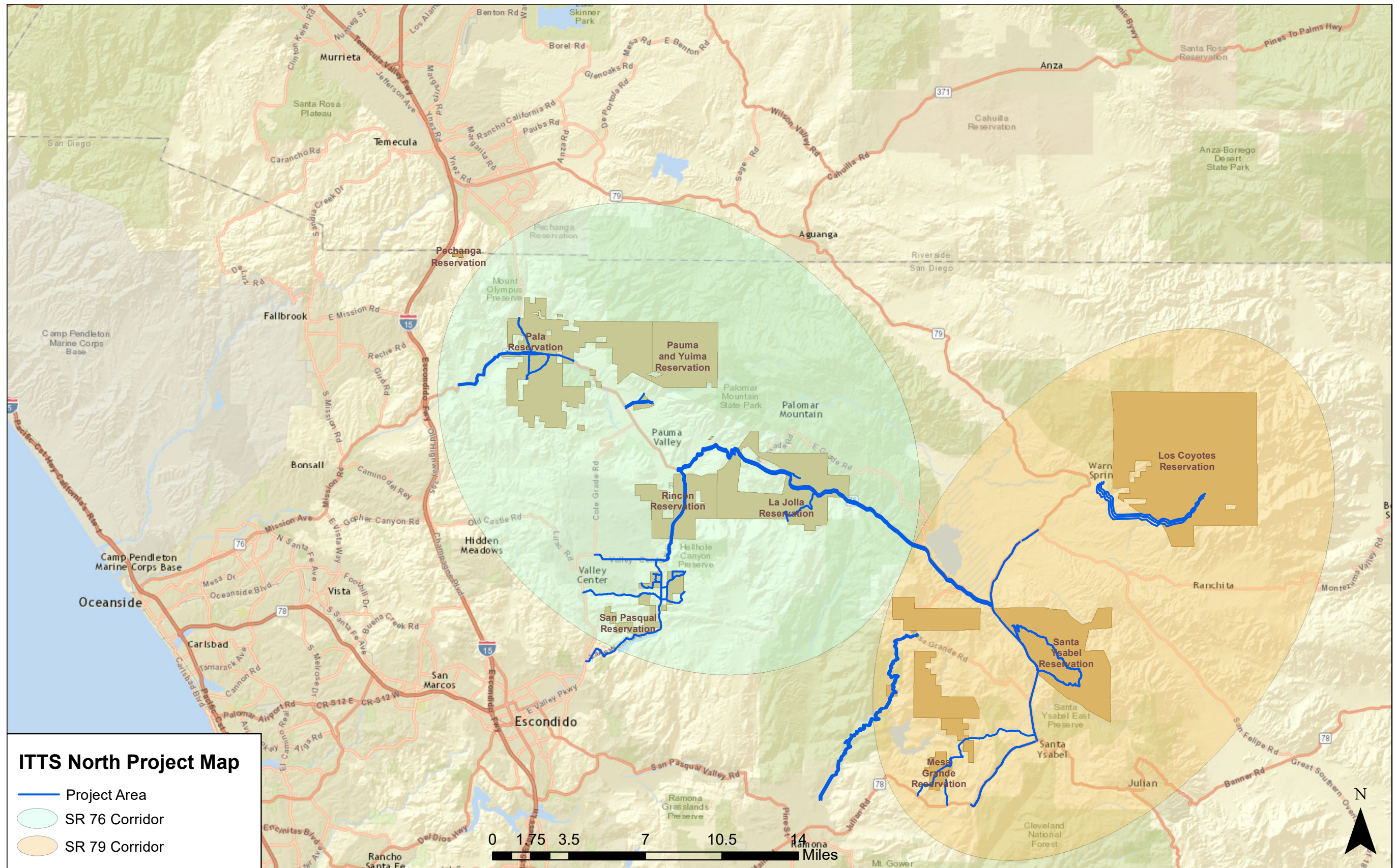
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Map 1.2 – Rural corridors in the San Diego Region



Source: 2021 Regional Plan

Map 1.3 – Northern tribal corridor



Tribal transportation issues

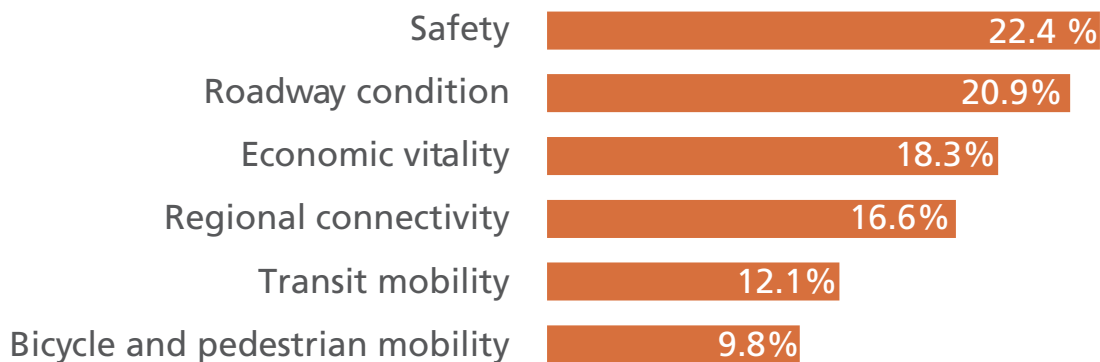
Tribal nations have unique transportation concerns. Many tribes, located in rural areas with a small population base, lack funding resources to maintain existing roads and address new improvements. In some cases, tribal roads are not built to the same standards as surrounding jurisdictions, which can cause transportation safety issues.

Tribal communities need improvements to roads, bridges, and highways to adequately connect their communities to other communities, thereby enhancing the opportunity for economic, social, cultural, and community developments. They also need better transit to and from their communities to take advantage of job and education opportunities in surrounding communities. As new economic and community development ventures expand in tribal communities, transportation is becoming a major planning component for land use, mobility, and accessibility.

As detailed in the Caltrans Transportation Guide for Native Americans (March 2017), the current level of annual funding to California tribes from the TTP, the successor to the IRR Program, are distributed to tribes via a complex TTP funding formula, which takes only factors such as land base, road inventory, and population into account. Because California tribes are smaller in enrolled population and land base than many tribes, California tribes have not received a proportion of TTP funds commensurate with their number of tribal governments, causing critical infrastructure to deteriorate.

Important considerations for transportation improvements, as indicated by tribal representatives in the San Diego region during the 2018 Strategy, are shown in Figure 1.2. The most important goal was improving safety, followed closely by improving roadway conditions, enhancing economic vitality, and improving regional connectivity. During the 2021 Strategy Update individual meetings, several tribes agreed that these goals areas are still of importance along with project readiness for future funding opportunities.

Figure 1.2 – Relative importance of goal areas for transportation improvements



Source: Tribal Mobility Needs Assessment Survey (2018 Strategy)

Safety

Safety was the most important issue for tribes in San Diego County. Improving safety for drivers, bicyclists, and pedestrians is important to reduce the number of traffic fatalities and serious injuries on all roads. Because many roads in rural and tribal areas were not built to design standards, non-standard features like tight curves, lack of shoulder, and inadequate signage and striping are common.

Roadway condition

Regular road maintenance is important to protect the investment in roads. Poorly maintained roads can increase vehicle operating costs, increase the potential for accidents, and result in more costly road repairs required sooner. Because of structural deficiencies in funding streams allocated to roadway maintenance, many tribal roads are in poor condition.

Economic vitality and community health

Economic vitality is important because good roads are needed to enhance the movement of goods and freight, particularly agricultural goods. For tribes located in more rural areas, a good transportation system is vital to support employment and job growth. Increased employment and educational opportunities serve as protective factors for community health. Tribes with gaming facilities or other regional attractions rely particularly heavily on adequate transportation infrastructure.

Regional connectivity

Regional connectivity is important because the transportation system connects people to jobs, schools, and shopping and recreational destinations. Regional connectivity between tribes in the region is also important as many resources like health clinics and cultural centers are shared resources. Another aspect of regional connectivity that is important is the need for emergency evacuation routes and connections to regional health facilities. Routes that are regionally significant may present more opportunities for partnerships.

Transit mobility

Transit provides an affordable alternative to driving and provides another important link to connect people to jobs and basic services. There is a lack of transit connections from rural to urban areas, and this may be an area where tribes could lead.

Bicycle and pedestrian mobility

Bicycle and pedestrian transportation options provide an economical and healthy way for people of all ages and abilities to travel. Bicycling and walking also helps the environment and reduces air pollution. Many rural and tribal areas struggle with heart disease and diabetes, and active lifestyles supported by active transportation infrastructure can contribute to the overall well-being of the community.

Tribal corridors

This section presents an overview of the corridors and issues that have been identified through the 2018 Strategy, individual meetings with tribal representatives, and the document scan of tribal transportation plans.

State Route 76 corridor

SR 76 is an east-west highway between I-5 and SR 79. The eastern portion of SR 76 (between I-15 and SR 79) is primarily a two-lane rural undivided roadway and serves five tribal reservation areas, including Pala, Rincon, San Pasqual, Pauma-Yuima, and La Jolla. SR 76 is on the California State Scenic Highway System and is eligible to be designated as an official State Scenic Highway. The posted speed limit varies from 40-55 miles per hour (mph), with warning signs at curves recommending speeds as low as 20 mph. Turn lanes are provided at key intersections. As of 2010, there are two segments of SR 76 where trucks and buses over 40 feet, including public transit and private tour shuttle buses, are restricted: 1) from I-15 to Pala Mission Road, and 2) from Valley Center Road to State Route 79.

Transportation issues

Safety is a major issue for tribal communities in this corridor – In 2014, the La Jolla Band of Luiseño Indians, in consultation with FHWA, Caltrans, BIA, and others conducted a road safety audit/assessment (RSA) on the seven-mile stretch of highway at the eastern end of SR 76. Based on findings from the RSA, the La Jolla Band of Luiseño Indians suggested that SR 76 be designated as a “safety corridor” since there are no passing lanes on this stretch of highway. Members of the tribe



Segments of roads in this area have alignments with multiple curves

Source: San Pasqual Band of Mission Indians



Roads can better accommodate the mix of pedestrians, bicyclists, and drivers

Source: San Pasqual Band of Mission Indians

discussed the possibility of a gateway treatment to alert motorists that they are entering a residential area with driveways, bus stops, bicyclists, and pedestrians. They recommended better signage for school bus stops and better bicycle and pedestrian access. The transportation needs survey also noted safety improvement needs between the Pala Casino and Rice Canyon Road. A 19-mile transportation improvement project is planned by Caltrans on SR 76 between SR 79 and Valley Center Road that will address road straightening, shoulder widening improvements, and lighting and fiber improvements. On tribal roads and roads leading to SR 76 there are some general safety needs related to signing, lighting, and paving.

Improved shoulders and bicycle facilities – The rural sections of SR 76 are popular with bicyclists; however, opportunities exist to improve and enhance bicycle access on this route. The Tribal Mobility Needs Assessment Survey indicated needs for bike lanes and improved shoulders on sections of SR 76, and on roadways connecting to SR 76 including sections of Pala Mission Road, Temecula Road, Valley Center Road, Paradise Mountain Road, and Woods Valley Road.

Intersection improvements – Intersection needs such as new turn lanes were noted at several locations, such as SR 76/Magee Road/Pala Raceway Road and SR 76/Pala Road. Roundabout and traffic calming measures were a need for the SR 76/Palomar Mountain Road and SR 76/Sengme Oaks Road intersections.

Improved transit – Four of the five tribal reservations near the corridor have gaming and resort facilities which operate private tour shuttles for visitors. While these gaming facilities are among the largest employers along SR 76 and in Northern San Diego County, most of the jobs are held by commuters from neighboring communities in Riverside and Imperial Counties. There is a need for ridesharing or shuttle services for casino employees, increased transit service and additional bus stops, and new transit service on SR 76, between Valley Center Road and SR 79.

State Route 79 corridor

SR 79 begins at I-8 (exit 40) and continues to I-10, although for this study the corridor of interest is a rural two-lane undivided highway between I-8 and approximately Chihuahua Valley Road, northwest of the Los Coyotes Reservation. The speed limit on SR 79 is 55 mph.

SR 79 overlaps State Route 78 (SR 78) between Santa Ysabel and Julian for approximately seven miles. North of this area, SR 79 intersects SR 76 at a T-intersection. This corridor serves the Mesa Grande, Los Coyotes, and Santa Ysabel Reservation areas. This corridor is eligible for the State Scenic Highway System; however, there has been no effort from local stakeholders to seek this designation. It traverses Cuyamaca Rancho State



Bicyclist on SR 76

Source: Google Earth

Park, Cleveland National Forest, and other scenic areas. Current transit service in this corridor consists of MTS Route 888, which traverses SR 79 between I-8 and old Highway 80. Route 892 traverses SR 79 between SR 78 and County Route S-22. There is a park-and-ride lot located at the northwest quadrant of the I-8/SR 79/Japatul Valley Road interchange.

Because most of SR 79 has insufficient shoulder width for bicyclists, they must share the road with vehicles. The Caltrans Transportation Concept Summary Report (2008) recommended that future improvement projects include adding more shoulder width. Improved shoulders are a tribal concern, particularly on Black Canyon Road and SR 79/78 between Deer Canyon Drive and San Felipe Road.



SR 79, south of Santa Ysabel

Source: Google Earth

Transportation issues

Access, paving, signage, and road improvement needs on roads connecting to the SR 79/SR 78 corridor were tribal concerns, including Rancho Ballena Road, Black Canyon Road, and Camino San Ignacio.

New turn lanes will provide safer access at the SR 79/Schoolhouse Road and SR 78/Deer Canyon Drive intersections.

Tribal transit needs to improve access to employment centers and local destinations include new bus stops as well as shuttle and rideshare services.

SR 79 safety spot improvements, curve realignments, passing lanes, left turn lanes, and access control improvements were identified in the Caltrans Transportation Concept Summary Report (2011).



SR 79/SR 78 and Deer Canyon Road intersection

Source: Google Earth

Interstate 8 corridor

Interstate 8 (I-8) is a critical east-west route for goods movement, access to tribal lands, agricultural centers, and recreational areas. It is part of the Strategic Highway Network (STRAHNET), which is a designation given to roads that provide defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. I-8 in San Diego County is signed as the Kumeyaay Highway, after the Kumeyaay Nation and in recognition of the traditional trade routes the interstate follows. This route serves five tribal reservation areas including Campo, Ewiiapaayp, La Posta, Manzanita, and Viejas.

This study defined two transportation corridors, the I-8 west and I-8 east corridors. The I-8 west corridor was generally defined from State Route 67 (SR 67) (exit 17B) to SR 79 (exit 40), which has six through-lanes in the El Cajon area between SR 67 and 2nd Street and four lanes east of 2nd Street. Auxiliary lanes also exist between SR 67 and Greenfield Drive. The freeway shoulders of I-8 are open to bicycle traffic between East Willows Road and SR 79 (3.5 miles). The Caltrans long-term concept (2025-2035) is to add two through-lanes and one eastbound auxiliary lane from Greenfield Drive to Lake Jennings Park Road, and two through-lanes between Lake Jennings Park Road and Tavern Road. Midterm plans (2015-2025) are to expand the four-lane segment between SR 67 and Greenfield Drive to six through-lanes.

The I-8 east corridor was generally defined from SR 79 to the San Diego County/Imperial County border. I-8 has two through-lanes in each direction in this area. There is a rest area at the Buckman Springs Road exit (exit 51). This corridor has four freeway lanes, and the Caltrans future concept for this section of I-8 is to remain as a four-lane freeway facility.

The posted speed limit on I-8 is 70 mph. A parallel bus route on I-8 from SR 79 to SR 94 is MTS Route 888 – Jacumba to El Cajon. MTS Route 864 – El Cajon Transit Center to Viejas parallels I-8 between El Cajon to Alpine.

Transportation issues – I-8 west corridor

Interchange improvement near tribal development areas – Tribal transportation improvement needs were identified at the I-8 east and West Willow Road and Crestwood Road interchanges. A new I-8 interchange at Casa De Roca Way would support development in the area.

Road improvements to support mobility – In the corridor vicinity, lane widening needs were identified through the Tribal Mobility Needs Assessment Survey on segments of SR 67, Willows Road, and Ashwood Road. Widening of SR 67, from Mapleview Road to Gold Bar Lane, and Gold Bar Lane to Dye Road, is a planned improvement in The Regional Plan. Traffic control, intersection improvements, and bridge repairs were also recommended at several locations.



I-8 East Willows Road EB off-road signage

Source: Google Earth

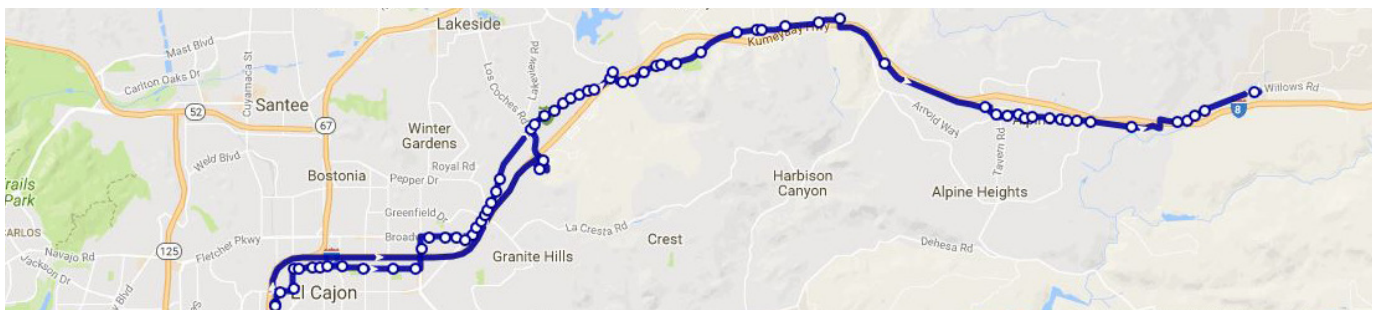
Improved transit – Improved rideshare, vanpool, and transit services, particularly on MTS transit route 864, (which provides service to El Cajon and Viejas) are needed to support employment to tribal enterprises.

Bicycle and shoulder improvements – To support improved safety and facilitate bicycle transportation, shoulder improvements were recommended on segments of Browns Road and Wildcat Canyon Road.



SR 67

Source: Kimley-Horn



MTS Route 864 – El Cajon to Viejas

Source: MTS

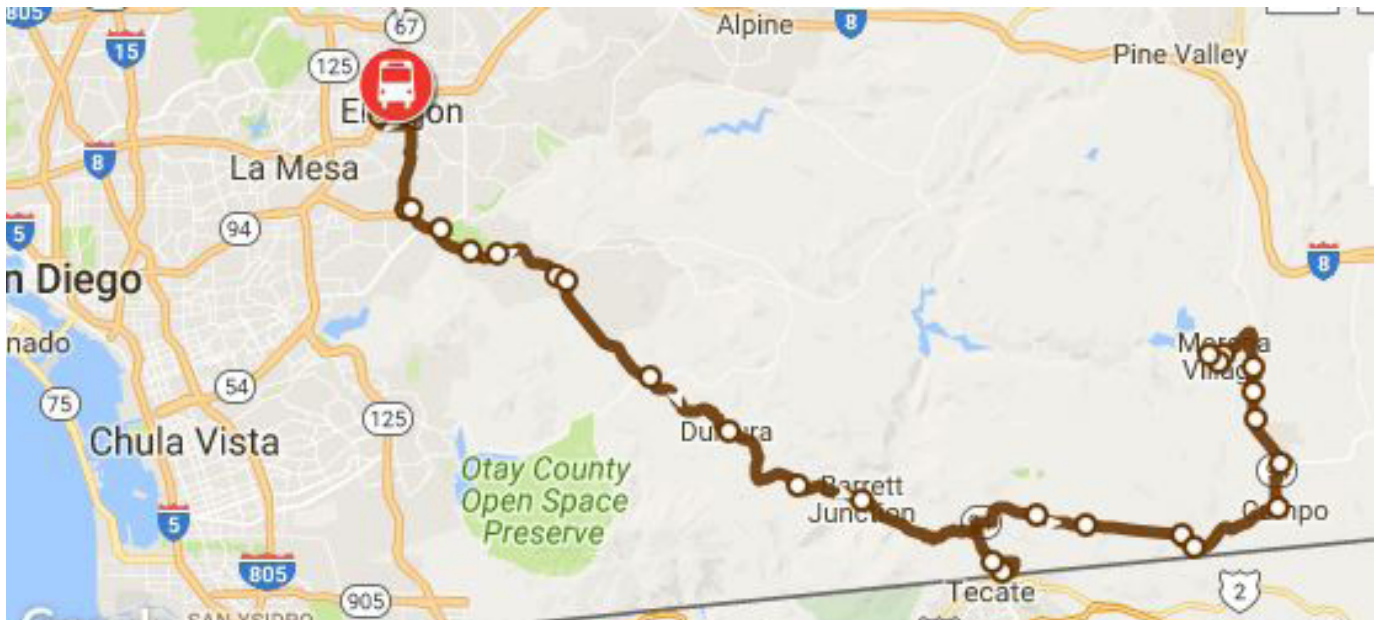
Transportation issues – I-8 east corridor

Drainage improvement needs were noted on sections of I-8, SR 94, and tribal roads, particularly on or near the Campo Reservation. Drainage projects are proposed through the Caltrans SHOPP program in this area.

Enhancing emergency evacuation was a concern with respect to providing safety and shoulder improvements on Crestwood Road, near I-8. Other safety related intersection needs were identified at two intersections with SR 80 at Golden Acre Way and Church Road.

State Route 94 corridor

SR 94 is one of the early San Diego area highways. The western portion, known as the Martin Luther King Jr. Freeway, begins at I-5 and continues to the end of the freeway portion at Avocado Boulevard in Spring Valley. The non-freeway, rural segment of SR 94 that continues east through the mountains to I-8 is known as Campo Road. The rural segment of SR 94, between Avocado Boulevard and SR 188, is the focus of this study, as it most directly serves the Jamul Indian Village and Sycuan Reservation areas. SR 94 is a four-lane and six-lane facility through Spring Valley, but narrows to a two-lane facility south of Jamacha Road. Much of the highway passes through scenic and undeveloped lands and is eligible for the State Scenic Highway System but it is not officially designated. SR 94 provides access to SR 188, which provides access to the international border at Tecate, Mexico. SR 94 is part of the Caltrans designated International Border Trade Corridor System (dot.ca.gov/hq/tpp/offices/ogm/factsheets/districts/factsheets_2016/D11_Factsheet_Border_070716.pdf).



MTS Route 864

Source: MTS

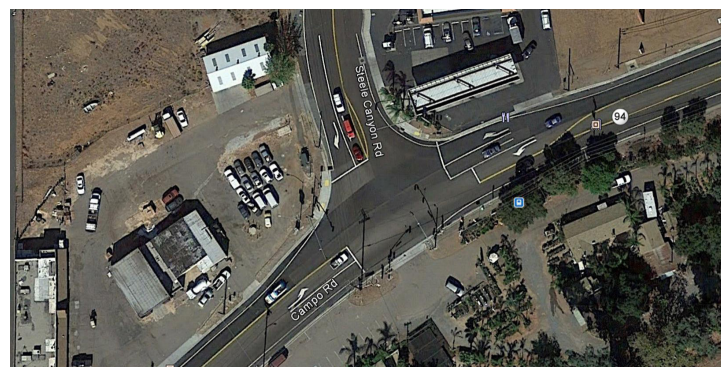
The main transit route in this corridor is MTS Route 894 – Morena/Campo/El Cajon. SR 94, between Avocado Boulevard and Jamacha Road, is served by MTS Route 856 – SDSU/ Rancho San Diego.

Bicyclists are permitted on the outside shoulders of SR 94 between Mercado and SR 54. Bicycle travel is permitted between Jamacha Road and the end of SR 94 at I-8, although it is not advised due to very narrow or non-existent shoulders.

Transportation issues

Congestion is an issue on SR 94 between Avocado Blvd and Steele Canyon Road, which serves as a major commuter route – Reducing congestion on SR 94 is important to tribal communities, particularly the Jamul Indian Village of California, which is working with the Caltrans and San Diego County traffic engineers to improve SR 94 and key intersections via direct funding by the Jamul Indian Village, fair share contributions, and/or transportation impact fees.

Jamul Indian Village funded and participated in an Environmental Impact Report for improvements to SR 94, adjacent to the Jamul Indian Village. Improvements include realigning and widening SR 94 from north of Melody Road to south of Reservation Road along with five intersection improvements located at Jamacha Boulevard, Jamacha Road, Steele Canyon, Lyons Valley, and Maxfield Roads. Work is currently nearing completion relating to intersection improvements at SR 94/Daisy Drive, including a traffic signal, turn lanes, and alignment improvements.



Steele Canyon Road/SR 94 intersection

Source: Google Earth



SR 94/Daisy Drive Improvements

Source: Kimley-Horn

Improved cross-border trade connections – Campo Road dips south and intersects State Route 188 (SR 188), which leads to the Tecate border crossing. Improvements to support cross-border trade were a tribal need.

Wider shoulders and bicycle lanes to provide increased options for bicyclists are needs on sections of SR 94 (Jamacha Road to Steele Canyon Road), Proctor Valley Road, Willow Glen Road, Otay Lakes Road, Tecate Road, and Steele Canyon Road.

Paving needs on several tribal roads were suggested to provide safer traveling conditions for tribal members and others.

Rideshare, transit stops, and express transit service to downtown San Diego will support employment and recreational travel.

1.4. Needs Assessment and Project Screening Tool Update

Needs Assessment

The needs assessment for the 2021 Strategy Update consisted of ten (10) one-on-one individual meetings with tribes as well as a review of provided tribal transportation plans. One-on-one meetings were conducted with individual tribes to help confirm and update their respective projects. For these meetings, tribes reviewed and provided updates to their respective projects that were listed in the project screening tool. They also provided new projects that they would like to incorporate to continue addressing tribal transportation issues. Tribes also provided seven (7) recently completed planning studies for the consultant team to review and incorporate into the 2021 Strategy Update where applicable.

The needs assessment helped identify updates needed to the project screening tool including:

- Over 60 new transportation improvement projects
- Over 10 modified projects
- Over 3 new project types
- Status of projects identified in the 2018 Strategy and new projects from this update

Projects identified include roadway and intersection improvements, safety improvements, travel demand management, transit improvements, and bicycle and pedestrian facilities. Similar to the 2018 Strategy, projects were summarized by region, corridor, tribal nation, and project type. The northern and southern San Diego County regions included the following corridors for the purposes of this study:

Northern San Diego County region

- SR 76 corridor
- SR 79 corridor

Southern San Diego County region

- I-8 east corridor
- I-8 west corridor
- SR 94

Current and new transportation projects that were identified in the northern San Diego County region are shown in Map 1.5. Current and new transportation projects that were identified in the southern San Diego County region are shown in Map 1.6. A list of modified and new projects for each tribe can be found in Appendix A5.

Each transportation project was given a unique identifier number. The total cost of transportation improvements identified is estimated at \$3.5 billion. Table 1.3 indicates the project costs by tribal corridor, noting that the total estimated planning level costs and the number of projects for that corridor.

Table 1.3 – Summary of transportation projects by mode and corridor

Corridor	Mode								
	Roadway		Active transportation		Transit			Emerging Technology	
	Capital cost (2021)	Number	Capital cost (2021)	Number	Capital cost (2021)	O & M cost*	Number	Capital cost (2021)	Number
I-8 east	\$96.1 M	6	\$55.2 M	3	\$0.5 M	\$1.7 M	3	--	0
I-8 west	\$1,615.2 M	24	\$6.5 M	1	\$14.6 M	\$5.0 M	9	\$41.1 M	5
SR 76	\$1,374.4 M	49	\$323.7 M	16	\$25.3 M	\$7.7 M	11	\$5.7 M	2
SR 79	\$117.1 M	23	\$471.8 M	5	\$0.2 M	\$0.4 M	3	\$31.3 M	1
SR 94	\$994.3 M	28	\$214.7 M	4	\$0.2 M	\$0.3 M	2	--	0
Total	\$4,197.2 M	130	\$1,071.8 M	29	\$40.8 M	\$15.1 M	28	\$78.0 M	8

Capital cost grand total	\$5,387.7 M
O & M cost grand total (annual)	\$15.1 M
Number of projects grand total	199

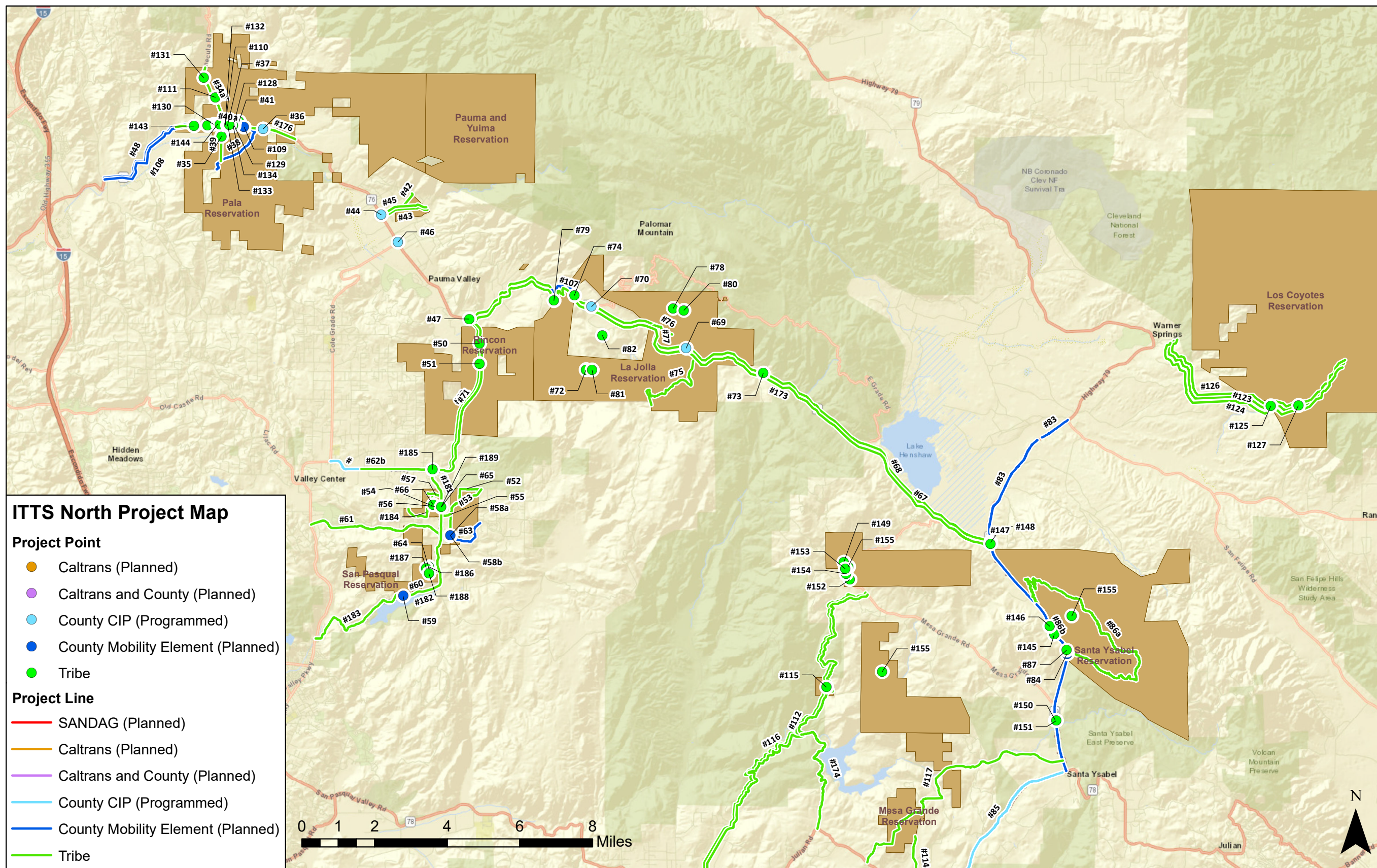
*This is an estimated annual operations and maintenance cost estimate for one year.

Note: M = million

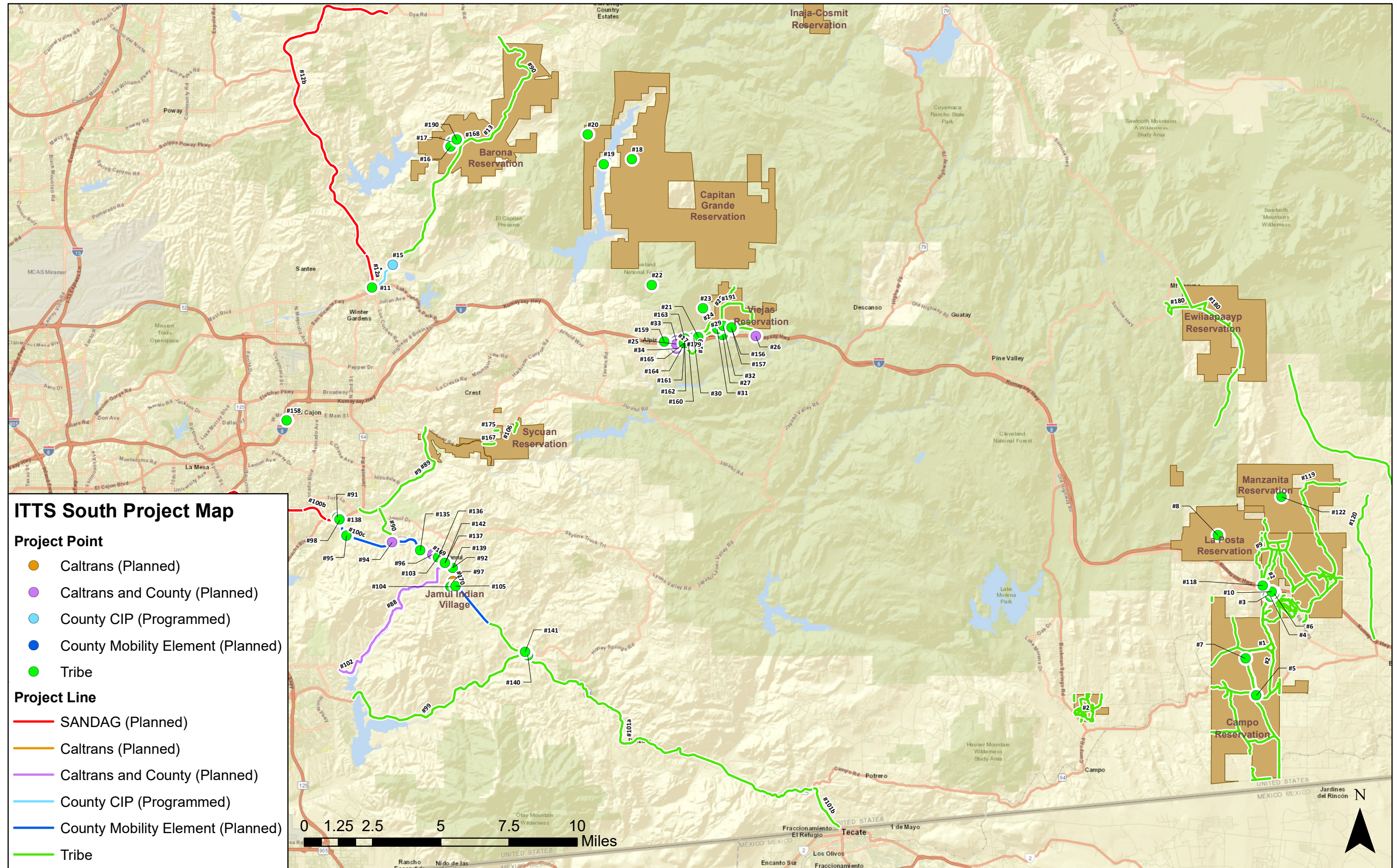
Transportation projects that were identified as current or new during the Needs Assessment were organized by tribal corridor and transportation mode (roadway projects, active transportation projects, and transit projects). The tribal corridors were defined along state routes. A list of projects detailed by mode and by corridor are provided in Section 2.2.

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Map 1.3 – Transportation projects identified in northern San Diego region



Map 1.4 – Transportation projects identified in southern San Diego region



Project screening tool

As part of the 2018 Strategy, a project screening tool was developed to facilitate sorting projects. This was useful in the development of the Strategy because projects could be grouped by common features such as:

- **Status** – This category identifies which projects are still current or should be archived due to completion or no longer relevant.
- **Project objectives** – Objectives were developed through 2018 Strategy process and include:
 - Safety
 - Projects on a primary corridor or that promote regional connectivity
 - Roadway condition
 - Economic vitality
 - Bicycle and pedestrian mobility/multimodal
 - Transit mobility
 - Opportunity for partnerships
 - Promotion of native identity
 - Opportunity for local jobs, tribal employment rights ordinance (TERO)
 - Goods movement support
- **Project Readiness** – This category identifies at what phase of the project is in (concept/planning, planned, preliminary design, final design, under construction, and completed).
- **Project overlap** – Project overlaps were identified to see if projects were planned in more than one jurisdiction or tribal nation to see if partnership opportunities might be identified.
- **Project cost** – This search criterion categorizes transportation improvement projects into the cost categories (such as less than 100k, \$100k-\$1m, \$1m-\$10m, \$10m-\$100m, and more than \$100m)
- **Project corridor** – This search criterion was used to identify projects in similar geographic areas and categorizes projects into the SR 76, SR 79, I-8 east, I-8 west, and SR 94 tribal corridors.
- **Project funding sources** – Potential funding sources were identified to determine if there might be opportunities to apply for joint funding. This search criterion included federal, state and regional funding sources identified in the 2018 Strategy and contain re-occurring funding sources.

The interactive project screening tool allows for easy sorting of the 199 identified transportation improvement projects

Project Filter ×

Find projects based on their objectives, the funding source, and how they relate to other projects happening in the area.

Search Criteria

Project Objectives

Project Overlap

Project Cost

Project Corridor

Project Funding Sources

Federal Funding Programs

State Funding Programs

Regional Funding Programs

Safety
 Project on a Primary Corridor or Promotes Regional Connectivity
 Roadway Condition
 Economic Vitality
 Bicycle and Pedestrian Mobility / Multimodal
 Transit Mobility
 Opportunity for partnerships
 Promotion of Native identity
 Could Provide Opportunities for Local Jobs, TERO
 Supports Goods Movement

Add

Check/Uncheck All Remove

Find Relevant Projects Close

Excerpt of project screening tool search criteria

New funding opportunities and potential partnerships often emerge rapidly. With governments increasingly budget-conscious, competition for external dollars is increasingly high. The project screening tool will allow users to quickly identify projects that could be eligible for these emerging opportunities and focus more time on the application process and less on the project identification. The tool will continue to be updated and utilized by the Working Group. Additional information about potential funding sources for transportation projects is provided in Section 2.4.

Part 2 - The strategy



2. The strategy

2.1. Strategies and actions

The Strategy brought together the region's tribal nations to work collectively with key agencies including Caltrans, the County of San Diego, SANDAG, and the transit agencies to develop this Strategy, which will serve as a guide to help the region better address the transportation needs of tribal communities. Four key strategies were identified to guide future processes aimed at addressing these needs:

- Support partnerships/collaboration
- Coordinate collaborative planning
- Share data supporting tribal transportation
- Create opportunities to fund priority tribal transportation projects and programs

The strategies and associated actions identified in the 2018 Strategy were reviewed, assessed, and modified to better reflect tribal resources and needed. The strategies and associated actions described in this section provide a structure to continue the process of collaboration focusing on tribal multimodal access to the transportation system, and create a logical framework for near-term and future efforts. These strategies and actions are intended to be flexible enough to allow the Working Group to define how to implement each strategy. The following section provides short term and on-going actions for the Working Group to consider in identifying next steps in the planning process.

Strategy #1: Support partnerships/collaboration

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.

Focuses:

1. Serve as an interagency forum for collaboration on tribal transportation issues
2. Facilitate dialogue with agencies external to the region to ensure that tribal transportation issues are considered in a timely/meaningful manner
3. Collaborate with jurisdictional decision makers to evaluate project opportunities and priorities
4. Pursue and monitor legislation that supports tribal transportation in the region
5. Annually review the Working Group’s charter and update as needed to facilitate implementation of the Strategy
6. Periodically review progress made toward implementation of the strategies and actions

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Maintain regular meetings of the Working Group – Regular meetings will help the spread of actionable information to tribal leaders, such as funding opportunities and lessons learned from the project delivery process, and allow for coordination of partnering efforts.</p>	SANDAG; individual tribal governments	Individual tribal governments	Caltrans, BIA, County, MTS, NCTD	Quarterly
<p>Pursue strategic meetings with jurisdictional decision and policy makers – The Working Group will request periodic meetings with decision makers from jurisdictional partners to communicate tribal priorities, discuss overlapping projects, and build trust and understanding with decision and policy makers. To effectively identify key jurisdictional decision and policy makers, a contact list will be developed and maintained. The Working Group will leverage staff at partner agencies to organize meetings with the decision and policy makers when tribal specific funding opportunities arise.</p>	Working Group	Working Group	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Varies

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Highlight information in the Biannual Monitoring Report – Successes, priorities, action items, and discussion of projects that are of importance to the tribes can be highlighted in the Biannual Monitoring Report. To streamline the process, the Working Group will include components of the Biannual Monitoring Report as standing Working Group agenda items to be able to pull and compile from.</p>	SANDAG; Working Group Task Force	Working Group Task Force, SCTCA	Caltrans, County of San Diego, BIA, FHWA	Every two years
<p>Enhance Tribal Representation at Partner Agency Meetings and Projects – Working Group members will attend agency committee meetings to keep up to date with the projects and goals of partner agencies to identify potential partnership opportunities. This is especially important during the Regional Plan development. Information will be reported back to the Working Group using an on-going agenda item of “Partnerships & Collaborations.”</p>	Volunteers from the Working Group	Working Group	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Varies
<p>Share success stories and lessons learned for Partnerships and Collaborations among the Working Group – The Working Group will include an on-going agenda item of “Partnerships & Collaborations.” This item would be an opportunity for members to share existing and future partnerships and collaborations. Individual tribal governments will be encouraged to announce partnerships and collaborations during the Working Group meeting and through an email. This allows documentation and sharing of partnerships.</p>	SANDAG	Individual tribal governments	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Quarterly

Strategy #2: Coordinate collaborative planning

Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.

Focuses:

1. Annually review federal, state, regional, and county plans to ensure consideration of tribal concerns
2. Liaison with other agencies to identify collaborative opportunities
3. Share/coordinate information on transportation projects in the project screening tool with other agencies
4. Form corridor coalitions to prioritize projects and programs for implementation
5. Cooperatively identify tribal transportation projects with best opportunities for funding from the unconstrained list of projects in the Tribal Mobility Needs Assessment Survey

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Develop a Working Group Task Force to identify partnership and funding opportunities to implement Tribal projects – The Working Group will leverage planning efforts completed by partner agencies such as community plans and corridor plans to include Tribal projects. As new funding and partnership opportunities arise, the task force will use the project screening tool to identify projects that could be worth advancing. The task force will cooperatively annually review federal, state, regional and county plans. It is recommended for the task group to look at projects along identified corridors in the region that provide regional connection between Tribal communities and the rest of the region.</p>	Volunteers from the Working Group	Working Group	Caltrans, County of San Diego, BIA, FHWA	Report out quarterly to the Tribal TWG

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Develop near-term or quick build projects that are critical to the success of tribal transportation and align with regional and state goals – The task force will discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as “near-term” projects. These projects will align with regional and state goals, typical funding criteria such as safety and multi-modal connectivity, and be located on roads that Tribes identified as important in their LRTPs. These projects will clearly communicate the early actions of the Working Group.</p>	Volunteers from the Working Group	Working Group, Task Force	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Annually
<p>Monitor partner agency websites, meeting agendas, and project lists to identify “parallel” efforts that may impact or align with tribal transportation needs and projects – The Working Group will monitor the activities of partner agencies by reviewing their website, meeting agendas, and published project lists to identify projects that align with tribal transportation needs and represent an opportunity for collaborative planning. Information will be reported back during the Working Group meetings using the on-going agenda item “Parallel Efforts.” When an opportunity for collaborative planning is identified, the Working Group will pursue a meeting with jurisdictional staff and/or decision makers.</p>	Volunteers from the Working Group	Working Group, task force	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Varies

Strategy #3: Share data supporting tribal transportation (data = dollars)

Collect and disseminate data to support priority issues and implement projects.

Focuses:

1. Identify transportation-related data pertinent to implementation tribal transportation projects and programs
2. Share data with other agencies to determine areas of mutual benefit
3. Modify the SANDAG tribal webpage to facilitate use of the project screening tool and links to relevant transportation data sources
4. Update the Tribal Mobility Needs Inventory and relevant data sources as transportation needs change over time

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Develop and maintain an online project screening tool that Working Group members can access and edit in “real-time” – The project screening tool will live as an online interactive map with dashboard stat components that all the Working Group members have access to. The online tool will allow members to add new transportation projects from LRTPs and other Tribal transportation documents. Phasing will be a component of each project that members can edit/update as projects progress towards implementation. The tool will also include other components that allow members to filter projects quickly and efficiently to identify projects for funding and partnership opportunities. Projects considered to be “near-term” or quick build will also be identified.</p>	SANDAG	Working Group; Individual Tribes	Caltrans, County of San Diego	Varies; A review for quality control should be completed every two years
<p>Make strategy updates – Periodic updates of the Strategy will keep it current and effective.</p>	SANDAG	SANDAG/SCTCA	Working Group	Coincide with the update of the RTP

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Develop and incorporate completed and updated Tribal Long-Range Transportation Plans (LRTPs) into the project screening tool – Each tribe should complete a current LRTP to formally document the needs of their communities using available resources/tools and funding opportunities. Available resources, tools, and potential funding sources will be periodically distributed to the Tribes or be accessible through an online webpage. The LRTP is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts. The Working Group will maintain the status of each tribe’s LRTP by including a “Plan Status Check” as an on-going Working Group agenda item for working group members to report out the status and need of tribal transportation documents such as the LRTP. The status of the LRTPs and its integration into the project inventory will be reviewed and updated periodically.</p>	<p>SANDAG; Working Group Task Force</p>	<p>Individual tribal governments will update LRTPs</p>	<p>BIA, FHWA</p>	<p>Incorporate LRTP into the screening tool every two years (note: LRTP are updated typically every five years)</p>
<p>Create an online resource library for data resources, online tools, and applicable Tribal planning documents – The Working Group will consider having a central location of relevant transportation planning resources and documents. The online resource library will list out readily available data and resources that the Tribe can filter and use to support tribal transportation projects in grant applications and other funding opportunities. This online library will also act as a library for Tribes to store their relevant transportation plans such as Tribal Transportation Safety Plans and LRTPs.</p>	<p>SANDAG</p>	<p>Individual tribal governments</p>	<p>SCTCA, BIA</p>	<p>Varies</p>

Strategy #4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.

Focuses:

1. Pool resources to expand funding opportunities available to the San Diego region for tribal transportation projects and programs
2. Maintain and update funding opportunities on the SANDAG tribal webpage
3. Seek funding to provide technical assistance to tribes in order to support the development of tribal transportation plans and projects
4. Modify SANDAG tribal webpage (<https://sandag.org/?subclassid=105&fuseaction=home.subclasshome>) to include links to relevant funding sources

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Implement partnership strategies – Once an early action project aligns with a funding and/or partnership opportunity, the agency processes in Section 2.4 should be followed.	Working Group task force	Working Group task force	Caltrans, County of San Diego, BIA, FHWA	Annually
Regularly attend SANDAG Policy Advisory Committees – The tribes should have regular attendance at SANDAG Policy Advisory Committees to advocate for issues that are meaningful to their communities and learn about efforts across the region.	Tribal representatives	Tribal representatives	SANDAG	Monthly
Research and identify funding opportunities that align with Tribal projects and share funding opportunity with Tribal members –The Working Group should review the funding matrix in the ITTS as well as research potentially new funding opportunities that align with projects in the inventory. These funding opportunities should be shared with the Working Group members through an on-going agenda item called “Funding Opportunities.” Tribal members should attend relevant grant workshops to increase the successes of their application. If an application is successful, Tribal members should share their experience and process for developing the application with other members, especially for re-occurring funding opportunities.	SANDAG; Working Group Task Force	SANDAG	Caltrans, BIA, FHWA	Quarterly

2.2. Tribal mobility needs project inventory

Projects reported and updated during the Needs Assessment were organized into the following categories:

- Roadway projects (Table 2.1)
- Transit projects (Table 2.2)
- Active transportation projects (Table 2.3)
- Emerging technology projects (Table 2.4)

Within the mode tables on the following pages, projects are further clustered by corridors to demonstrate proximity and potential areas of overlap or mutual concern. The tables also provide the name of the tribe that reported the project, a brief project description, project size by mileage (where applicable), and total planning level cost. The planning level cost estimates are intended to provide an initial “order of magnitude” cost. Finally, project overlap with existing Caltrans, County of San Diego, or SANDAG plans are noted as an additional area of consideration.

Ten of the projects identified through the Needs Assessment were requests for removal of projects from the project screening tool. These projects are identified in separate tables and do not have costs associated with them.

Tribal Mobility Needs Assessment Survey – Project summaries by mode

Table 2.1 – Roadway projects

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
3	I-8 East	Campo	Realignment at Golden Acre Way / SR 80	0	1.5 M						◆
5	I-8 East	Campo	Signage and lighting at Church Rd / SR 80	0	0.1 M						◆
9	I-8 East	La Posta	Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd	3	4.5 M						◆
2a	I-8 East	Campo	Improve drainage at I-8 along reservation boundary	3	4.5 M	◆					
2b	I-8 East	Campo	Improve drainage at SR 94 from reservation boundary to reservation boundary	3	4.5 M	◆					
2c	I-8 East	Campo	Improve drainage at all roads	54	81.0 M						◆
11	I-8 West	Barona	Intersection improvements at SR 67 / Mapleview Rd	0	45.0 M						◆
13	I-8 West	Barona	Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd	12	27.0 M						◆
14	I-8 West	Barona	Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd	1	28.5 M				◆		
15	I-8 West	Barona	Signal at Willow Rd / Ashwood Rd	0	1.2 M				◆		
18	I-8 West	Capitan Grande	Closure: reduce and restrict access to reservation roads	0	0.0 M						◆
21	I-8 West	Viejas	Bridge repair at Willows Rd	0	16.5 M						◆
24	I-8 West	Viejas	Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd	4	57.0 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
25	I-8 West	Viejas	Interchange improvements at I-8 / West Willows Rd interchange	0	11.0 M	◆	◆	◆			
26	I-8 West	Viejas	Interchange improvements at I-8 / East Willows Rd interchange	0	11.0 M	◆	◆	◆			
27	I-8 West	Viejas	New interchange at I-8 / Casa De Roca Way	0	22.5 M						◆
28	I-8 West	Viejas	Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd	3	138.0 M						◆
29	I-8 West	Viejas	Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange	3	75.0 M						◆
33	I-8 West	Ewiiapaayp Band of Kumey	Signage at I-8 / Willows Rd WB off-ramp	0	0.0 M	◆	◆				
34	I-8 West	Ewiiapaayp Band of Kumey	Signage at I-8 / Willows Rd EB off-ramp	0	0.0 M	◆	◆				
118	I-8 West	Manzanita	Interchange improvements at Crestwood Rd / I-8 interchange	0	12.8 M						◆
119	I-8 West	Manzanita	Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd	8	51.0 M						◆
120	I-8 West	Manzanita	Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd	6	37.5 M						◆
121	I-8 West	Manzanita	Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd	15	97.5 M						◆
159	I-8 West	Ewiiapaayp Band of Kumey	Install signage indicating the use of east Willow Rd ramps for casino access	0	0.2 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
160	I-8 West	Ewiiapaayp Band of Kumey	Install speed warning signage and pedestrian signage along Willows Rd curve	0	0.1 M						◆
191	I-8 West	Viejas	Replace warning signage approaching 5 horizontal curves, restripe roadway, install rumble strips along Browns Rd between Viejas Grade Rd and Willows Rd	5	0.3 M						◆
12a	I-8 West	Barona	Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln	1	65.6 M			◆			
12b	I-8 West	Barona	Lane widening at SR 67 from Gold Bar Ln to Dye Rd	14	917.7 M			◆			
35	SR-76	Pala	Bridge construction at San Luis Rey River Bridge	0	17.3 M						◆
36	SR-76	Pala	Add turn lanes at SR 76 / Magee Rd / Pala Raceway	0	2.3 M				◆		
37	SR-76	Pala	Paving at various roads	1	12.8 M						◆
38	SR-76	Pala	Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary	2	12.8 M					◆	
39	SR-76	Pala	Paving at various roads	1	12.8 M						◆
42	SR-76	Pauma	General roadway improvements at Adams Dr from Adams Dr to Reservation Rd	1	0.6 M						◆
43	SR-76	Pauma	General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd	1	12.8 M						◆
44	SR-76	Pauma	Add turn lane at SR 76 / Pauma Reservation Rd	0	1.0 M			◆			
45	SR-76	Pauma	Street lights at Reservation Rd from Pala Rd to Reservation Rd	1	0.7 M						◆
46	SR-76	Pauma	Traffic signal at Cole Grade Rd / SR 76	0	0.9 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
48	SR-76	Rincon	Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd	4	1.0 M			◆		◆	
50	SR-76	Rincon	Safety at Charter School near school zone	0	0.0 M						◆
60	SR-76	San Pasqual	Turn lanes at Lake Wohlford Rd from Valley Center Road to Valley Center Road / S 6	8	225.0 M					◆	
61	SR-76	San Pasqual	Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd	4	57.0 M						◆
63	SR-76	San Pasqual	Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane	2	25.5 M					◆	
64	SR-76	San Pasqual	Signage and lighting at various locations	0	0.3 M						◆
68	SR-76	La Jolla	Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd	19	693.0 M		◆	◆			
69	SR-76	La Jolla	Roundabout / traffic calming at Senge Oaks Rd / SR 76	0	3.5 M						◆
70	SR-76	La Jolla	Roundabout/traffic calming at Palomar Mountain Rd / SR 76	0	6.0 M						◆
71	SR-76	Rincon	Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76	5	26.3 M						◆
72	SR-76	La Jolla	Signage, lighting at all intersections	0	3.0 M						◆
73	SR-76	La Jolla	Gateway feature at Mesa Truck Trail / SR 76	0	0.0 M						◆
74	SR-76	La Jolla	Gateway feature at Harolds Rd / SR 76	0	0.0 M						◆
75	SR-76	La Jolla	Paving at Campground Rd from SR 76 to zip-line tower	2	12.8 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
77	SR-76	La Jolla	Planning: trucking / freight study, speed and traffic study at SR 76 from SR 79 to Valley Center Rd	0	0.1 M						◆
78	SR-76	La Jolla	Planning: develop address system	0	0.1 M						◆
107	SR-76	La Jolla	Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd	1	21.0 M			◆			
108	SR-76	Pala	Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation	4	60.0 M			◆			
109	SR-76	Pala	Intersection improvements at SR 76 / Pala Mission Rd	0	1.0 M			◆			
110	SR-76	Pala	Intersection improvements at Pala Mission Rd / Pala Temecula Rd	0	0.8 M						◆
111	SR-76	Pala	Safety at Pala Temecula Rd	0	0.1 M						◆
129	SR-76	Pala	Construct bridge or box culvert over Trujillo Creek along Pala Mission Road	0	7.0 M						◆
130	SR-76	Pala	Construct bridge or box culvert over Pala Creek along Pala Mission Road	0	7.0 M						◆
131	SR-76	Pala	Construct bridge or box culvert over Pala Creek along Pala Temecula Road	0	7.0 M						◆
143	SR-76	Pala	Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes	0	0.2 M						◆
144	SR-76	Pala	Add traffic control signage at residential intersections along Pala Mission Road	0	0.1 M						◆
173	SR-76	La Jolla	Widen SR-76 between SR-79 and Valley Center Rd	20	24.0 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
176	SR-76	Pala	Widen shoulders along SR-76 to enhance safety for emergency response vehicles	4	4.8 M						◆
177	SR-76	Pala	Drainage Improvements along Pala-Temecula Road between Arouba and SR-76	2	2.5 M						◆
182	SR-76	San Pasqual	Designate Lake Wohlford as a truck route and incorporate signage and pavement improvements such as rumble strips	8	10.3 M						◆
183	SR-76	San Pasqual	Straighten Curves along Duro Road	4	60.0 M						◆
184	SR-76	San Pasqual	Straighten curves Kunyaaw Path between Kewaak Wy and Old San Pasqual Rd	1	15.8 M						◆
58b	SR-76	San Pasqual	Restripe roadway and install signage improvements at Canal Rd / Paradise Mountain Rd	2	0.2 M						◆
58	SR-76	San Pasqual	Realign intersection at Canal Rd / Paradise Mountain Rd	0	2.7 M						◆
62b	SR-76	San Pasqual	Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd	2	23.0 M						◆
84	SR-79	Santa Ysabel	Turn lanes at SR 79 / Schoolhouse Canyon Rd	0	1.0 M	◆		◆			
85	SR-79	Santa Ysabel	Turn lanes at SR 78 / Deer Canyon Dr	4	4.2 M						◆
113	SR-79	Mesa Grande	Add traffic signal at Rancho Ballena Rd / SR 78	0	0.8 M	◆	◆				
114	SR-79	Mesa Grande	Paving at Rancho Ballena Rd from SR 78 to Tribe	1	12.8 M						◆
116	SR-79	Mesa Grande	Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd	13	3.8 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
123	SR-79	Los Coyotes	Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd	7	60.0 M						◆
124	SR-79	Los Coyotes	Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	7	6.0 M						◆
125	SR-79	Los Coyotes	Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	0	0.1 M						◆
126	SR-79	Los Coyotes	Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd	7	10.5 M						◆
145	SR-79	Santa Ysabel	Construct left/right turn lanes at SR-79/Epie Rd	1	0.1 M						◆
146	SR-79	Santa Ysabel	Construct left/right turn lanes at SR-79/Driveway 0.26 miles north of Epie Hill Rd	1	0.1 M						◆
147	SR-79	Santa Ysabel	Construct left/right turn lanes at SR-79/SR-76/Beresford Ln	1	0.1 M						◆
148	SR-79	Santa Ysabel	Install mile marker signage at SR-79/Angels Crossing	0	0.1 M						◆
149	SR-79	Santa Ysabel	Construct left/right turn lanes at Mesa Grande Rd/Angel Mountain Rd	1	0.1 M						◆
150	SR-79	Santa Ysabel	Construct intersection improvements including adding left/right turn lanes at SR-79/Santa Ysabel Mission Driveway	0	0.1 M						◆
151	SR-79	Santa Ysabel	Add speed feedback signage at SR-79/Santa Ysabel Mission Driveway	0	0.1 M						◆
152	SR-79	Santa Ysabel	Construct left/right turn lanes at Mesa Grande Rd/Quail Springs Rd	1	0.1 M						◆
153	SR-79	Santa Ysabel	Install wayfinding signage along Mesa Grande Rd	0	0.1 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
154	SR-79	Santa Ysabel	Install "slow down" signage and fire department signage approaching Mesa Grande Rd/ Mesa Truck Trail	0	0.1 M						◆
174	SR-79	Mesa Grande	Widen roadway, pave, and update signage along Sutherland Dam Rd between SR-78 and Black Canyon Rd	4	4.8 M						◆
178	SR-79	Ewiiapaayp Band of Kumey	Pave a new roadway	1	1.3 M						◆
179	SR-79	Ewiiapaayp Band of Kumey	Pave a new roadway 0.5 miles south of Alpine Blvd and west of Star Valley Rd	1	1.3 M						◆
180	SR-79	Ewiiapaayp Band of Kumey	Pave Thing Valley Rd between Sunrise Hwy and Morris Ranch rd	8	10.0 M						◆
91	SR-94	Jamul Indian Village	Intersection widening at SR 94 / Jamacha Rd	0	2.3 M		◆				
92	SR-94	Jamul Indian Village	Add acceleration lane at SR 94 / Maxfield Rd	0	2.3 M		◆				
93	SR-94	Jamul Indian Village	Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd	5	127.5 M						◆
94	SR-94	Jamul Indian Village	Add turn lanes at SR 94 / Steele Canyon Rd	0	4.5 M		◆				
95	SR-94	Jamul Indian Village	Add turn lanes at SR 94 / Millar Ranch Rd	0	1.5 M		◆				
96	SR-94	Jamul Indian Village	Intersection improvements at SR 94 / Vista Diego Dr	0	0.8 M		◆		◆	◆	

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
97	SR-94	Jamul Indian Village	Intersection improvements at SR 94 / Melody Rd / Daisy Dr	0	8.0 M		◆	◆			
98	SR-94	Jamul Indian Village	Re-stripe at SR 94 /Jamacha Rd	0	0.1 M		◆				
99	SR-94	Jamul Indian Village	Shoulders at Otay Lakes Rd from SR 94 to Wuseste Rd	9	127.5 M						◆
102	SR-94	Jamul Indian Village	Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr	5	150.0 M					◆	
103	SR-94	Jamul Indian Village	Install traffic signal at SR 94 / Lyons Valley Rd	0	0.8 M						◆
106	SR-94	Sycuan	Paving at Sycuan Rd from Dehesa Rd to Guard Gate on Sycuan Rd	0	8.7 M						◆
135	SR-94	Jamul Indian Village	Intersection improvements (turn lanes) at SR-94/Vista Sage Ln	0	2.3 M						◆
136	SR-94	Jamul Indian Village	Intersection improvements at SR-94/Indian Springs Dr/ Lyons Valley Rd	0	12.8 M						◆
137	SR-94	Jamul Indian Village	Intersection improvements (intersection widening) at SR-94/Proctor Valley Rd	0	12.8 M						◆
138	SR-94	Jamul Indian Village	Intersection improvements (restripe NB approach) at SR-94/ Jamacha Blvd	0	0.1 M						◆
139	SR-94	Jamul Indian Village	Intersection improvements (restripe NB and SB approaches to include TWLTL) at SR-94/ Maxfield Rd	0	0.1 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
140	SR-94	Jamul Indian Village	Install traffic signal at SR-94/Otay Lakes Rd	0	0.8 M						◆
141	SR-94	Jamul Indian Village	Intersection improvements to address sight distance concerns at SR-94/Honey Spring Rd	0	0.2 M						◆
142	SR-94	Jamul Indian Village	Intersection improvements at SR-94/Jefferson St/Proctor Valley	0	12.8 M						◆
167	SR-94	Sycuan	Connect residential neighborhoods via a new road east off of Sloane Canyon Road	1	1.3 M						◆
171	SR-94	Jamul Indian Village	Widen SR-94 between Maxfield Rd and reservation boundary	6	7.2 M						◆
175	SR-94	Sycuan	Provide new residential road to access future housing development east of Dehesa Rd south of Quail Haven Ln	1	1.3 M						◆
100a	SR-94	Jamul Indian Village	Lane widening at SR 94 from SR 125 to Avocado Blvd	2.5	86.3 M						
100b	SR-94	Jamul Indian Village	Lane widening at SR 94 from Avocado Blvd to Jamacha Rd	1	51.8 M						
100c	SR-94	Jamul Indian Village	Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd	3	103.5 M						
101a	SR-94	Jamul Indian Village	Shoulder widening; straightening at SR 94 from reservation to Tecate Rd	18	252.0 M			◆			
101b	SR-94	Jamul Indian Village	Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing	1	15.8 M						◆
Total roadway projects cost: \$ 4,197.2 M											

Table 2.2 – Transit projects

Project number	Corridor	Tribe	Project description	Capital cost	Operations and maintenance cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
6	I-8 East	Campo	Service: continuous stop at Golden Acre Casino	0.2 M	0.6 M						◆
7	I-8 East	Campo	Service: continuous stops	0.2 M	0.6 M						◆
10	I-8 East	La Posta	Service: 7-day transit service	0.2 M	0.5 M						◆
16	I-8 West	Barona	Rideshare service: add rideshare service	0.0 M	0.1 M						◆
17	I-8 West	Barona	Vanpool program: vanpool program at casino	0.0 M	0.1 M						◆
31	I-8 West	Viejas	Vanpool program: vanpool program at casino	0.0 M	0.1 M						◆
32	I-8 West	Viejas	Service: enhanced Route 864	0.5 M	2.9 M						◆
41	SR-76	Pala	Rideshare: ridesharing or shuttles for casino employees	0.2 M	0.5 M						◆
51	SR-76	Rincon	Increased transit service on Route 388	0.3 M	2.6 M						◆
65	SR-76	San Pasqual	New bus stop at Wohlford Rd and Kumeyaay Way	0.2 M	0.5 M						◆
66	SR-76	San Pasqual	New bus stop at government center	0.2 M	0.4 M						◆
79	SR-76	La Jolla	New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79	0.2 M	0.8 M						◆
80	SR-76	La Jolla	Connection to high speed rail station location to be determined	0.2 M	0.8 M						◆
82	SR-76	La Jolla	Vanpool / shuttle	0.0 M	0.1 M						◆
87	SR-79	Santa Ysabel	New bus stop at tribal government facility	0.2 M	0.2 M						◆

Project number	Corridor	Tribe	Project description	Capital cost	Operations and maintenance cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
104	SR-94	Jamul Indian Village	Rideshare program: rideshare program at casino	0.0 M	0.1 M						◆
105	SR-94	Jamul Indian Village	New bus stop: bus stop at gaming facility; express service to downtown	0.2 M	0.2 M						◆
115	SR-79	Mesa Grande	Rideshare service on Black Canyon Road	0.0 M	0.1 M						◆
122	I-8 West	Manzanita	Rideshare service: improve access to employment centers and local destinations	0.0 M	0.1 M						◆
127	SR-79	Los Coyotes	Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall	0.0 M	0.1 M						◆
157	I-8 West	Viejas	Convert existing shuttle fleet to EV	6.9 M	0.1 M						◆
161	I-8 West	Ewiiapaayp Band of Kumey	Update transit fleet to EV	6.9 M	0.1 M						◆
186	SR-76	San Pasqual	Convert some of the existing approximate 20 vehicle fleet to EV	23.0 M	0.4 M						◆
188	SR-76	San Pasqual	Implement E-bikes and NEV infrastructure	0.2 M	0.8 M						◆
164	I-8 West	Ewiiapaayp Band of Kumey	Provide shuttles stop to clinic on Willows Rd	0.2 M	0.8 M						◆
165	I-8 West	Ewiiapaayp Band of Kumey	Improve frequency of transit stops at Little Ewiiapaayp	0.2 M	0.8 M						◆
187	SR-76	San Pasqual	Implement a tribal microtransit system to transport community members to key destinations	0.2 M	0.8 M						◆

Project number	Corridor	Tribe	Project description	Capital cost	Operations and maintenance cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
189	SR-76	San Pasqual	Construct new bus turnaround to promote pedestrian safety near school zone at N Lake Wohlford Rd/ Kumeyaay Way	0.8 M	0.0 M						◆
Total transit projects capital cost: \$40.8 M											
Total transit projects O&M cost: \$15.1 M											

Table 2.3 – Active transportation projects

Project number	Corridor	Tribes	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
1	I-8 East	Campo	Add bike lane at Church Rd from SR 80 to SR 94	4	55.0 M			◆			
4	I-8 East	Campo	Add sidewalk at Church Rd from SR 80 to SR 94	4	0.1 M						◆
8	I-8 East	La Posta	ATV trails: construct for safe movement through reservation	0	0.1 M						◆
128	SR-76	Pala	Pedestrian bridge on Henderson Road between cemetery and sports complex	0	4.0 M						◆
49	SR-76	Rincon	Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd	5	75.0 M						◆
52	SR-76	San Pasqual	Construct trail at Oos Rd from East Canal Rd to East Canal Rd	1	0.6 M						◆
53	SR-76	San Pasqual	Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd	2	0.4 M						◆
54	SR-76	San Pasqual	Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd	1	0.6 M						◆
55	SR-76	San Pasqual	Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path	1	0.6 M						◆
56	SR-76	San Pasqual	Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way	13	7.5 M						◆
57	SR-76	San Pasqual	Construct trail at Nyemii Pass Place from west end to casino	13	7.5 M						◆
67	SR-76	La Jolla	Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd	19	127.5 M					◆	
83	SR-79	Santa Ysabel	Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd	16	255.0 M	◆				◆	

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
88	SR-94	Jamul Indian Village	Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr	7	90.0 M		◆			◆	
89	SR-94	Sycuan	Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd	5	69.0 M						◆
90	SR-94	Jamul Indian Village	Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr	1	15.0 M						◆
112	SR-79	Mesa Grande	Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd	13	195.0 M						◆
117	SR-79	Mesa Grande	Trail improvements from Casner Rd to Santa Ysabel Creek	8	5.3 M						◆
132	SR-76	Pala	Construct sidewalk, ramps, and crosswalk improvements at the intersection of Pala Mission Road/Pala Temacula Road	0	1.4 M						◆
133	SR-76	Pala	Add enhanced crosswalks at Pala Mission Rd/Pala Mission Circle	0	0.6 M						◆
134	SR-76	Pala	Add enhanced crosswalks at Pala Temecula Rd/Robles Rd	0	0.6 M						◆
168	I-8 West	Barona	Add bike lane along Wildcat Canyon Rd between Willow Rd and San Vicente Rd	13	6.5 M						◆
169	SR-94	Jamul Indian Village	Implement Class I bicycle facility along SR-94 between Jamacha Rd and the southeastern Jamul-Dulzura community boundary	6	40.7 M						◆
181	SR-76	San Pasqual	Construct trail along N Lake Wohlford Rd between Kumeyaay Wy and Valley Center Rd	2	1.1 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
34a	SR-76	Pala	Add bike lane and sidewalks along Pala Mission Rd / Temecula Rd from Arouba to SR 76	3	50.7 M						◆
34b	SR-76	Pala	Add bike lane at SR 76 from west reservation boundary to east reservation boundary	3	40.0 M			◆		◆	
86a	SR-79	Santa Ysabel	Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79	9	13.5 M						◆
86b	SR-79	Santa Ysabel	Add sidewalk at SR 79 from BIA 52 to BIA 52	2	3.0 M						◆
Total active transportation projects cost: \$1,071.8 M											

Table 2.4 – Emerging technology projects

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
81	SR-76	La Jolla	Electric vehicle plug-ins	0	0.2 M						◆
155	SR-79	Santa Ysabel	Install fiber optic system	25	31.3 M						◆
156	I-8 West	Viejas	Install EV charging stations	0	1.6 M						◆
158	I-8 West	Viejas	Install mobility hub enhancements including signage, at the El Cajon Trolley Station to connect travelers during the last mile	0	5.5 M						◆

Project number	Corridor	Tribe	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
162	I-8 West	Ewiiapaayp Band of Kumey	Install EV charging stations near clinic on Willows Rd	0	1.1 M						◆
163	I-8 West	Ewiiapaayp Band of Kumey	Implement broadband connections and electrification of reservation	0	31.3 M						◆
185	SR-76	San Pasqual	Create a designated mobility hub to provide service for reservation at Lake Wohlford Rd/Valley Center Rd	0	5.5 M						◆
190	I-8 West	Barona	Install EV charging stations	0	1.6 M						◆
Total active transportation projects cost: \$78.0 M											

Amendments and changes to currently planned active transportation projects

18	I-8 West	Capitan Grande	Reduce and restrict access to reservation roads. Any trails that will cross over reservation lands should be removed or re-routed.	0	\$0 M						◆
19	I-8 West	Capitan Grande	Opposed planned trail development on tribal territory north of the reservoir	0	\$0 M						◆
20	I-8 West	Capitan Grande	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 M						◆
22	I-8 West	Viejas	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 M						◆
23	I-8 West	Viejas	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 M						◆
Total active transportation projects amendment cost: \$0 M											

Project summaries by corridor

Projects that were reported during the 2021 Strategy Update were organized by corridor in the following tables:

- SR 79 corridor (Table 2.5)
- SR 76 corridor (Table 2.6)
- I-8 east corridor (Table 2.7)
- I-8 west corridor (Table 2.8)
- SR 94 corridor (Table 2.9)

Table 2.5 – SR 79 corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
83	Santa Ysabel	Active Transportation	Add bike lane at SR 78 / SR 79 from Deer Canyon Dr to San Felipe Rd	16	255.0 M	◆				◆	
112	Mesa Grande	Active Transportation	Bike lane; shoulder widening; paving at Black Canyon Rd from Pile St to Mesa Grande Rd	13	195.0 M						◆
117	Mesa Grande	Active Transportation	Trail improvements from Casner Rd to Santa Ysabel Creek	8	5.3 M						◆
86a	Santa Ysabel	Active Transportation	Add sidewalk at Schoolhouse Canyon Rd / BIA 52 from SR 79 to SR 79	9	13.5 M						◆
86b	Santa Ysabel	Active Transportation	Add sidewalk at SR 79 from BIA 52 to BIA 52	2	3.0 M						◆
155	Santa Ysabel	Emerging Technology	Install fiber optic system	25	31.3 M						◆
84	Santa Ysabel	Roadway	Turn lanes at SR 79 / Schoolhouse Canyon Rd	0	1.0 M	◆		◆			
85	Santa Ysabel	Roadway	Turn lanes at SR 78 / Deer Canyon Dr	4	4.2 M						◆
113	Mesa Grande	Roadway	Add traffic signal at Rancho Ballena Rd / SR 78	0	0.8 M	◆	◆				

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
114	Mesa Grande	Roadway	Paving at Rancho Ballena Rd from SR 78 to Tribe	1	12.8 M						◆
116	Mesa Grande	Roadway	Signage; safety at Black Canyon Road from Pile St to Mesa Grande Rd	13	3.8 M						◆
123	Los Coyotes	Roadway	Fill cracks; re-stripe at Camino San Ignacio from Camino Ortega to Sukat Rd	7	60.0 M						◆
124	Los Coyotes	Roadway	Drainage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	7	6.0 M						◆
125	Los Coyotes	Roadway	Signage improvements at Camino San Ignacio from Camino Ortega to Sukat Rd	0	0.1 M						◆
126	Los Coyotes	Roadway	Shoulder reconstruction at Camino San Ignacio from Camino Ortega to Sukat Rd	7	10.5 M						◆
145	Santa Ysabel	Roadway	Construct left/right turn lanes at SR-79/Epie Rd	1	0.1 M						◆
146	Santa Ysabel	Roadway	Construct left/right turn lanes at SR-79/Driveway 0.26 miles north of Epie Hill Rd	1	0.1 M						◆
147	Santa Ysabel	Roadway	Construct left/right turn lanes at SR-79/SR-76/ Beresford Ln	1	0.1 M						◆
148	Santa Ysabel	Roadway	Install mile marker signage at SR-79/Angels Crossing	0	0.1 M						◆
149	Santa Ysabel	Roadway	Construct left/right turn lanes at Mesa Grande Rd/ Angel Mountain Rd	1	0.1 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
150	Santa Ysabel	Roadway	Construct intersection improvements including adding left/right turn lanes at SR-79/Santa Ysabel Mission Driveway	0	0.1 M						◆
151	Santa Ysabel	Roadway	Add speed feedback signage at SR-79/Santa Ysabel Mission Driveway	0	0.1 M						◆
152	Santa Ysabel	Roadway	Construct left/right turn lanes at Mesa Grande Rd/ Quail Springs Rd	1	0.1 M						◆
153	Santa Ysabel	Roadway	Install wayfinding signage along Mesa Grande Rd	0	0.1 M						◆
154	Santa Ysabel	Roadway	Install "slow down" signage and fire department signage approaching Mesa Grande Rd/Mesa Truck Trail	0	0.1 M						◆
174	Mesa Grande	Roadway	Widen roadway, pave, and update signage along Sutherland Dam Rd between SR-78 and Black Canyon Rd	4	4.8 M						◆
178	Ewiiapaayp Band of Kumey	Roadway	Pave a new roadway	1	1.3 M						◆
179	Ewiiapaayp Band of Kumey	Roadway	Pave a new roadway 0.5 miles south of Alpine Blvd and west of Star Valley Rd	1	1.3 M						◆
180	Ewiiapaayp Band of Kumey	Roadway	Pave Thing Valley Rd between Sunrise Hwy and Morris Ranch rd	8	10.0 M						◆
87	Santa Ysabel	Transit	New bus stop at tribal government facility	0	0.5 M						◆
115	Mesa Grande	Transit	Rideshare service on Black Canyon Road	0	0.1 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
127	Los Coyotes	Transit	Shuttle / rideshare service from Warner Springs Ranch Resort to Los Coyotes Tribal Hall	0	0.1 M						◆

Table 2.6 – SR 76 corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
49	Rincon	Active Transportation	Traffic calming; add bike lane at Valley Center Rd from SR 76 to North Lake Wohlford Rd	5	75.0 M						◆
52	San Pasqual	Active Transportation	Construct trail at Oos Rd from East Canal Rd to East Canal Rd	1	0.6 M						◆
53	San Pasqual	Active Transportation	Construct trail at Canal Rd from east of water tank to Paradise Mountain Rd	2	0.4 M						◆
54	San Pasqual	Active Transportation	Construct trail at Kunyaaw Path from Kunyaaw Path to Cool Water Ranch Rd	1	0.6 M						◆
55	San Pasqual	Active Transportation	Construct trail at Kunyaaw Path / Kumeyaay Way / Lake Wohlford Rd along Kunyaaw Path	1	0.6 M						◆
56	San Pasqual	Active Transportation	Construct trail at San Pasqual Rd from Nyemii Pass to Kumeyaay Way	13	7.5 M						◆
57	San Pasqual	Active Transportation	Construct trail at Nyemii Pass Place from west end to casino	13	7.5 M						◆
67	La Jolla	Active Transportation	Shoulder widening; add bike lane at SR 76 from SR 79 to Valley Center Rd	19	127.5 M					◆	
128	Pala	Active Transportation	Pedestrian bridge on Henderson Road between cemetery and sports complex	0	4.0 M						◆
132	Pala	Active Transportation	Construct sidewalk, ramps, and crosswalk improvements at the intersection of Pala Mission Road/Pala Temcula Road	0	1.4 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
133	Pala	Active Transportation	Add enhanced crosswalks at Pala Mission Rd/Pala Mission Circle	0	0.6 M						◆
134	Pala	Active Transportation	Add enhanced crosswalks at Pala Temecula Rd/Robles Rd	0	0.6 M						◆
181	San Pasqual	Active Transportation	Construct trail along N Lake Wohlford Rd between Kumeyaay Wy and Valley Center Rd	2	1.1 M						◆
34a	Pala	Active Transportation	Add bike lane and sidewalks along Pala Mission Rd / Temecula Rd from Arouba to SR 76	3	50.7 M						◆
34b	Pala	Active Transportation	Add bike lane at SR 76 from west reservation boundary to east reservation boundary	3	40.0 M			◆		◆	
81	La Jolla	Emerging Technology	Electric vehicle plug-ins	0	0.2 M						◆
185	San Pasqual	Emerging Technology	Create a designated mobility hub to provide service for reservation at Lake Wohlford Rd/Valley Center Rd	0	5.5 M						◆
35	Pala	Roadway	Bridge construction at San Luis Rey River Bridge	0	17.3 M						◆
36	Pala	Roadway	Add turn lanes at SR 76 / Magee Rd / Pala Raceway	0	2.3 M				◆		
37	Pala	Roadway	Paving at various roads	1	12.8 M						◆
38	Pala	Roadway	Paving at Lilac Rd / Lilac Rd extension from SR 76 to reservation boundary	2	12.8 M					◆	
39	Pala	Roadway	Paving at various roads	1	12.8 M						◆
42	Pauma	Roadway	General roadway improvements at Adams Dr from Adams Dr to Reservation Rd	1	0.6 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
43	Pauma	Roadway	General roadway improvements at Reservation Rd from Reservation Rd to Pala Rd	1	12.8 M						◆
44	Pauma	Roadway	Add turn lane at SR 76 / Pauma Reservation Rd	0	1.0 M			◆			
45	Pauma	Roadway	Street lights at Reservation Rd from Pala Rd to Reservation Rd	1	0.7 M						◆
46	Pauma	Roadway	Traffic signal at Cole Grade Rd / SR 76	0	0.9 M						◆
48	Rincon	Roadway	Safety at SR 76 from Pala Casino to just west of Rice Canyon Rd	4	1.0 M			◆		◆	
50	Rincon	Roadway	Safety at Charter School near school zone	0	0.0 M						◆
60	San Pasqual	Roadway	Turn lanes at Lake Wohlford Rd from Valley Center Road to Valley Center Road / S 6	8	225.0 M					◆	
61	San Pasqual	Roadway	Shoulder widening at Woods Valley Rd from Valley Center Rd to Lake Wohlford Rd	4	57.0 M						◆
63	San Pasqual	Roadway	Shoulder widening at Paradise Mountain Rd from Canal Rd to Paradise Meadow Lane	2	25.5 M					◆	
64	San Pasqual	Roadway	Signage and lighting at various locations	0	0.3 M						◆
68	La Jolla	Roadway	Straighten, widen, shoulders, lighting, fiber at SR 76 from SR 79 to Valley Center Rd	19	693.0 M		◆	◆			
69	La Jolla	Roadway	Roundabout / traffic calming at Senge Oaks Rd / SR 76	0	3.5 M						◆
70	La Jolla	Roadway	Roundabout/traffic calming at Palomar Mountain Rd / SR 76	0	6.0 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
71	Rincon	Roadway	Widen shoulders at Valley Center Rd from Lake Wohlford to SR 76	5	26.3 M						◆
72	La Jolla	Roadway	Signage, lighting at all intersections	0	3.0 M						◆
73	La Jolla	Roadway	Gateway feature at Mesa Truck Trail / SR 76	0	0.0 M						◆
74	La Jolla	Roadway	Gateway feature at Harolds Rd / SR 76	0	0.0 M						◆
75	La Jolla	Roadway	Paving at Campground Rd from SR 76 to zip-line tower	2	12.8 M						◆
77	La Jolla	Roadway	Planning: trucking / freight study, speed and traffic study at SR 76 from SR 79 to Valley Center Rd	0	0.1 M						◆
78	La Jolla	Roadway	Planning: develop address system	0	0.1 M						◆
107	La Jolla	Roadway	Straightening at SR 76 from Harolds Rd to Pauma Ranch Rd	1	21.0 M			◆			
108	Pala	Roadway	Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation	4	60.0 M			◆			
109	Pala	Roadway	Intersection improvements at SR 76 / Pala Mission Rd	0	1.0 M			◆			
110	Pala	Roadway	Intersection improvements at Pala Mission Rd / Pala Temecula Rd	0	0.8 M						◆
111	Pala	Roadway	Safety at Pala Temecula Rd	0	0.1 M						◆
129	Pala	Roadway	Construct bridge or box culvert over Trujillo Creek along Pala Mission Road	0	7.0 M						◆
130	Pala	Roadway	Construct bridge or box culvert over Pala Creek along Pala Mission Road	0	7.0 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
131	Pala	Roadway	Construct bridge or box culvert over Pala Creek along Pala Temecula Road	0	7.0 M						◆
143	Pala	Roadway	Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes	0	0.2 M						◆
144	Pala	Roadway	Add traffic control signage at residential intersections along Pala Mission Road	0	0.1 M						◆
173	La Jolla	Roadway	Widen SR-76 between SR-79 and Valley Center Rd	20	24.0 M						◆
176	Pala	Roadway	Widen shoulders along SR-76 to enhance safety for emergency response vehicles	4	4.8 M						◆
177	Pala	Roadway	Drainage Improvements along Pala-Temecula Road between Arouba and SR-76	2	2.5 M						◆
182	San Pasqual	Roadway	Designate Lake Wohlford as a truck route and incorporate signage and pavement improvements such as rumble strips	8	10.3 M						◆
183	San Pasqual	Roadway	Straighten Curves along Duro Road	4	60.0 M						◆
184	San Pasqual	Roadway	Straighten curves Kunyaaw Path between Kewaak Wy and Old San Pasqual Rd	1	15.8 M						◆
58	San Pasqual	Roadway	Realign intersection at Canal Rd / Paradise Mountain Rd	0	2.7 M						◆
58b	San Pasqual	Roadway	Restripe roadway and install signage improvements at Canal Rd / Paradise Mountain Rd	2	0.2 M						◆
62b	San Pasqual	Roadway	Shoulder widening at Valley Center Rd from Cole Grade Rd to Lake Wohlford Rd	2	23.0 M						◆

Project number	Tribes	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
41	Pala	Transit	Rideshare: ridesharing or shuttles for casino employees	0	0.7 M						◆
51	Rincon	Transit	Increased transit service on Route 388	0	2.9 M						◆
65	San Pasqual	Transit	New bus stop at Wohlford Rd and Kumeyaay Way	0	0.8 M						◆
66	San Pasqual	Transit	New bus stop at government center	0	0.6 M						◆
79	La Jolla	Transit	New transit service: fixed route on SR 76 connecting service between Valley Center Rd and SR 79	0	1.0 M						◆
80	La Jolla	Transit	Connection to high speed rail station location to be determined	0	1.0 M						◆
82	La Jolla	Transit	Vanpool / shuttle	0	0.1 M						◆
186	San Pasqual	Transit	Convert some of the existing approximate 20 vehicle fleet to EV	0	23.4 M						◆
187	San Pasqual	Transit	Implement a tribal microtransit system to transport community members to key destinations	0	1.0 M						◆

SR 76 corridor - completed projects

59	San Pasqual	Roadway	Turn lanes at Duro Rd / Lake Wohlford Rd	0	--					◆	
76	La Jolla	Roadway	Paving at Church Rd from BIA Rd 40 to SR 76	1	--						◆
47	Rincon	Roadway	Roundabout at SR 76 / Valley Center Road	0	--						◆
62a	San Pasqual	Roadway	Shoulder widening at Valley Center Rd from Cole Grade Rd to 3/4 mi east of Cole Grade Rd	1	--						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
188	San Pasqual	Transit	Implement E-bikes and NEV infrastructure	0	1.0 M						◆
189	San Pasqual	Transit	Construct new bus turnaround to promote pedestrian safety near school zone at N Lake Wohlford Rd/ Kumeyaay Way	1	0.8 M						◆

Table 2.7 – I-8 east corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
1	Campo	Active Transportation	Add bike lane at Church Rd from SR 80 to SR 94	4	55.0 M			◆			
4	Campo	Active Transportation	Add sidewalk at Church Rd from SR 80 to SR 94	4	0.1 M						◆
8	La Posta	Active Transportation	ATV trails: construct for safe movement through reservation	0	0.1 M						◆
3	Campo	Roadway	Realignment at Golden Acre Way / SR 80	0	1.5 M						◆
5	Campo	Roadway	Signage and lighting at Church Rd / SR 80	0	0.1 M						◆
9	La Posta	Roadway	Shoulder widening; safety improvements; evacuation at Crestwood Rd from Tusil Rd to Blackwood Rd	3	4.5 M						◆
2a	Campo	Roadway	Improve drainage at I-8 along reservation boundary	3	4.5 M	◆					
2b	Campo	Roadway	Improve drainage at SR 94 from reservation boundary to reservation boundary	3	4.5 M	◆					
2c	Campo	Roadway	Improve drainage at all roads	54	81.0 M						◆
6	Campo	Transit	Service: continuous stop at Golden Acre Casino	0	0.7 M						◆
7	Campo	Transit	Service: continuous stops	0	0.7 M						◆
10	La Posta	Transit	Service: 7-day transit service	0	0.7 M						◆

Table 2.8 – I-8 west corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
168	Barona	Active Transportation	Add bike lane along Wildcat Canyon Rd between Willow Rd and San Vicente Rd	13	6.5 M						◆
156	Viejas	Emerging Technology	Install EV charging stations	0	1.6 M						◆
158	Viejas	Emerging Technology	Install mobility hub enhancements including signage, at the El Cajon Trolley Station to connect travelers during the last mile	0	5.5 M						◆
162	Ewiiapaayp Band of Kumey	Emerging Technology	Install EV charging stations near clinic on Willows Rd	0	1.1 M						◆
163	Ewiiapaayp Band of Kumey	Emerging Technology	Implement broadband connections and electrification of reservation	0	31.3 M						◆
190	Barona	Emerging Technology	Install EV charging stations	0	1.6 M						◆
11	Barona	Roadway	Intersection improvements at SR 67 / Mapleview Rd	0	45.0 M						◆
13	Barona	Roadway	Shoulder widening; repairs at Wildcat Canyon Rd from Willow Rd to San Vicente Rd	12	27.0 M						◆
14	Barona	Roadway	Lane widening; straightening at Ashwood Rd from Mapleview Rd to Willow Rd	1	28.5 M				◆		
15	Barona	Roadway	Signal at Willow Rd / Ashwood Rd	0	1.2 M				◆		
21	Viejas	Roadway	Bridge repair at Willows Rd	0	16.5 M						◆
24	Viejas	Roadway	Add shoulders at Browns Rd from Viejas Grade Rd to Willows Rd	4	57.0 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
25	Viejas	Roadway	Interchange improvements at I-8 / West Willows Rd interchange	0	11.0 M	◆	◆	◆			
26	Viejas	Roadway	Interchange improvements at I-8 / East Willows Rd interchange	0	11.0 M	◆	◆	◆			
27	Viejas	Roadway	New interchange at I-8 / Casa De Roca Way	0	22.5 M						◆
28	Viejas	Roadway	Reconstruction at Viejas Grande Rd from Willows Rd to Conejos Valley Rd	3	138.0 M						◆
29	Viejas	Roadway	Lane widening at Willows Rd from West Willow Rd interchange to East Willow Rd interchange	3	75.0 M						◆
33	Ewiiapaayp Band of Kumey	Roadway	Signage at I-8 / Willows Rd WB off-ramp	0	0.0 M	◆	◆				
34	Ewiiapaayp Band of Kumey	Roadway	Signage at I-8 / Willows Rd EB off-ramp	0	0.0 M	◆	◆				
118	Manzanita	Roadway	Interchange improvements at Crestwood Rd / I-8 interchange	0	12.8 M						◆
119	Manzanita	Roadway	Grading; signage at Manzanita Rd / Live Oak Trail from Old Hwy 80 to Manzanita Cottonwood Rd	8	51.0 M						◆
120	Manzanita	Roadway	Grading; signage at Ribbonwood Rd from Old Hwy 80 to Lost Valley Rd	6	37.5 M						◆
121	Manzanita	Roadway	Grading; signage at McCain Valley Rd from Old Hwy 80 to end of McCain Valley Rd	15	97.5 M						◆
159	Ewiiapaayp Band of Kumey	Roadway	Install signage indicating the use of east Willow Rd ramps for casino access	0	0.2 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
160	Ewiiapaayp Band of Kumey	Roadway	Install speed warning signage and pedestrian signage along Willows Rd curve	0	0.1 M						◆

I-8 west corridor - amendments and changes to currently planned projects

18	Capitan Grande	Active Transportation	Reduce and restrict access to reservation roads. Any trails that will cross over reservation lands should be removed or re-routed.	0	\$0 k						◆
19	Capitan Grande	Active Transportation	Oppose planned trail development on tribal territory north of the reservoir	0	\$0 k						◆
20	Capitan Grande	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
22	Viejas	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆
23	Viejas	Active Transportation	Remove trail plan - opposed to facility planned on tribal lands	0	\$0 k						◆

I-8 west corridor - completed projects

30	Viejas	Roadway		0	--						◆
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Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
191	Viejas	Roadway	Replace warning signage approaching 5 horizontal curves, restripe roadway, install rumble strips along Browns Rd between Viejas Grade Rd and Willows Rd	5	0.3 M						◆
12a	Barona	Roadway	Lane widening at SR 67 from Mapleview Rd to Gold Bar Ln	1	65.6 M			◆			
12b	Barona	Roadway	Lane widening at SR 67 from Gold Bar Ln to Dye Rd	14	917.7 M			◆			
16	Barona	Transit	Rideshare service: add rideshare service	0	0.1 M						◆
17	Barona	Transit	Vanpool program: vanpool program at casino	0	0.1 M						◆
31	Viejas	Transit	Vanpool program: vanpool program at casino	0	0.1 M						◆
32	Viejas	Transit	Service: enhanced Route 864	0	3.3 M						◆
122	Manzanita	Transit	Rideshare service: improve access to employment centers and local destinations	0	0.1 M						◆
157	Viejas	Transit	Convert existing shuttle fleet to EV	0	7.0 M						◆
161	Ewiiapaayp Band of Kumey	Transit	Update transit fleet to EV	0	7.0 M						◆
164	Ewiiapaayp Band of Kumey	Transit	Provide shuttles stop to clinic on Willows Rd	0	1.0 M						◆
165	Ewiiapaayp Band of Kumey	Transit	Improve frequency of transit stops at Little Ewiiapaayp	0	1.0 M						◆

Table 2.9 – SR 94 corridor projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
88	Jamul Indian Village	Active Transportation	Add bike lane at Proctor Valley Rd / Melody Rd from SR 94 to Northwoods Dr	7	90.0 M		◆			◆	
89	Sycuan	Active Transportation	Add bike lane at Willow Glen Dr from Dehesa Rd to Jamacha Rd	5	69.0 M						◆
90	Jamul Indian Village	Active Transportation	Add bike lane and sidewalks at Steele Canyon Rd from SR 94 to Willow Glen Dr	1	15.0 M						◆
169	Jamul Indian Village	Active Transportation	Implement Class I bicycle facility along SR-94 between Jamacha Rd and the southeastern Jamul-Dulzura community boundary	6	40.7 M						◆
91	Jamul Indian Village	Roadway	Intersection widening at SR 94 / Jamacha Rd	0	2.3 M		◆				
92	Jamul Indian Village	Roadway	Add acceleration lane at SR 94 / Maxfield Rd	0	2.3 M		◆				
93	Jamul Indian Village	Roadway	Add lane at Willow Glen Dr from Dehesa Rd to Jamacha Blvd	5	127.5 M						◆
94	Jamul Indian Village	Roadway	Add turn lanes at SR 94 / Steele Canyon Rd	0	4.5 M		◆				
95	Jamul Indian Village	Roadway	Add turn lanes at SR 94 / Millar Ranch Rd	0	1.5 M		◆				
96	Jamul Indian Village	Roadway	Intersection improvements at SR 94 / Vista Diego Dr	0	0.8 M		◆		◆	◆	

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
97	Jamul Indian Village	Roadway	Intersection improvements at SR 94 / Melody Rd / Daisy Dr	0	8.0 M		◆	◆			
98	Jamul Indian Village	Roadway	Re-stripe at SR 94 /Jamacha Rd	0	0.1 M		◆				
99	Jamul Indian Village	Roadway	Shoulders at Otay Lakes Rd from SR 94 to Wuseste Rd	9	127.5 M						◆
102	Jamul Indian Village	Roadway	Paving; straightening at Proctor Valley Rd from Echo Valley Rd to Northwoods Dr	5	150.0 M					◆	
103	Jamul Indian Village	Roadway	Install traffic signal at SR 94 / Lyons Valley Rd	0	0.8 M						◆
106	Sycuan	Roadway	Paving at Sycuan Rd from Dehesa Rd to Guard Gate on Sycuan Rd	0	8.7 M						◆
135	Jamul Indian Village	Roadway	Intersection improvements (turn lanes) at SR-94/Vista Sage Ln	0	2.3 M						◆
136	Jamul Indian Village	Roadway	Intersection improvements at SR-94/Indian Springs Dr/ Lyons Valley Rd	0	12.8 M						◆
137	Jamul Indian Village	Roadway	Intersection improvements (intersection widening) at SR-94/Proctor Valley Rd	0	12.8 M						◆
138	Jamul Indian Village	Roadway	Intersection improvements (restripe NB approach) at SR-94/Jamacha Blvd	0	0.1 M						◆
139	Jamul Indian Village	Roadway	Intersection improvements (restripe NB and SB approaches to include TWLTL) at SR-94/Maxfield Rd	0	0.1 M						◆

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
140	Jamul Indian Village	Roadway	Install traffic signal at SR-94/Otay Lakes Rd	0	0.8 M						◆
141	Jamul Indian Village	Roadway	Intersection improvements to address sight distance concerns at SR-94/Honey Spring Rd	0	0.2 M						◆
142	Jamul Indian Village	Roadway	Intersection improvements at SR-94/Jefferson St/ Proctor Valley	0	12.8 M						◆
167	Sycuan	Roadway	Connect residential neighborhoods via a new road east off of Sloane Canyon Road	1	1.3 M						◆
171	Jamul Indian Village	Roadway	Widen SR-94 between Maxfield Rd and reservation boundary	6	7.2 M						◆
175	Sycuan	Roadway	Provide new residential road to access future housing development east of Dehesa Rd south of Quail Haven Ln	1	1.3 M						◆
100a	Jamul Indian Village	Roadway	Lane widening at SR 94 from SR 125 to Avocado Blvd	2.5	86.3 M						
100b	Jamul Indian Village	Roadway	Lane widening at SR 94 from Avocado Blvd to Jamacha Rd	1	51.8 M						
100c	Jamul Indian Village	Roadway	Lane widening at SR 94 from Jamacha Rd to Steele Canyon Rd	3	103.5 M						

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
101a	Jamul Indian Village	Roadway	Shoulder widening; straightening at SR 94 from reservation to Tecate Rd	18	252.0 M			◆			
101b	Jamul Indian Village	Roadway	Shoulder widening; straightening at Tecate Rd from SR 94 to Tecate Border Crossing	1	15.8 M						◆
104	Jamul Indian Village	Transit	Rideshare program: rideshare program at casino	0	0.1 M						◆
105	Jamul Indian Village	Transit	New bus stop: bus stop at gaming facility; express service to downtown	0	0.5 M						◆

Tribal Early Action Projects

Projects that were identified as tribal early action projects during the 2021 Strategy Update are indicated in Table 2.10. Tribal early action projects are projects identified as potential projects for accelerated funding opportunities. The process to identify the tribal early action projects consisted of the following:

- Compiled potential project list using:
 - 2021 Regional Plan Rual Corridors (contains projects from the 2018 Strategy)
 - North-South Tribal Corridor List (projects identified by the Tribal Working Group in February 2020 for the the north and south subregions)
 - Query of projects in the project screening tool that are related to safety
- Developed 6 tactics to select projects
- Refine project list using a higher to lower scale after considering the following factors:
 - Potential Tribe Impact
 - Potential Environmental Issues
 - Potential Right-of-Way Concerns
 - Funding Resources Availability
 - Potential Outside Funding Sources
 - Previous Recommendation from Taskforce
- Review and discussion with tribal task force members

Details and material developed to identify the tribal early action projects can be found in Appendix A6.

Table 2.10 – Tribal early action projects

Project number	Tribe	Mode	Project description	Miles	Total cost	Caltrans State Highway Operations and Protection Program	Caltrans District Systems Management Plan	The Regional Plan	County of San Diego CIP	County of San Diego General Plan	None
5	Campo	Roadway	Signage and lighting at Church Rd / SR 80	0	0.1 M						◆
25	Viejas	Roadway	Interchange improvements at I-8 / West Willows Rd interchange	0	11.0 M	◆	◆	◆			
108	Pala	Roadway	Straighten curves at SR 76 from Rice Canyon Rd to Pala Reservation	4	60.0 M			◆			
109	Pala	Roadway	Intersection improvements at SR 76 / Pala Mission Rd	0	1.0 M			◆			

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Cost estimating process for projects in the 2021 Strategy Update

The development of the planning level costs estimates for the 2021 Strategy Update consisted of the following phases and steps.

Previously identified projects in the 2018 Strategy

For previously identified projects in the 2018 Strategy, the previously developed planning level cost estimates were utilized and adjusted to current dollars using the steps outlined below:

- Utilize the previously developed costs in 2018 and adjust to current dollars using the **Caltrans Construction Cost Index (CCI)**
- Review modifications made to projects from the 2018 Strategy and update cost elements associated with each modified project including project lengths, project description, and project type
- Review updated cost elements and adjust the cost estimate based on the methodology outlined for new projects recommended

2021 Regional Plan projects

For projects identified in the 2021 Regional Plan under the Rural Corridor improvements, the costs were taken from the 2021 Regional Plan.

New projects recommended

For new projects identified during the 2021 Strategy Update, a similar process for developing planning level cost estimates was utilized. Each new project recommendation was reviewed to identify cost elements associated with each new project including project lengths, project description and project type. The basis for the project planning level cost estimates is described by project type.

Cost estimating for roadway improvement projects

Local or county routes

Roadway improvement costs were developed using the County of San Diego's unit price list for construction projects and when applicable, construction costs assumed in the County of San Diego Transportation Impact Fee (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 costs 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 depend 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, as well as cost estimate values taken from The Regional Plan (October 2015).

Inflation adjustments

Where applicable, the 2012 unit costs were adjusted for inflation, using Caltrans Price Index for Selected Highway Construction Items Fourth Quarter ending December 31, 2021, which was assembled using the 2020 base year. The Price Index is based on quarterly data of bids opened in the specified quarter and provides the quarterly index and last 12 months' index for the current and previous years.

The adjustment of unit costs utilized the last 12 months' index in the fourth quarter of 2021 and 2021. In the fourth quarter of 2012, the last 12 months' index was 49.8 (on a scale of 100, with 2020 prices being 100 on the scale). In the fourth quarter of 2021, the price index was 82.10, which indicates a difference of 32.3 in the price index between 2012 and 2021. To be conservative, costs were increased by 50 percent to reflect inflation.

Cost estimating for 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 one to 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 depended on whether the service was an extension of the San Diego MTS or NCTD service, or provided through a private operator.

New transit stop

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

Cost estimating for transit projects

Active transportation costs were developed for bike lanes, sidewalks, and trails

Cost estimating for emerging technology projects

Emerging technology costs were developed for electric-vehicle charging and mobility hub improvements.

2.3. Agency processes

Information in this section, which describes federal transportation agencies, funding sources, and administration of TTP funding, was obtained in large part from the Tribal Transportation Program Delivery Guide - 2017. This guide explains terms, roles and responsibilities, and provisions for the tribes, FHWA, and BIA as outlined in the Tribal Transportation Program Agreement (TTPA).

Federal agencies

Federal Highway Administration

Although the majority of highways are owned by state, local, and tribal governments, the FHWA provides financial and technical resources to construct, improve, and maintain the highway system while keeping safety and the latest technologies in mind. Fuel and motor vehicle excise taxes fund the FHWA's budget, which mainly focuses projects into two programs: (1) Federal-aid funding for state and local government projects, and (2) Federal Lands Highway (FLH) funding for the TTP and projects on national park, national forest, tribal, and other federal lands.

Federal Lands Highways

The FHWA TTP's headquarters are based in Washington DC with team members in Sacramento, CA; Lakewood, CO; Santa Fe, NM; Sterling, VA; and Vancouver, WA. Tribal coordinators work with tribes who have a FHWA TTPA and coordinate various functions of the TTP program with BIA TTP personnel such as field visits to tribes.

Bureau of Indian Affairs

As an agency of the U.S. Department of the Interior (DOI), the BIA is responsible for administering and managing approximately 66 million acres of American Indian, Indian tribe, and Alaska native trust land. The BIA is organized into 12 regions and serves approximately 1.9 million American Indians and Alaska natives belonging to 564 federally-recognized tribes. Each region has a TTP component that for roads located on or leading to reservations and tribal lands.

Tribal Transportation Program

The TTP's goal is to provide safe and sufficient access to and within tribal reservations, lands, and communities. The TTP seeks to contribute to tribes' economic development, self-determination, and employment. More information on this funding program is provided at flh.fhwa.dot.gov/programs/ttp/.

Since TTP funds are federal funds, tribes are limited on types and amounts of spending. Tribes can use TTP funds for planning and design activities, and/or construction and maintenance activities.

The following sections discuss the major set-aside funding available for transportation projects from this program, and potential applicable projects.

TTP safety funds

Under the FAST Act, 2 percent of available annual TTP funds are reserved to address transportation safety issues. Federally-recognized tribes may obtain funds through a competitive, discretionary program. Projects that will prevent/reduce death or serious injuries in transportation-related incidents (such as motor vehicle crashes) are given priority. Transportation-related fatalities and injuries are higher and have more severe impacts on quality of life on tribal lands compared with the rest of the country. FHWA encourages tribes to develop strategic transportation safety plans to address safety needs in their communities.

The TTP Safety Fund under the FAST Act provides funding for transportation safety plans, crash data improvement, road safety audits, and other infrastructure improvement projects. More information on this program is provided at flh.fhwa.dot.gov/programs/ttp/safety/.

TTP bridge funds

Under the FAST Act, up to 3 percent of available TTP funds are set aside for improving bridges.

Federally-recognized tribes may apply for funds for to plan, design, construct, inspect, replace, rehabilitate, or paint eligible bridges. More information on this program is provided at flh.fhwa.dot.gov/programs/ttp/bridges/.

Tribal transportation planning

Under the FAST Act, up to 2 percent of available TTP funds are set aside for transportation planning which includes long-range transportation plans. These funds can be used to develop project justification.

Tribal transit funds

The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program. The \$5 million competitive grant program requires a 10 percent local match, while the \$30 million formula program does not require a local match.

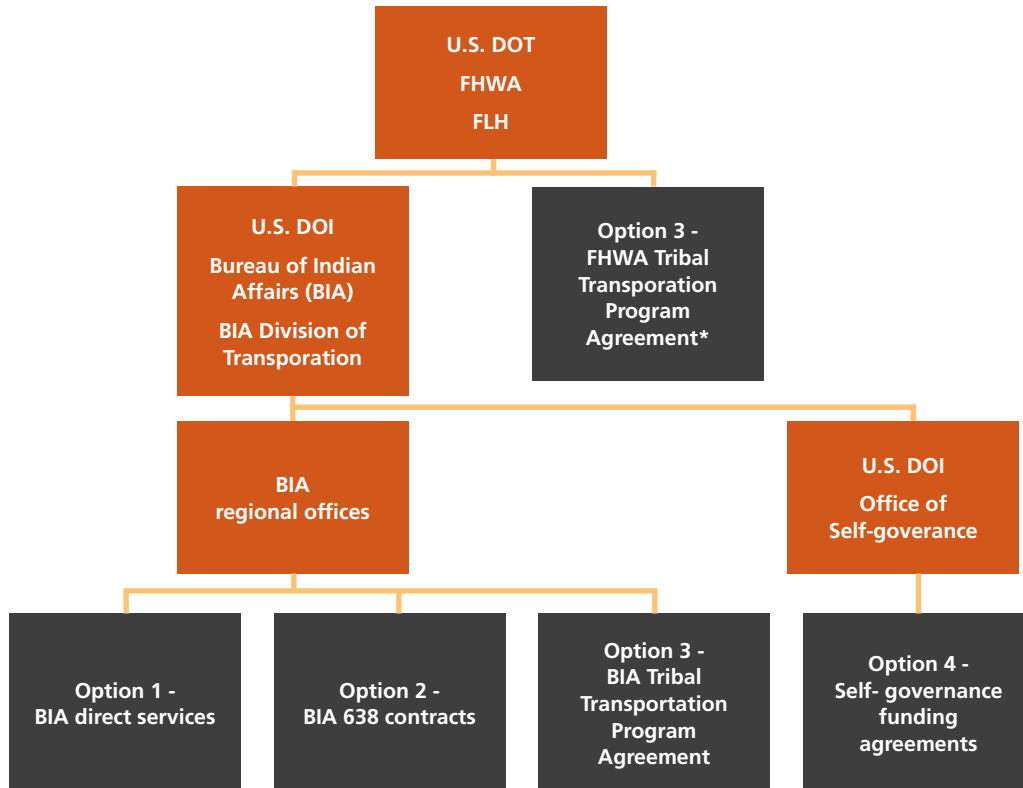
The Tribal Transit Program provides funding to federally-recognized tribes for expenses related to public transit projects in growing rural tribal communities. Eligible projects include capital projects, operating costs for public transportation, and the acquisition of public transportation services. More information on this program can be found at transit.dot.gov/funding/grants/grant-programs/public-transportation-indian-reservations-program-tribal-transit.

Transit projects identified in the Mobility Needs Assessment Survey are summarized in Table 2.3.

Choices in the administration of TTP funding

Tribal governments can choose who will administer their TTP. They can enter a TTPA with either the FHWA or BIA to carry out a road, highway, parkway, bridge, or transit program or projects (see Figure 2.1).

Figure 2.1 – The four TTP delivery options available to tribal governments



*Note: Option 3 - Tribal Transportation Program Agreement; a tribe can enter into a TTPA with either BIA or FHWA.

Source: Tribal Transportation Program Delivery Guide - 2017, U.S. DOT and FHWA

The TTPA allows each tribe to administer its own TTP, which facilitates the following:

- Giving the tribe responsibility for the various functions and duties that the Secretary of the Interior would have performed.
- Fulfilling the statutory requirements of the FAST Act.
- Providing the tribe its share of TTP funds.
- TTP activities included under a TTPA may include:
 - Transportation planning
 - Construction management
 - Program administration
 - Design
 - Construction
 - Road maintenance
 - Tribal-state maintenance agreements
 - Other TTP-eligible activities, such as safety and bridge projects

Subject to funding availability, TTP funding provided through a TTPA is given to the tribe as an annual

lump sum payment. The following requirements apply to TTP funds obtained through a TTPA:

- Funds may be reallocated among projects on the FHWA-approved Tribal Transportation Improvement Program (TTIP).
- TTP funds may be used to meet matching requirements for any transit grant or program, whether federal or non-federal.

Other requirements are described in the Tribal Transportation Program Delivery Guide - 2017.

Federal planning process for project development

As defined in the Code of Federal Regulations, the purpose of transportation planning is to “clearly demonstrate a tribe’s transportation needs and to fulfill tribal goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs.” The long-range transportation plan development process allows entities to analyze infrastructure and identify local and regional multimodal transportation projects, often in conjunction with the state, cities, counties, regional planning organizations, and other stakeholders. A long-range transportation plan is a necessary step to develop a comprehensive tribal priority list or TTIP as a planning tool.

Figure 2.2 summarizes how the long-range transportation plan fits into the overall project development process. Table 2.11 provides guidelines for developing a long-range transportation plan.

Figure 2.2 – Project development process

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Workshop materials



Table 2.11 – Requirements for long-range transportation plans

Code of Federal Regulations section number	Topic	Summary
§170.411	What may a long-range transportation plan include?	<p>A long-range transportation plan may include:</p> <ul style="list-style-type: none"> • An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs; • Trip generation studies, including determination of traffic generators due to land use; • Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion; • Measures that address health and safety concerns relating to transportation improvements; • A review of the existing and proposed transportation system to identify the relationships between transportation and the environment; • Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to tribal cultural preservation; • Scenic byway and tourism plans; • Measures that address energy conservation considerations; • A prioritized list of short and long-term transportation needs; and • An analysis of funding alternatives to implement plan recommendations.
§170.412	How is the tribal IRR long-range transportation plan developed and approved?	<p>The tribal IRR long-range transportation plan is developed by:</p> <ul style="list-style-type: none"> • A tribe working through a self-determination contract or self-governance agreement or other funding sources; or • BIA upon request of, and in consultation with, a tribe. <p>During the development of the IRR long-range transportation plan, the tribe and BIA should jointly conduct a midpoint review.</p> <p>The public reviews a draft IRR long-range transportation plan, as required by §170.413. The plan is further refined to address any issues identified during the public review process. The tribe then approves the IRR long-range transportation plan.</p>

Code of Federal Regulations section number	Topic	Summary
§170.413	What is the public's role in developing the long-range transportation plan?	<p>BIA or the tribe must solicit public involvement. If there are no tribal policies regarding public involvement, a tribe must use the procedures shown below. Public involvement begins at the same time long-range transportation planning begins and covers the range of users, from stakeholders and private citizens to major public and private entities. Public involvement may be handled in either of the following two ways:</p> <p>For public meetings, BIA or a tribe must:</p> <ul style="list-style-type: none"> • Advertise each public meeting in local public newspapers at least 15 days before the meeting date. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; • Provide at the meeting copies of the draft long-range transportation plan; • Provide information on funding and the planning process; and • Provide the public the opportunity to comment, either orally or in writing. <p>For public notices, BIA or a tribe must:</p> <ul style="list-style-type: none"> • Publish a notice in the local and tribal newspapers when the draft long-range transportation plan is complete. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; and • State in the notice that the long-range transportation plan is available for review, where a copy can be obtained, who to contact for questions, where comments may be submitted, and the deadline for submitting comments (normally 30 days).
§ 170.414	How is the tribal long-range transportation plan used and updated?	<p>The tribal government uses its IRR long-range transportation plan in its development of a tribal priority list or TTIP. To be consistent with state and MPO planning practices, the tribe or BIA (for direct service tribes) should:</p> <ul style="list-style-type: none"> • Review the IRR long-range transportation plan annually; and • Update the plan every five years.
§ 170.415	What is pre-project planning?	<p>Pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on IRRTIP. These activities include:</p> <ul style="list-style-type: none"> • Preliminary project cost estimates; • Certification of public involvement; • Consultation and coordination with states and/or MPOs for regionally significant projects; • Preliminary needs assessments; and • Preliminary environmental and archeological reviews. <p>The BIA regional office must work cooperatively with tribal, state, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-IRR program sources and identification of other funding sources to expedite the planning, design, and construction of projects on the IRRTIP.</p>

Source: Legal Information Institute, law.cornell.edu/cfr/text/25/part-170/subpart-D, referenced 3/14/2017

Federal land management collaborative long-range transportation plan

Transportation funding, particularly for tribal communities located in more rural parts of San Diego County, is difficult to accomplish, particularly with limited TTP funding.

A new opportunity to including tribal transportation needs for roadways and other transportation facilities accessing federal lands is the Collaborative Long-Range Transportation Plan (CLRTP), an integrated plan that will incorporate the transportation needs of federal lands into existing statewide, local, and tribal planning processes.

Through interagency coordination, the plan will establish common goals and objectives for maintaining and improving regional transportation systems (including roads/bridges rehabilitation, trails, and transit connector services) that provide public access to, through, and within federal lands. The CLRTP will also identify dual funding opportunities based on projects or needs that mutually benefit tribal governments, federal land management agencies, and state and local agencies.

Contact information

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State processes

Caltrans is responsible for the operation and maintenance of state highway facilities. This chapter provides a strategy to include a transportation project in Caltrans District Service Management Plan (DSMP), which is a long-range, 20-25 year policy planning document, and the State Highway Operation and Protection Program (SHOPP), which is the state's program that funds the repair and preservation of the state highway system (SHS).

The following sections discuss the mission and operation of Caltrans, and more detailed information about the DSMP and SHOPP planning processes. Later in the chapter, more information is provided about strategy steps to include new projects into the next update of the DSMP and SHOPP, and more detailed information about the DSMP and SHOPP planning processes.

The Caltrans mission and vision are:

Mission: Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

Vision: A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork.

Overview of Caltrans planning process for the DSMP

The DSMP is a long-range, 20-25 year policy planning document that describes maintenance, management, and development of the transportation system during the planning horizon. It provides methods to develop multimodal, intermodal, and multijurisdictional system strategies, which are developed in collaboration with Caltrans divisions and districts, MPOs, RTPAs, cities, counties, tribal governments, other partner agencies, and the public. As one of the District's long-range plans, the DSMP guides the development of transportation concept reports (TCRs) and corridor system management plans (CSMPs).

DSMP has three components: District Profile, Management Plan, and Project List.

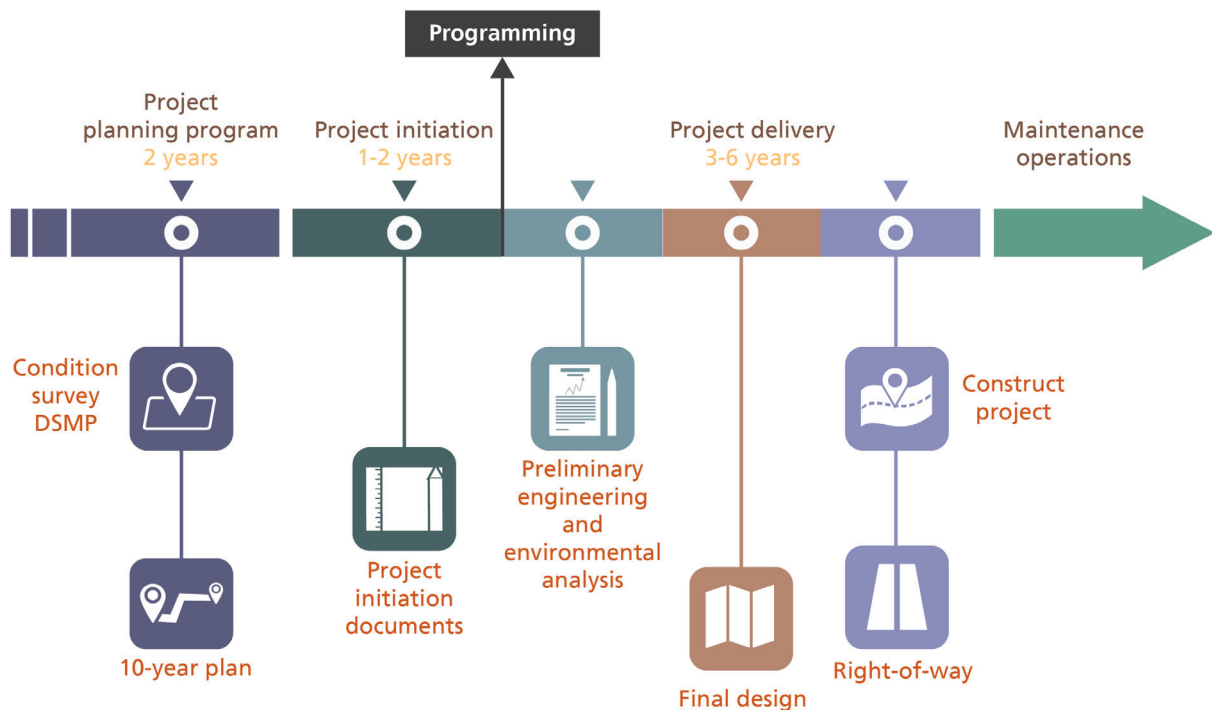
District Profile – The District Profile is a high-level overview of the District's current and future characteristics. It describes SHS routes, the overall transportation system, demographics, land use, transportation partners, planning efforts, and environmental factors.

Management Plan – The Management Plan is guides decision-making within the District. It details each goal and the plan for achieving those goals. It also identifies relevant transportation considerations and strategies to implement.

DSMP Project List – The DSMP Project List presents a District-wide, 20 to 25-year list of multimodal SHS transportation improvements identified in the District CSMPs, TCRs, the Interregional Transportation Strategic Plan (ITSP), RTPs, and local capital improvement programs (CIPs). This provides a current and readily available project list. The DSMP Project List recommends prioritized transportation improvements to include in the Statewide Transportation Improvement Program (STIP) and SHOPP, Project Initiation Document, and other funding documents.

An overview of the project development process is provided in Figure 2.3.

Figure 2.3 – Caltrans project development process



Source: Adapted from Caltrans

Overview of Caltrans planning process for the SHOPP program

The SHOPP funds repair, preservation, safety improvements, and some operational improvements on the approximately 50,000 lane-mile SHS. The SHS includes state-owned roadways, highways, bridges, and associated bicycle and pedestrian facilities, as well as additional infrastructure such as culverts, Intelligent Transportation Systems (ITS), rest areas, and maintenance facilities. The SHOPP also funds mandated project categories such as retrofitting existing SHS facilities to comply with the Americans with Disabilities Act (ADA) and storm water control requirements. The SHOPP reserves funding both for projects whose funding needs cannot be anticipated (such as safety and emergency projects) and projects with a set amount of annual funding. SHOPP funding does not include capital improvements that add capacity (new highway lanes) to the SHS, although auxiliary lanes may be eligible for funding.

Senate Bill 486 requires that Caltrans invest SHOPP funds in an asset management, performance-based manner with a robust implementation. Federal transportation programs are implementing similar performance-based funding criteria and performance targets focused on specific asset classes. The SHOPP is transitioning to this paradigm and will use four asset classes during the first phase of this transition: pavement, bridge, culverts, and traffic system management (TSM).

The SHOPP is the end result of a development cycle that used the DSMP and SHS rehabilitation priorities to prepare the Ten-Year State Highway Operation Protection Program Plan. The new State Highway Management Plan will integrate maintenance, rehabilitation, and operations into a single management plan replacing the ten-year plan, which was an individual silo based approach. The new plan also leads to the Project Initiation phase for programming, which follows the four-year SHOPP cycle. After construction, Caltrans maintenance forces take over the highway and the cycle repeats.

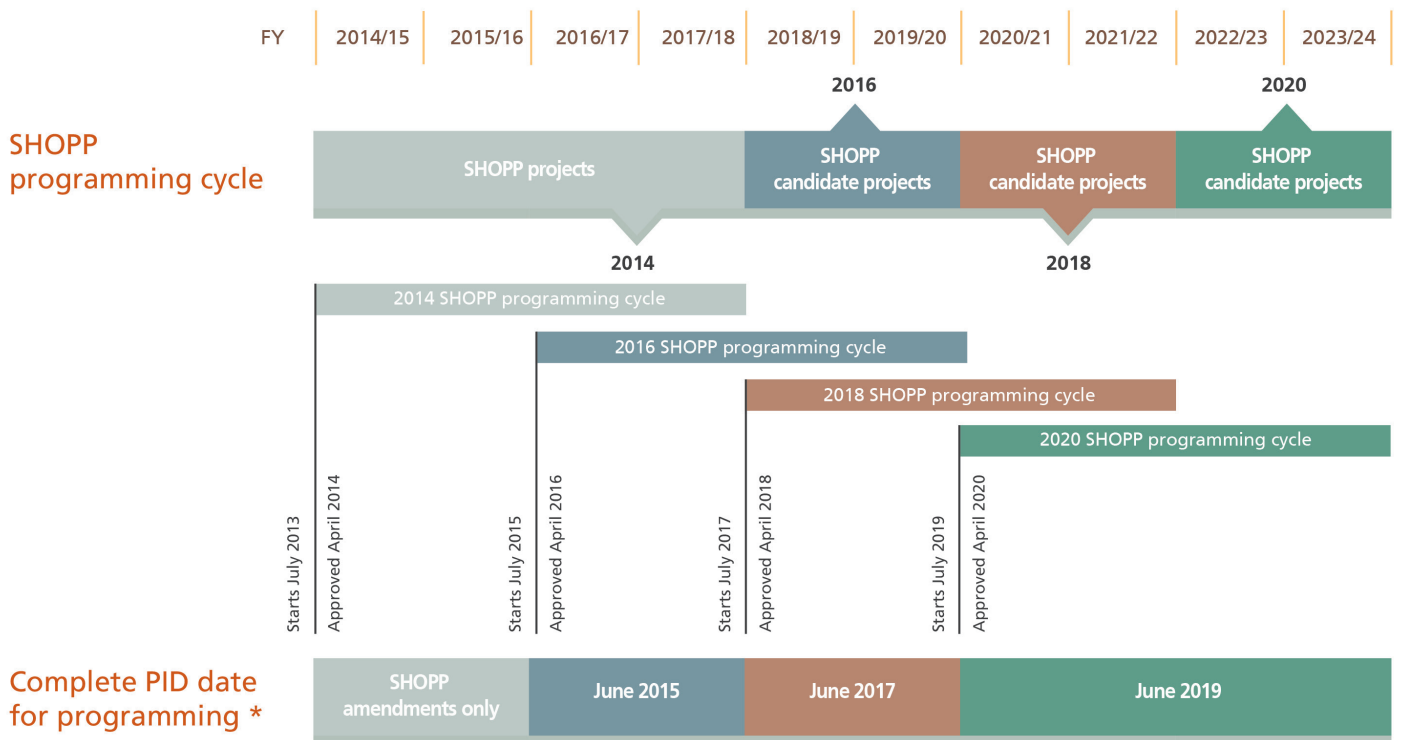
Project categories included in the Proposed 2016 SHOPP program (January 29, 2016) include:

- Major damage restoration
- Collision reduction
- Mandates
- Bridge preservation
- Roadway preservation
- Mobility
- Roadside preservation
- Facilities

SHOPP update process

The SHOPP project list is updated every two years, carrying over projects from the last two years of the previous SHOPP and making them the first two years of projects in the new SHOPP (see the SHOPP cycle in Figure 2.4 below). New projects are programmed in the year the Department estimates the projects can be delivered. Each project has a project initiation document (PID) identifying the project’s scope, performance measures, estimated capital and support costs, and delivery schedule.

Figure 2.4 – SHOPP cycle



* Exception - Projects to be funded from SHOPP reservation via SHOPP amendment process will be handled separately.

Process to add a transportation project to the DSMP and SHOPP

Source: Adapted from Caltrans

To effectively partner with Caltrans to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Define a project that enhances safety and roadway improvements
2. Document analysis of justification
3. Include project in the DSMP
4. Identify smaller, stand-alone safety components of the larger project
5. Secure additional funding sources
6. Include project in the SHOPP

Define a project that enhances safety and roadway improvements – Caltrans manages California's State Route and National Highway System in the state with a focus on the safety and efficiency of this network. Projects that enhance safety or efficiency of the Caltrans network are likely to have one or more of the following features:

- Collision history on highways or interstates
- Highway widening and realignment
- Freight and goods movements
- Improvement of roadway conditions

Tribal communities should focus on these projects that enhance safety and roadway conditions when engaging Caltrans as a potential partner. Projects that add vehicle capacity may be eligible for Caltrans partnership but are unlikely to find significant funding.

One of the keys to using Caltrans partnership to help address specific tribal transportation needs is the inclusion of the project in the DSMP. Projects in the DSMP have the support of Caltrans district-level management and are eligible for Caltrans funding. Inclusion in the DSMP also provides project eligibility for inclusion in the SHOPP and provides documentation of Caltrans support for a project when pursuing other funding opportunities.

Document analysis of justification – Once tribal communities agree on a project not currently in the DSMP that enhances safety or roadway conditions that could be a strong candidate for inclusion in the DSMP, they should undertake a process of project justification to prove safety or condition need. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the state level. For a roadway project, justification may include an analysis of crash data. A roadway condition justification may include a pavement condition index score of segments of the roadway. Justification for a freight project may show existing and future truck traffic.

Include project in the DSMP – This step involves working with Caltrans staff; projects are typically identified through supporting planning or corridor studies.

Identify smaller, stand-alone safety components of the larger project – While it is important to get the larger, more comprehensive project included in the DSMP, identifying smaller, stand-alone components increases the chances of incremental project delivery. Because many funding sources are relatively small, particularly through the SHOPP, stand-alone projects can be more quickly aligned with opportunities than the project as a whole.

Secure additional funding sources – Projects on the state highway system would typically be financed

through Caltrans funding sources, or potentially from developer fees or other sources.

Include project in the SHOPP – A brief overview of the steps to add a transportation project to the DSMP and SHOPP and advance the project through construction are summarized in Table 2.12. An example of this process is described for Project 118, Interchange Improvements at the Crestwood Road / I-8 Interchange.

Table 2.12 – Steps to add a project to the DSMP and SHOPP Program and advance it to construction

Steps	Example project/comments
<p>1. Identify project</p> <ul style="list-style-type: none"> a. Project description b. Type of roadway (arterial, state route or interstate, freight route) c. Benefits/justification for the project d. Is it currently included in any transportation plans? 	<p>Project 118: Interchange improvements at Crestwood Road / I-8 interchange. The improvements requested are signage, safety, and lighting improvements.</p> <ul style="list-style-type: none"> • Project description: Requested in the Manzanita Tribe Mobility Needs Survey, although the project would improve transportation for the La Posta and Campo Tribes. • Type of roadway: Project is on a state route, so Caltrans is the road owner. • Benefits/justification: <ul style="list-style-type: none"> ◦ Project improves safety at interchange ◦ Provides more options for active transportation ◦ I-8 is a key transportation corridor and on the National Highway Freight Network • Currently included in any plans: Assessed as part of the TCR for I-8 (Segment 14), dated February, 2016. Two transportation projects are planned in this segment: <ul style="list-style-type: none"> ◦ Add drainage system restoration (7 miles east of Boulder Oaks from La Posta Creek Bridge to 1.1 miles west of Crestwood Road Undercrossing). This is a near-term improvement. ◦ Roadway rehabilitation (Between Pine Valley and Ocotillo, from east of Crestwood Road to the Imperial County line). This is a near-term improvement.
<p>2. Reach out to partners</p>	<ul style="list-style-type: none"> • Coordinate with Caltrans Native American Liaison, SANDAG Tribal Liaison, SCTCA liaison, and Interagency Working Group on Tribal Transportation Issues (Tribal TWG), to discuss project and desire to add to the DSMP as a SHOPP project, perhaps as an addition to the projects from the TCR noted above.

Steps	Example project/comments
3. Preliminary planning	<ul style="list-style-type: none"> • Include this project in the next update of the tribe's transportation plan, as well as plans for the La Posta and Campo Tribes. • Caltrans completed an I-8 TCR in February 2016.
4. Identify funding – Identify potential funding source and a timeframe for design and construction, in conjunction with Caltrans.	Main option for funding is Caltrans SHOPP funding.
5. Caltrans project planning process – The project will be evaluated by Caltrans.	Coordinate with Caltrans Native American Liaison on process to incorporate the project into the DSMP.
6. Caltrans project initiation process – Caltrans project initiation process occurs over a one- to two-year period.	Coordinate with Caltrans Native American Liaison on project initiation process status.
7. Caltrans project delivery process – Caltrans will develop preliminary and final design plans and environmental analysis. This occurs over a three- to six-year period.	Caltrans would accomplish this with tribal input as a stakeholder.

Caltrans contact information

The contact for coordination with Caltrans District 11 is:

Native American Liaison

Caltrans, District 11 - Planning Division (MS-240)
 4050 Taylor Street
 San Diego, CA 92110
 Office: (619) 688-6807
 Cell: (619) 208-1104

County processes

The County of San Diego is responsible for the construction and maintenance of county transportation facilities. This chapter provides more information about the mission and operation of the County Planning and Development Services and Public Works Departments, and the General Plan and CIP processes. Later in the chapter, details of strategy steps to include new projects into the next update of the General Plan and CIP are provided.

The County Planning and Development Services Department is responsible for long-range land use planning, including the County General Plan and Zoning Ordinance, which determine how the county will grow. Their mission is:

Through operational excellence and attention to customer service, we strive to balance community, economic, and environmental interests to ensure the highest quality of life for the public of San Diego County.

The County Department of Public Works (DPW) consists of four divisions responsible for a variety of activities. These range from the construction and maintenance of roads and highways in the unincorporated areas of the county to the management of the region's sanitation and flood control districts. Their responsibilities also include construction, operation, and maintenance of regional general aviation airports, such as McClellan-Palomar Airport in Carlsbad and Gillespie Field in El Cajon. Their mission statement is:

- *Preserve and enhance public safety and quality of life through reliable, cost effective infrastructure.*
- *Foster partnerships that strengthen relationships with communities and industry.*
- *Provide quality and responsive service through highly motivated, professional, and knowledgeable staff in a safe and fair work environment.*
- *Continually improve quality of service through optimal resource management.*

Overview of County of San Diego Planning Process for the mobility element of the General Plan

The Mobility Element of the General Plan identifies the general location and extent of existing and proposed major roads, transportation routes, terminals, and other public utilities and facilities. It is correlated with the Land Use Element of the General Plan.

The Mobility Element identifies the county road network, much of which currently exists, to be developed in the unincorporated county during the implementation of this General Plan so that future rights-of-way can be preserved for future motorized and non-motorized roadway purposes.

The March 2016 General Plan Annual Progress Report summarizes the planning activities for the unincorporated portions of San Diego County from January 1 to December 31, 2015. In addition to the required information such as the status of the General Plan and progress in its implementation, and ongoing and completed relevant planning activities, programs, and permits, it also includes information on housing.

Other planning documents include:

- **Active transportation plan** – The County of San Diego has initiated an update to the Bicycle Transportation Plan and Pedestrian Area Plans and will create a combined active transportation plan in support of efforts to promote active transportation options through pedestrian and bicycle improvements in the unincorporated county. Development of the plan includes and analysis of existing pedestrian and bicycle conditions.
- **Community Trails Master Plan** – The County Trails Program will be utilized to develop a system of interconnected regional and community trails and pathways. These trails and pathways are intended to address an established public need for recreation and transportation but will also provide health and quality of life benefits associated with hiking, mountain biking, and horseback riding throughout the county's biologically diverse environments. The County Trails Program involves both trail development and management on public, semi-public, and private lands. The Community Trails Master Plan will be the implementing document for the trails program and contains adopted individual community trails and pathways plans.

County of San Diego Capital Improvement Program

The CIP consists of improvements to roads and bridges; eight county-owned and operated airports and airstrips; flood control facilities in unincorporated developed areas; and wastewater facilities owned and operated by the county. Funds for the CIP are approved by the Board of Supervisors through a yearly Operational Plan in the DPW Detailed Work Program. In a typical fiscal year, over 120 projects are active in various stages of completion. The Capital Improvement Program anticipated budget for Fiscal Year 2021-22 is over \$150 million. Funding for transportation improvements in the CIP comes from a variety of sources including:

- **Statewide Highway Users Tax Account** – The "gas tax" is the primary source of funds for the overall county road maintenance and safety improvement program. The state of California collects 27.8 cents for every gallon of gasoline sold. The state distributes money back to California counties based on the number of registered vehicles and miles of roads maintained. This money becomes a special revenue fund called the Road Fund, which must be used for road and transportation purposes.
- **TransNet** – A local, half-cent gasoline sales tax was approved by San Diego County voters in 2004 and became effective in 2008. It provides over \$500 million for projects in unincorporated San Diego County over 40 years and will end in 2048. *TransNet* is dedicated to specific road improvement projects approved by SANDAG, which is designated as the regional planning authority.

- **Transportation Impact Fee** – The TIF program provides funding for construction of transportation facilities needed to support traffic generated by new development and to meet state law requirements. The county will collect TIF as part of the building permit process.
- **FHWA** – FHWA provides funding for specific roads and bridges. FHWA funding is administered through Caltrans and includes several grant programs. The Highway Bridge Program (HBRR and HBP) is used to replace or rehabilitate county bridges.
- **Community Development Block Grants** – Federal funds to small cities and counties are provided for community development and economic development activities such as sidewalks.
- **Developer fees** – Funds are provided to the county directly by private land developers to mitigate impacts within the county.
- **Other grants** – Several other state and federal grants are used to partially fund road improvement projects.
- **Indian Gaming Special Distribution Funds** – Created for local government agencies impacted by tribal gaming, these funds are used to supplement road improvement projects to mitigate traffic impacts near Native American casinos and gaming establishments.

Projects in the Five-Year CIP include the following categories:

- Maintenance
- Road reconstruction
- Bike lanes/pathways
- Traffic signals
- Intersection improvements
- Sidewalks
- Drainage improvements
- Bridges

The county's Five-Year CIP has been developed to provide a sense of which potential CIP projects are contemplated for future budget periods. The plan is not a firm, absolute list of funded projects. Each project sheet shows a potential source of funding. As design requirements, budgets, and priorities change, the planned projects may also move within the plan or perhaps drop out entirely. Likewise, this list is not all-inclusive. Unexpected requirements often cause unforeseen projects to be inserted into the design and execution process. The projects are based on input from a wide variety of sources including community planning groups, county staff, traffic experts, and guidance from regional planning documents and the Board of Supervisors.

Process to add a transportation project to the County of San Diego General Plan mobility element and CIP

To effectively partner with the County of San Diego to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Define a project that enhances safety
2. Document analysis of justification
3. Include project in General Plan
4. Secure additional funding sources
5. Include project in the CIP

Define a project that enhances safety – The county is an entity that manages critical roadways in unincorporated San Diego County. As such, its focus is on the safety, state-of-good-repair, and efficiency of this network. Projects that enhance safety or the condition of the County network are likely to have one or more of the following features:

- Arterials or collectors
- Major intersections
- Improvement of roadway condition
- High crash rate location
- Interim condition compared to planned build-out

Large-scale and regional projects should investigate other jurisdictional partners.

Document analysis of justification – Once tribal communities agree on a project that is not currently in the General Plan or CIP that enhances safety or roadway conditions that could be a strong candidate for inclusion in the General Plan or CIP, they should undertake a process of project justification to prove safety or condition need. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the county level. For a roadway project, justification may include an analysis of crash data. A roadway condition justification may include a pavement condition index score of segments of the roadway. Justification for a widening project may show existing and future truck traffic.

Include project in General Plan – Although the General Plan is updated only periodically, a progress report is issued annually.

Secure additional funding sources – Documentation of justification provides objective evidence to the County of San Diego as to why the project is important while also showing that the tribal stakeholders have “skin in the game.” In some cases, some type of cost sharing may be desirable, depending on the project and what specific need it serves. Finally, the justification planning process will open up more possibilities for external funding sources as the project will be better defined and more competitive in grant processes.

Include project in the CIP – A brief overview of the steps to add a transportation project to the County of San Diego General Plan Mobility Element and CIP and advance the project through construction are summarized in Table 2.13. An example of how a project that was identified in the Mobility Needs Assessment Survey, Project Number 62b, Shoulder Widening at Valley Center Road from Cole Grade Road to Lake Wohlford Road, could be advanced through the planning process is described as an example.

For projects where Caltrans highway intersection improvements would include intersecting County roads, Caltrans would be the lead agency, and the County would be a responsible agency.

Depending on the nature and location of a future project, other areas of compliance with State and County regulations including avoiding impacts to waste water facilities and compliance with storm water regulations and design features may be required.

Table 2.13 – Steps to add a project to the County of San Diego mobility element of the General Plan and CIP

Steps	Example project/comments
<p>1. Identify project</p> <ul style="list-style-type: none"> a. Project description b. Type of roadway (arterial, state route or interstate, freight route) c. Benefits/justification for the project d. Is it currently included in any transportation plans? 	<p>Project 62b: Shoulder Widening on Valley Center Road from Cole Grade Road to Lake Wohlford Road</p> <ul style="list-style-type: none"> • Project description: Requested in the San Pasqual Tribe Mobility Needs Survey, although the project would also improve transportation for the Rincon Tribe. • Type of roadway: Project is on a county road. Part of the road borders the San Pasqual Reservation area. • Benefits/justification: <ul style="list-style-type: none"> ◦ Project improves safety ◦ Provides more options for active transportation • Currently included in any plans: An adjacent segment, Valley Center Road from Cole Grade Road to ¾ mile east of Cole Grade Road, is contained in the County of San Diego CIP.
<p>2. Reach out to partners</p>	<ul style="list-style-type: none"> • Coordinate with County of San Diego, SANDAG tribal liaison, SCTCA liaison, and Tribal TWG to discuss project and desire to add to the next update of the Mobility Element of the General Plan and CIP.
<p>3. Project planning process</p>	<ul style="list-style-type: none"> • Coordinate with County of San Diego Liaison on process to incorporate the project into the DSMP. • Include this project in the next update of the San Pasqual Tribes transportation plan.
<p>4. Identify funding – Identify potential funding source and a timeframe for design and construction, in conjunction with the County of San Diego.</p>	<p>Identify options for funding, possibly through safety grants or active transportation funding sources.</p>
<p>5. Design – The county would develop preliminary and final design plans and environmental analysis.</p>	<p>San Pasqual Tribe would be a stakeholder in the process.</p>
<p>6. Construction – The county will solicit bids for construction.</p>	<p>The County of San Diego would accomplish this with tribal input as a stakeholder.</p>

County of San Diego contact information

Contacts for the Mobility Element of the General Plan and CIP are:

County of San Diego Chief of Advance Planning, Planning & Development Services

(858) 694-2960 or (800) 411-0017

County of San Diego Public Works CIP Manager

(858) 694-2822

Regional processes

SANDAG serves as the Metropolitan Planning Organization for the region, joining elected officials from all 18 cities and the County of San Diego as a regional council of governments. One of its primary responsibilities is regional transportation planning. This section provides information about the mission and operation of SANDAG, as well as steps to define the process to propose inclusion of a transportation project in the RTP and to facilitate regional coordination.

SANDAG overview

SANDAG Board of Directors and Policy Advisory Committee meetings provide the public forums and decision points for significant regional issues such as growth, transportation planning and construction, environmental management, housing, open space, air quality, energy, fiscal management, binational topics, economic development, and public safety. The SANDAG Board of Directors establishes policies, adopts plans, allocates transportation funds, and develops programs to address regional issues.

SANDAG's mission statement is:

The 18 cities and county government are SANDAG, the San Diego Association of Governments. This public agency serves as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation; and provides information on a broad range of topics pertinent to the region's quality of life.

SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments. Supplementing these voting members are advisory representatives from Imperial County, the US Department of Defense, Caltrans, San Diego Unified Port District, Metropolitan Transit System, North County Transit District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico. Policy Advisory Committees assist the Board of Directors in carrying out the agency's work program. A professional staff of planners, engineers, and research specialists assists the Board of Directors.

SANDAG develops a Tribal Consultation Plan for each cycle of the Regional Plan based on feedback from tribal leaders

Jurisdiction and responsibilities

As the regional transportation planning agency, SANDAG adopts the RTP (long-range plan) and Regional Transportation Improvement Program (RTIP), the five-year programming of state, local, and federal transportation funds.

SANDAG is the designated regional transportation commission and administers the local half-percent sales tax, *TransNet*, for transportation purposes.

SANDAG's overall authority also includes roles as a congestion management agency, regional information system, regional transportation demand program administration, Freeway Service Patrol, and more.

Overview of regional transportation planning process

The Regional Planning Committee and the Transportation Committee provide oversight for the preparation and implementation of the Regional Plan. The objective of the Regional Plan is to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

SANDAG is required by law to update its RTP every four years. In recent years, SANDAG combined its two most important planning documents—the Regional Comprehensive Plan (RCP), and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS)—into one document within Regional Plan, which was adopted by the SANDAG Board in December 2021.

The Regional Plan is an overarching blueprint for the San Diego region. It combines a big-picture vision for how the region will grow through 2050 and beyond, with an implementation program to help make that vision a reality.

Transportation projects in the 2021 Regional Plan include the following project types:

- Active Transportation
- Complete Corridor: Active Transportation and Demand Management/Smart Intersection Systemes
- Complete Corridor: Managed Lanes
- Complete Corridor: Managed Lanes Connectors and Direct Access Ramps
- Transit Leap
- Goods Movement

The next update of the Regional Plan is anticipated to be adopted in 2025, and, under current law, will be followed by updates every four years. Preparation of the updated Regional Plan is a two- to three-year-long process. Early stages of plan development include developing a public involvement plan, establishing goals and objectives, conducting a growth forecast for the region, and preparing cost estimates for projects. Next, alternative transportation network scenarios are developed and analyzed. A preferred scenario is approved. A draft Regional Plan is prepared and goes through a public comment period before it is finalized and approved.

There are opportunities for public involvement in key milestones of Regional Plan development, including engaging in public workshops and presentations, attending working group and committee meetings, and participating in public comment periods. Additionally, through a government-to-government framework with the tribal nations in the region, SANDAG develops a Tribal Consultation Plan for each cycle of the Regional Plan based on feedback from tribal leaders regarding their needs. Past components of the Tribal Consultation Plan have included informational sessions to clarify the planning process; surveys on policy issues; policy workshops and preparation of a policy position paper; and a Regional Tribal Summit between the SANDAG and SCTCA Boards to determine areas of cooperation and concern. The 2021 Strategy Update is a step in identifying transportation needs through the Needs Assessment that could inform the Regional Plan of tribal transportation needs.

Process to add a transportation project to the RTP

To effectively partner with SANDAG to address the transportation needs of tribal communities, the following strategy steps are recommended:

1. Identify and clearly define a project of regional significance
2. Document analysis of justification
3. Secure additional funding sources
4. Propose inclusion of project in the RTP

Identify project of regional significance – SANDAG is an entity that serves the transportation needs of the region. As such, its focus is on projects of regional significance that have impacts on regional connectivity. Projects of regional significance are likely to have one or more of the following features:

- Highways
- Arterial roadways
- Rail grade separations
- Primary freight routes
- Border crossings/connections
- Regional active transportation connections
- Intraregional transit service

Tribal communities should focus on these projects that enhance regional connectivity when engaging SANDAG as a potential partner. SANDAG is also a potential partner on regional active transportation projects and transit/TDM projects. Smaller scale projects, projects with more immediate needs, and safety projects should pursue partnership with other jurisdictions.

One of the keys to using SANDAG partnership to help address specific tribal transportation needs is the inclusion of the project in the RTP. Projects in the RTP have the support of the SANDAG Board for inclusion in the planned transportation network in either the Revenue Constrained Plan or the Unconstrained Transportation Network. Projects in the constrained plan have funding sources identified to deliver the project in-full using *TransNet* regional transportation tax dollars and/or other funding sources. The constrained plan is similar to a CIP with a high level of certainty of the project actually being completed. Projects in the unconstrained plan have the support of the regional government but have yet to identify a funding source to complete the project. While the unconstrained plan is much like a regional transportation “needs list,” these projects will be the focus of future funding efforts and are re-evaluated in each cycle. Some concepts move the constrained network and some times concepts stay in for a time, are later deemed infeasible or too costly or technology or another consideration has made the project not viable or no longer relevant.

Document analysis of justification – Once tribal communities agree on a project not currently in the RTP that enhances regional connectivity that could be a strong candidate for inclusion in the RTP, they should undertake a process of project justification to prove regional significance. Project justification should include planning documentation that highlights the key issues that the project addresses and why it is necessary to consider at the regional level. For a roadway project, justification may include an analysis of congestion at existing and future levels. An active transportation justification may show gaps in the current and planned network along with current usage patterns. Justification for a transit project may show gaps in existing service, ridership on comparable services, and/or documentation of latent

demand.

Secure additional funding sources – Documentation of justification provides objective evidence to the SANDAG board as to why the project is important while also showing that the tribal stakeholders have “skin in the game,” or a stake in the process. Finally, the justification in the planning process will open up more possibilities for external funding sources as the project will be better defined and more competitive in grant processes. Having external funding sources identified and secured further enhances the chances of inclusion in the RTP constrained plan and subsequent funding support.

Propose project for inclusion in the RTP – This step involves working with SANDAG, who will evaluate the project with other competing projects.

SANDAG contact information

Ways for tribal communities/working groups/SCTCA to get in contact with SANDAG are summarized in Table 2.14 below.

Table 2.14 – SANDAG coordination methods

Staff level	SANDAG has an assigned tribal liaison within its regional planning staff. The current tribal liaison’s contact information can be obtained by reaching out to the SANDAG office.
Technical level	The Working Group provides a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. Further details including meeting dates, agendas, and locations can be found on the SANDAG website.
Committee and leadership level	<p>The Working Group reports to the Borders Committee, which engages in oversight of planning and programming activities that impact the San Diego region’s borders with Orange, Riverside, and Imperial Counties; Mexico; and tribal nations.</p> <p>The Working Group also reports to the Transportation Committee, which advises the Board on transportation-related policy matters, including <i>TransNet</i> project decisions, consolidated transportation responsibilities, and the development and implementation of the RTP.</p> <p>The Borders Committee and Transportation Committee report to the SANDAG Board of Directors.</p>

SANDAG Tribal Liaison

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
(619) 699-1909

SANDAG Regional Plan Project Manager

SANDAG
401 B Street, Suite 800
San Diego, CA, 92101
(619) 699-1900

2.4. Other potential funding sources for transportation improvement projects

This section summarizes a range of transportation funding sources by mode. Table 2.15 summarizes transportation funding sources for roadway and transportation safety projects, Table 2.16 addresses transit projects, and Table 2.17 focuses on active transportation projects.

Table 2.15 – Funding sources for roadway and safety projects

Program name	Agency	Description	Eligible projects	Website reference
Federal Lands Access Program (FLAP)	FLAP, FHWA	Provides funds for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to, federal lands.	<ul style="list-style-type: none"> • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities • Operation and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/flap/ca/
Federal Lands Transportation Program (FLTP)	FHWA	The FLTP funds projects that improve access within the federal estate (national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands) on transportation facilities in the national federal lands transportation inventory and owned and maintained by the federal government.	<ul style="list-style-type: none"> • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities • Operations and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/fltp/

Program name	Agency	Description	Eligible projects	Website reference
Senate Bill 1, The Road Repair and Accountability Act of 2017	The California Transportation Commission is developing an implementation plan and guidelines	<p>Funds made available by the program for the Local Streets and Roads and SHOPP allocations can be used (1) to satisfy match requirements of a state or federal program or (2) for projects that include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Road maintenance and rehabilitation. • Safety projects. • Railroad grade separations. • Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project. • Traffic control devices. • If a city's or county's pavement condition index meets or exceeds 80, they may use the funds for other transportation purposes. 	<p>Funding is available for the following programs:</p> <ul style="list-style-type: none"> • Active Transportation Program Augmentation • Local Partnership Program • State Highway Operation and Protection Program (SHOPP) • State Transportation Improvement Program (STIP) • Local Streets & Roads (Approximately \$1.5b per year) • Solutions for Congested Corridors Program • Trade Corridor Enhancement Account • Traffic Congestion Relief Program (TCRP) 	catc.ca.gov/programs/SB1.html
Highway Safety Improvement Program (HSIP)	FHWA	<p>The HSIP is a core federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.</p>	<p>Any project on a public road, trail, or path that is consistent with the state's Strategic Highway Safety Plan and corrects a safety problem is eligible for HSIP funding. Eligible projects include:</p> <ul style="list-style-type: none"> • Intersection improvements • Construction of shoulders • Traffic calming • Improvements for bicyclists, pedestrians, and individuals with disabilities • Minimum standards of retro-reflectivity of traffic signs and pavement markings 	dot.ca.gov/hq/LocalPrograms/hsip.html

Program name	Agency	Description	Eligible projects	Website reference
Indian Community Development Block Grant (ICDBG)	The Office of Native American Programs (ONAP) HUD's Office of Public and Indian Housing	The purpose of the ICDBG program is the development of viable Indian and Alaska Native communities including the creation of decent housing, suitable living environments, and economic opportunities primarily for persons with low- and moderate- incomes as defined in 24 CFR 1003.4. Applicants can use these funds for a multitude of community development purposes.	<p>ICDBG can provide funding for the following categories:</p> <ul style="list-style-type: none"> • Housing • Community features: Infrastructure construction, e.g., roads, water, and sewer facilities, and single or multipurpose community buildings • Economic development • Imminent threat grants: Funds must be used to remove imminent threats to health or safety (i.e., asbestos removal, home repairs due to floods, mold remediation, etc.) • Single purpose grants: Awarded on a competition basis pursuant to the terms published in an annual Notice of Funding Availability 	<p>portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/ih/grants/icdbg</p>

Program name	Agency	Description	Eligible projects	Website reference
National Highway Performance Program (NHPP)	FHWA	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.	<ul style="list-style-type: none"> • Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS roadways and bridges • Bridge and tunnel inspection and evaluation • A project to reduce the risk of failure of critical NHS infrastructure • Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for a federal-aid highway or bridge not on the NHS, if the project is in the same corridor and in proximity to a fully access-controlled NHS route • Construction of a transit project eligible for assistance • Bicycle transportation and pedestrian walkways • Highway safety improvements • Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs • Infrastructure-based ITS capital improvements • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species • Environmental mitigation related to NHPP projects • Construction of publicly owned intracity or intercity bus terminals 	<p>www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm</p>

Program name	Agency	Description	Eligible projects	Website reference
Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	FHWA	The FAST Act establishes the NSFLTP program to provide funding for the construction, reconstruction, and rehabilitation of nationally-significant projects on federal or tribal lands. Costs associated with project design are not eligible.	<p>Eligible projects must:</p> <ul style="list-style-type: none"> • Be located on federal lands transportation facility, federal lands access transportation facility, or tribal transportation facility • Have completed the National Environmental Policy Act (NEPA) process, as demonstrated by a completed record of decision, finding of no significant impact, or categorical exclusion determination • Have an estimated cost of at least \$25 million (with priority consideration for projects with an estimated cost of at least \$50 million) 	www.fhwa.dot.gov/fastact/factsheets/nsfltpfs.cfm
Surface Transportation Block Grant Program (STBGP)	FHWA/ADOT	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	<p>States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include:</p> <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/

Program name	Agency	Description	Eligible projects	Website reference
Transportation Investment Generating Economic Recovery (TIGER) Grants	U.S. DOT	The TIGER Discretionary Grant program provides a unique opportunity for the U.S. DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.	Funding is eligible for: <ul style="list-style-type: none"> • Highway or bridge projects eligible under title 23, United States Code • Public transportation projects eligible under chapter 53 of title 49, United States Code • Freight rail projects • High speed and intercity passenger rail projects • Port infrastructure investments 	transportation.gov/tiger
USDA Rural Business Development Grants (RBDG)	US Department of Agriculture	RBDG is a competitive grant designed to support targeted technical assistance, training, and other activities leading to the development or expansion of small and emerging private businesses in rural areas that have fewer than 50 employees and less than \$1 million in gross revenues.	<ul style="list-style-type: none"> • Rural transportation improvements • Acquisition or development of land, easements, or rights-of-way • Construction, conversion, or renovation of buildings, plants, machinery, equipment, access streets and roads, parking areas, and utilities 	rd.usda.gov/programs-services/rural-business-development-grants
Road Safety Audits (RSA)	Caltrans	The RSA program conducts road safety audits on state, local, and tribal road facilities. An RSA is defined as a formal examination of user safety of a future or existing roadway by an independent multidisciplinary audit team, which includes qualified and experienced members.	Corridors and intersections that experience significant safety issues	transportation.gov/safer-people-safer-streets/road-safety-assessments
U.S. Department of Health and Human Services, Administration for Native Americans, Social and Economic Development Strategies Programs	U.S. Department of Health and Human Services	Tribes and tribal organizations – calculated with a formula.	Planning, Infrastructure, Non-Infrastructure, Safe Routes to School, Recreational Trails	acf.hhs.gov/ana/grants/funding-opportunities

Program name	Agency	Description	Eligible projects	Website reference
U.S. Department of Health and Human Services, Administration for Native Americans, Sustainable Employment and Economic Development Strategies Programs	U.S. Department of Health and Human Services	Tribes and tribal organizations, calculated with a formula. \$400,000 award ceiling per budget period; \$100,000 award floor per budget period. 20 percent matching funds required.	Planning, Non-Infrastructure, Safe Routes to School, Recreational Trails	acf.hhs.gov/ana/grants/funding-opportunities
Bipartisan Infrastructure Investment and Jobs Act	TBD	The act provides \$973 billion over five years from FY 2022 through FY 2026, including \$550 billion in new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience. In addition to providing authorizations for a wide variety of programs, the BIL also makes advanced appropriations over a number of years to several federal agencies.	Tribal Transportation Program (\$2.9 billion) Tribal Transportation Facility Bridge set-aside (\$110 million) Tribal High Priority Projects (\$150 million) Tribal Transportation Program Safety Fund Road Maintenance under BIA Climate Resilience and Adaption (\$216 million) Tribal Broadband Connectivity Program (\$2 billion) Water Infrastructure (\$3.5 billion)	TBD

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

Table 2.16 – Funding sources for transit projects

Program name	Agency	Description	Eligible projects	Website reference
Bus and Bus Facilities Program (Section 5339)	Federal Transit Administration (FTA)/Caltrans Division of Rail and Mass Transportation	The Grants for Buses and Bus Facilities program makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally-recognized Indian tribes that operate fixed route bus service.	Capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities	transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	FTA	The purpose of the program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).	<ul style="list-style-type: none"> • Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement • Mobility Management is eligible for 100 percent of 5310 funding 	transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

Program name	Agency	Description	Eligible projects	Website reference
Federal Lands Access Program (FLAP)	FLAP, FHWA	The FLAP provides funds for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to, federal lands. Priority is given to projects accessing high-use federal recreation sites or federal economic generators.	<p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> • Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities • Operation and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/flap/ca/
Federal Lands Transportation Program (FLTP)	FHWA	The FLTP funds projects that improve access within the federal estate (national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands) on transportation facilities in the national federal lands transportation inventory and owned and maintained by the federal government.	<p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> • Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities • Operations and maintenance of transit facilities • Any transportation project eligible under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal lands open to the public 	www.flh.fhwa.dot.gov/programs/fltp/
Rural Public Transportation Program (Section 5311)	FTA/Caltrans Division of Rail and Mass Transportation	This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Funds may be used for public transit services operating: within small urban and rural communities, among small urban and rural communities, or between small urban and rural communities and urbanized areas (cities of 50,000 or more).	An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. Examples of eligible activities include capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.	transit.dot.gov/funding/grants/rural-transportation-assistance-program-5311b3

Program name	Agency	Description	Eligible projects	Website reference
Rural Transit Assistance Program (RTAP)	FTA/Cal ACT	The RTAP provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. Eligible recipients include states, local governments, and providers of rural transit services.	States may use RTAP funds to support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services. Training opportunities are provided through online and classroom training, national and local conferences, workshops, webinars, audio conferences, and free National RTAP training products. RTAP technical assistance may include operational or management assistance, coordination plans, strategic planning, training materials, transit conference scholarships, workshops, webinars, reports, studies, surveys, planning, programming, and/or funding assistance.	dot.ca.gov/drmt/rtap.html
Surdna Foundation Grants	Surdna Foundation	The Sustainable Environments Program supports transportation systems and transit solutions that give people affordable and reliable options to get to work, school, and home while minimizing impacts on the environment and maximizing equitable economic opportunities.	The foundation funds a wide range of projects through their sustainable environments projects. Project preference is given to efforts that: <ul style="list-style-type: none"> • Improve conditions and opportunities for communities that rely on public transportation • Integrate transportation system improvements with other infrastructure needs (for example, transportation solutions that provide for stormwater management and/or help with regional food supply distribution and delivery) • Build next generation infrastructure capacity and expertise among state and local leaders • Collect and distribute success stories and lessons learned to key leaders 	surdna.org/grants/grants-overview.html

Program name	Agency	Description	Eligible projects	Website reference
Surface Transportation Block Grant Program	FHWA/Caltrans	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include: <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

Table 2.17 – Funding sources for active transportation projects

Program name	Agency	Description	Eligible projects	Website reference
Partnerships to Improve Community Health (PICH)	Centers for Disease Control and Prevention (CDC)	PICH is a three-year initiative that supports implementation of evidence-based strategies to improve the health of communities and reduce the prevalence of chronic disease. Awardees will address, in their communities, chronic conditions in tobacco use and exposure, poor nutrition, physical inactivity, and lack of access to opportunities for chronic disease prevention, risk reduction, and disease management.	Eligible transportation-related improvements include projects that improve community designs to make streets safe for pedestrians, bicyclists, and public transit users (e.g., neighborhood slow zones, community-wide traffic calming)	cdc.gov/nccdphp/dch/programs/partnerships/toimprovecommunityhealth
PeopleForBikes Community Grant Program	FTA	The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the US. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development; from city or county agencies or departments; and from state or federal agencies working locally.	Projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives	peopleforbikes.org/pages/community-grants
Recreational Trails Program (RTP)	FHWA	The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	<ul style="list-style-type: none"> • Maintenance and restoration of existing trails • Development and rehabilitation of trailside and trailhead facilities and trail linkages • Purchase and lease of trail construction and maintenance equipment • Construction of new trails (with restrictions for new trails on federal lands) • Acquisition of easements or property for trails • Assessment of trail conditions for accessibility and maintenance 	www.fhwa.dot.gov/environment/recreational_trails/

Program name	Agency	Description	Eligible projects	Website reference
Surface Transportation Block Grant Program (STBGP)	FHWA/ADOT	The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. Eligible projects include: <ul style="list-style-type: none"> • Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, bridges, and tunnels on any public roadway • Construction of new bridges and tunnels on a federal-aid highway • Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors • Transit capital projects • Bicycle, pedestrian, and recreational trails • Environmental mitigation efforts 	www.fhwa.dot.gov/specialfunding/stp/
Transportation Alternatives Program (TAP)	FHWA	FAST Act replaced the TAP program with a set-aside of fund under the STBGP. The TA set-aside encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	<ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Safe routes projects for non-drivers • Construction of turnouts and overlooks • Community improvement activities including vegetation management and historic preservation • Environmental mitigation activity 	www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
Active Transportation Program (ATP)	Caltrans	The ATP consolidates various transportation programs - including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs - into a single program	Projects that encourage increased use of active modes of transportation such as biking and walking	catc.ca.gov/programs/ATP.htm

Program name	Agency	Description	Eligible projects	Website reference
Caltrans Sustainable Transportation Planning Grant Program	Caltrans	New grant funding through Senate Bill 1	<p>Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans. Sustainable Communities Project Types:</p> <ul style="list-style-type: none"> • Active transportation plans • Studies that advance a community's effort to reduce transportation related greenhouse gases • Complete Streets Plans • First Mile / Last Mile project development planning • Jobs and affordable housing proximity studies • Studies that evaluate accessibility and connectivity of the multimodal transportation network 	dot.ca.gov/hq/tpp/grants.html
Urban Greening Grant Program	State of California – California Natural Resources Agency	The Urban Greening Grant Program will focus on reducing greenhouse gases while establishing and enhancing parks and open space; using natural solutions to improve air and water quality and reduce energy consumption; and creating more walkable and bikeable trails.	<p>Projects must include at least one of the following project activities:</p> <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use from strategically planting trees to shade buildings • Reduce commute, non-recreational, and recreational vehicle miles travelled by constructing bicycle paths, bicycle lanes, or pedestrian facilities 	sgc.ca.gov/Grant-Programs/UGG-Program.html

Source: Adapted from ADOT Integrating Statewide and Tribal Transportation Planning Funding Sources Database

2.5. Resources

Best practices for intraregional tribal transportation strategies

The transportation network does not stop at the reservation boundary.³ Tribes own and maintain transportation systems, and many tribal communities include significant regional employment, commercial, and recreational destinations. As part of this study, research was conducted to review best practices of regional planning agencies in coordinating with tribal communities on long-range and regional transportation concerns and projects. The review included several case studies of tribal coordination and consultation, particularly with respect to long-range transportation planning. Other documents reviewed included the Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State (2015) and the FHWA publication Tribal Transportation Best Practices Guidebook (2009).

The FHWA provides case studies of tribal consultation and coordination case studies through their website at: www.fhwa.dot.gov/planning/processes/tribal/case_studies/.

Key findings of the review on coordination and consultation practices for regional long-range transportation planning were:

- A designation as “regionally significant” may make a project more competitive for funding.
- A consultation plan/policy is important in government-to-government coordination.
- The TIP development process is an important opportunity for tribal projects to be considered and possibly designated as regionally significant.
- A memorandum of understanding (MOU) or agreement can establish a framework for collaboration.
- Tribal involvement in an MPO can yield tangible results and benefits to the tribe in terms of influence on planning studies and projects that directly address tribal transportation needs.
- Regularly scheduled meetings between state planning officials and tribal leadership build trust and develop working relationships. The presence of decision makers from state, federal, and tribal governments at annual meetings provides a high level of commitment to project planning from all parties.
- A forum to link tribal plans from several smaller tribes is an effective means to streamline the consultation process.

Literature, case studies, and key takeaways from their experiences are summarized in Table 2.18.

³ (2015), Retrieved May 30, 2017, Tribal Consultation Best Practices Guide for Metropolitan and Regional Transportation Planning Organizations in Washington State from wsdot.wa.gov/NR/rdonlyres/AF92A7AE-75B2-4CD9-9D64-C4C5FE78A214/0/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.pdf

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Table 2.18 – Literature review of state, MPO, and tribal coordination in transportation planning

Study or case study name	Key takeaways
<p>(2015), Washington Indian Transportation Policy Advisory Committee</p> <p>wsdot.wa.gov/sites/default/files/2017/01/17/Tribal_Consultation_Best_Practices_Guide_for_MPOsRTPOs_in_WA_FINAL.PDF</p>	<ul style="list-style-type: none"> • Develop a Consultation Policy/Plan: MPOs and RTPOs should have an adopted policy for consulting with tribes that includes how the tribal governments and agencies will work together on transportation planning concerns, how notification about upcoming planning activities will be given, and the types of outreach activities that will occur. • Long-Range Transportation Plan Collaboration: Tribes should be consulted to ensure their economic development and transportation needs/projects are included resulting in a MPO LRTP plan that accurately reflects the region’s needs. Any advisory committee responsible for developing the plan should include a tribal representative(s), and all member and non-member tribes should have the opportunity to comment on the draft plan. • Collaboration on Transportation Improvement Programs (TIP): The TIP development process is also an important opportunity for tribal projects to be considered and possibly designated as regionally significant. Each MPO/RTPO has criteria and a process for determining which projects are regionally significant. Being designated as “regionally significant” may make the project more competitive for funding.
<p>Case study: Sitka Tribe of Alaska Works with local government to improve roadways for transit Use</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/sitka.cfm</p>	<ul style="list-style-type: none"> • The Borough of Sitka and the Sitka Tribe signed an MOU in the 1990s that established a framework for collaboration between the local government and the tribe. The MOU guides the decision-making process related to tribal projects and agreements, and identifies tribal and municipal liaisons.
<p>Case study: Tribe, town, county, and state collaborate on Ignacio Area corridor access plan</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/southern_ute.cfm</p>	<ul style="list-style-type: none"> • In order to address safety and tribal and non-tribal development in the Highway 172 corridor, the Southern Ute Indian Tribe's Tribal Council authorized the development of a corridor access plan, which included many regional stakeholders. The positive relationships that have formed and continue to grow have improved the overall communication between the tribe and its partner governments.

Study or case study name	Key takeaways
<p>Arizona: Building technical capacity for improved tribal consultation and communication</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/arizona.cfm</p>	<ul style="list-style-type: none"> • Providing a forum to link tribal planners from several smaller tribes is an effective means to streamline the consultation process. Members with access to less funding and fewer opportunities for involvement find a community in which to share ideas. • Coordinating tribal consultation notices and procedures across sections has successfully minimized overlap and confusion. Successful practices and knowledge of tribal concerns are being shared among staff to create procedural continuity in the future. • Assignment of tribal liaison responsibilities to positions within state DOTs can lead to strong working relationships and development of trust between state DOT staff and tribal planners; these in turn can lead to tangible project results. With trust and results, these relationships solidify and support continuing participation in consultation between individual tribes and the state.
<p>Case study: Bangor Area, Maine – Technical assistance and coordination between a tribe and MPO</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/bangor.cfm</p>	<ul style="list-style-type: none"> • Personal relationships can help initiate and contribute to coordination processes. The role of individuals is often critical in building relationships. • Tribes are often hesitant to participate in an MPO due to concerns about tribal sovereignty. However, a tribe does not diminish its sovereignty by participating in an MPO and can benefit from the relationship. • Knowledge sharing and capacity building can occur formally through planning and policy meetings, and informally through project tours and discussions.
<p>Case study: North Central New Mexico – Development of a regional transit district (RTD)</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/newmexico.cfm</p>	<ul style="list-style-type: none"> • Emphasizing the link between mobility and economic development throughout the region solidified support for the North Central Regional Transit District (NCRTD) project early on. The NCRTD held public meetings at each member's jurisdiction to explain the benefits of an RTD and obtained written commitments signed by member governments. • Involvement of unbiased facilitators at committee meetings was a successful means to develop trust among members. Structuring the by-laws to require participation of both tribal members and non-tribal members in the governing positions demonstrated the NCRTD's commitment to decision-making.
<p>Case study: New Mexico – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/new_mexico.cfm</p>	<ul style="list-style-type: none"> • New Mexico DOT established a Tribal Liaison Program, including the Statewide Transportation Improvement Program and Long-Range Transportation Plan. • The tribal liaison makes use of several strategies, including attending monthly or quarterly meetings between NMDOT district staff and tribal planning staff, assisting NMDOT Districts and headquarters staff in communicating with the tribes, providing support to tribes applying for state and federal grant funding, and directly responding to concerns from tribal entities.

Study or case study name	Key takeaways
<p>Case study: South Dakota – State/tribal planning coordination meetings to achieve results</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/dakota.cfm</p>	<ul style="list-style-type: none"> • Regularly scheduled meetings between state planning officials and tribal leadership have been key to building trust and developing working relationships. • The presence of decision makers from state, federal, and tribal governments at annual meetings provides a high level of commitment to project planning from all parties. • Innovative financing agreements, such as those involving "forward funding," may give tribes more resources to use on substantial projects by using bonds on future BIA funds. Through coordination with state transportation departments, such flexible funding arrangements may allow tribes to identify and support enhancements that might not be realized otherwise. • Interactions outside formal annual meetings can also be important in developing trust and helping to communicate evolving needs and ongoing issues.
<p>Case study: Thurston County, Washington – Partnership between tribes and an MPO</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/thurston.cfm</p> <p>Case Study: Washington State – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/washington.cfm</p>	<ul style="list-style-type: none"> • In some cases, one-on-one interviews may provide more complete information than other methods, and face-to-face meetings have generally proved more successful in establishing trust with tribes. Regular communication is essential in maintaining cooperative relationships. • All parties involved in tribal coordination should take an active approach to problem solving. Tribal lands are often located along state highways, some of which are very congested, and engagement is key to successful coordination. • Comprehensive community plans that set forth the tribe's economic development goals are important. • Tribal involvement in a metropolitan planning organization can yield tangible results and benefits to the tribe in terms of influence on planning studies and projects that directly address tribal transportation needs. Additionally, support from the political strata can ensure that tribal needs and concerns are heard.
<p>Case study: Wisconsin – Tribal consultation process</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/wisconsin.cfm</p>	<ul style="list-style-type: none"> • Wisconsin Department of Transportation's five regional tribal liaisons ensure that each tribe has a close, personal relationship with their main point of contact for transportation issues.

Study or case study name	Key takeaways
<p>Tribal Transportation Best Practices Guidebook, FHWA Office of Planning, Publication FHWA – HEP-10-005, December 2009</p> <p>www.fhwa.dot.gov/planning/processes/tribal/case_studies/bestpractices_guidebk.cfm#best</p>	<ul style="list-style-type: none"> • Common best practices from case studies were: <ul style="list-style-type: none"> ◦ Leadership – All of the tribal transportation programs were guided by the vision and direction of a working group, a program director, or both. ◦ Problem identification – All of the tribal transportation managers in the case studies focused on solving a clearly and concisely defined problem. ◦ Resource allocation – To achieve the tribal transportation program goal and objectives, the managers allocated an effective mix of staffing, funding and/or technical resources. ◦ Creative problem solving – The tribal managers in the case studies successfully stepped “out of the box” in developing creative solutions to address their program needs and to solve problems. ◦ Collaboration and partnership – The tribal managers in the case studies reached outside of their tribal organizations to external agencies and officials for assistance and support. This enhanced the tribal program, supplied additional program resources, and produced good will among the agencies. The collaboration built lasting and respectful agency relationships. ◦ Communication – The tribal managers effectively communicated the purpose of their program to the audience that it served.

2.6. Toolbox planning and funding

This section describes considerations and approaches in planning transportation projects. Table 2.19 summarizes these considerations, or “toolbox tactics,” with a description of the tactic, advantages of the tactic, a brief description of how the tactic is included in the Strategy database, and reference links.

Table 2.19 – Toolbox tactics

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Complete Streets	A “complete street” is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility	As roads are improved, more transportation users can benefit from a project if a complete streets approach is used. It also supports reduction of greenhouse gas emissions.	--	dot.ca.gov/transplanning/ocp/complete-streets.html (Link includes a complete streets toolbox)
State scenic routes	California’s Scenic Highway Program was created to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. Official designation requires a local governing body to enact a Corridor Protection Program that protects and enhances scenic resources along the highway.	Helps to enhance and protect scenic resources along the highway.	The database includes routes that are eligible as state scenic highways	dot.ca.gov/design/lap/livability/scenic-highways/index.html
Identification of safety projects and justification	Each year under the FAST Act, 2 percent of the available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally-recognized tribes through a competitive, discretionary program.	Eligible projects for the TTP Safety Fund under the FAST Act include development and revision of transportation safety plans, crash data improvement, road safety audits, and infrastructure improvements.	The database includes projects identified as safety projects	flh.fhwa.dot.gov/programs/ttp/safety/ttspf.htm

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Climate resiliency	There are several funding grant opportunities for projects that address climate change, or climate change elements. Examples are smart growth projects and clean transportation. These increase fuel efficiency and access to transit, biking, and walking options, while constraining the growth of high-carbon fossil fuels for transportation.	Although grant opportunities vary, projects with these elements can open new funding opportunities.	The spreadsheet tool identifies active transportation projects	tribalclimateguide.uoregon.edu/funding?combine=transportation&field_geography_tid=All&=Apply
Multijurisdictional coordination	This is a general strategy to partner among tribes, local governments, or Caltrans to increase the likelihood of project implementation.	More partners can increase the likelihood of implementation and provide opportunities for cost-sharing.	The ITTS Strategy database identifies road owner, opportunity for partnership, tribal government noting the transportation need, and if it is planned or programmed in jurisdiction plans	N/A
Matching funds/tribal infrastructure bank	Providing matching funds is a requirement for certain grants. This strategy could involve contributions to an infrastructure bank to implement smaller projects that have regional or multijurisdictional benefit.	Third party donations allow states to apply the value of third party-donated funds, land, material, or services toward their nonfederal share of project costs.	The ITTS Strategy database identifies road owner, opportunity for partnership, tribal government noting the transportation need, and if it is planned or programmed in jurisdiction plans	N/A

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Intelligent Transportation System Improvements (ITS)	ITS improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. ITS encompasses a broad range of wireless and wired communications-based information and electronics technologies.	ITS projects can have priorities for funding since they upgrade efficiency, functionality, and safety without adding capacity. These types of projects may be more easily funded.	May be covered in project description	dot.ca.gov/hq/LocalPrograms/ITS/ITS.htm
Senate Bill 1, Gas Tax	<p>The money comes from a 12-cent increase in the base gasoline excise tax and a new transportation improvement fee based on vehicle value. Other money will come from paying off past transportation loans, Caltrans savings, and new charges on diesel fuel and zero-emission vehicles.</p> <p>The bulk of the revenue raised will go to various state and local road programs, as well as public transit, goods movement, and traffic congestion.</p> <p>The measure, Senate Bill 1, sets ambitious goals. By the end of 2027, it says least 98 percent of state highway pavement should be in good or fair condition, at least 90 percent of culverts should be in good or fair condition, and at least 500 bridges must be fixed.</p>	New transportation funding source.	Identifies “early action” projects that are contained in jurisdiction plans/programs	<p>leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1</p> <p>(This link is a text of the Senate bill)</p>

Toolbox tactic	Description	Advantages	How is it covered in the strategy database	Reference for further information
Right-of-way relinquishments	The removal of a state highway, either in whole or in part, from the SHS requires a relinquishment approved by the California Transportation Commission (CTC).	<p>There are several benefits to relinquishing facilities that are no longer required to serve regional and statewide needs:</p> <ul style="list-style-type: none"> • An increase in local agencies' responsiveness to community interest in the administration, planning, construction, and operation of facilities, resulting in a cost savings to taxpayers by eliminating the need for state encroachment permits • A reduction of on-going maintenance costs for the state • A reduction in tort liability for the state • A decrease in state incident response efforts • A decrease in competition for capital funds for regional and statewide improvements 	N/A	<p>dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt25.pdf</p> <p>(This links talks about Caltrans relinquishments)</p>

Appendices



A1. 2018 Strategy

The 2018 Intraregional Tribal Transportation Strategy can be accessed using the following link: https://www.sandag.org/uploads/publicationid/publicationid_4480_23377.pdf

A2. Tribal Working Group Presentations

Intraregional Tribal Transportation Strategy Update

SCTCA Board Meeting

Meeting

April 20, 2021

ITTS Background

- 2018 Intraregional Tribal Transportation Strategy (ITTS) developed to identify **key multimodal transportation projects** to improve tribal mobility that meet regional, state, and federal goals
- Develop **actions to address transportation planning and funding challenges** being experienced by tribes
- Developed with the 17 tribal nations in San Diego County, SCTCA, County of San Diego, NCTD, MTS, Caltrans, and BIA



Final

Intraregional Tribal Transportation Strategy

JANUARY 2018



Strategy Update Need

- Identify **transportation priorities** to be communicated in the next Regional Plan
- Update previous study to reflect **current mobility needs**
- Review project costs to **current dollars**
- Develop strategies to make the needs **achievable**
- Acknowledge the **successes** achieved since the previous ITTS

Process/Timeline

SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update

SUMMER

- Update inventory and maps

EARLY SUMMER

- Review & update associated project costs

LATE SUMMER

- Develop priorities & finalize document update

What's Next?

Needs Assessment

- One-on-one virtual 1-hour workshop with each tribe to review project inventory

Documents Review

- Tribes to submit related transportation plans:
 - Long Range Transportation Plan
 - Transportation Safety Plans
 - Transit Plans
 - Active Transportation Plan
 - Resiliency Plans
 - Mobility Plans
 - Grant Applications
 - Tribal Mitigation Plan

Intraregional Tribal Transportation Strategy Update

**Interagency Tribal Transportation
Working Group**

Meeting

June 30, 2021

Effort Performed To Date



Needs Assessment

- Performed one-on-one virtual interviews with tribes to review project inventory
- Provided summaries of discussion to each tribe who participated



Document Review

- Reviewed transportation plans submitted by tribes
- Lifted projects not captured in the 2018 project inventory



Project Costs

- Reviewed 2018 project costing methodology
- Updating methodology to incorporate inflation & unit costs for new project types

10
interviews

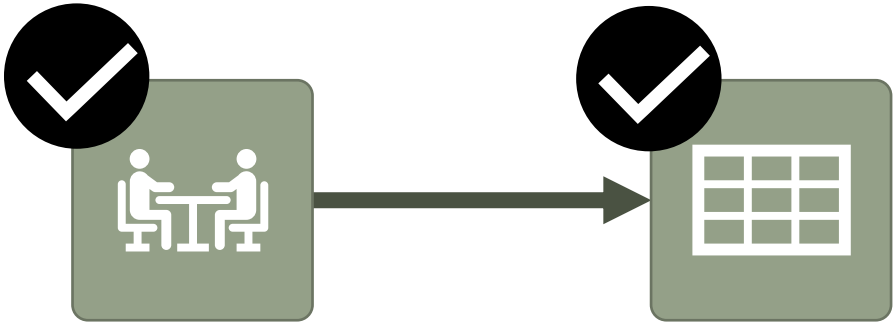
60+
new projects

10+
projects modified

3+
new project types

Project Inventory Status

Legend ○ To Start ◐ In Progress ● Completed

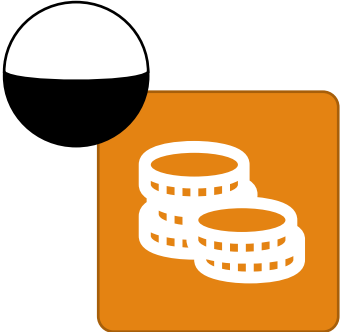


Interviews with tribes to review existing project inventory

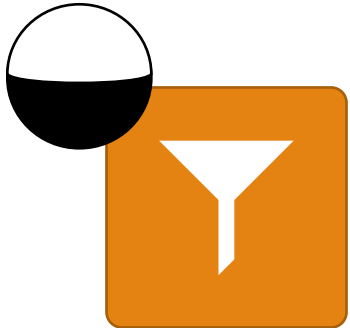
Incorporate new & modified projects into inventory



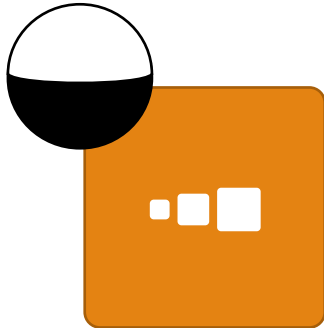
Digitize location for new & modified projects



Update/develop project costs for entire inventory



Apply filtering criteria (related grant criteria) to new & modified projects



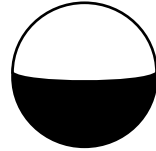
Incorporate project phasing & confirm with tribes

Process/Timeline



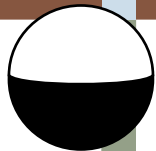
SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update



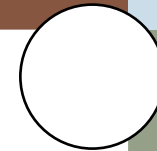
SUMMER

- Update inventory and maps



EARLY SUMMER

- Review & update associated project costs



LATE SUMMER

- Develop priorities & finalize document update

What's Next?



Project Inventory

- Complete digitizing location of new & modified projects
- Update/develop project costs for all projects in inventory
- Identify applicable grant criteria for new & modified projects
- Incorporate project phasing

Strategy Analysis & Development

- Review & assess 2018 ITTS Strategies
- Modify 2018 ITTS Strategies to better meet the current needs of the tribes

Intraregional Tribal Transportation Strategy Update

Strategy Workshop

August 19, 2021

Workshop Agenda

1. Introduction

- Workshop Objectives

2. ITTS Project Overview

- ITTS Background
- Why an Update?

3. Project Inventory/Screening Tool Update

- Effort Performed
- Status of Project Inventory Update

4. Strategies Assessment & Recommendations

- Review & Assess Previous Strategies
- Recommendations to Consider

5. Next Steps

- Final ITTS Update

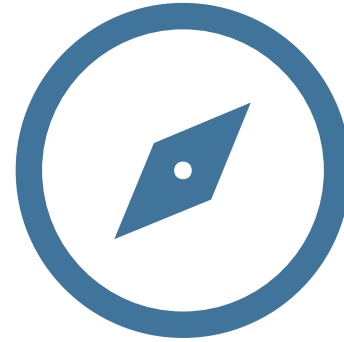
Workshop Objectives



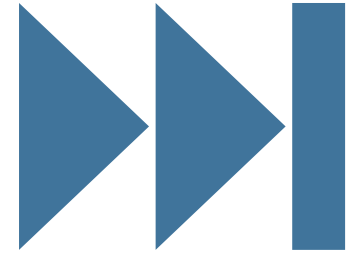
**Provide an update
on progress**



**Review & assess
previous strategies**



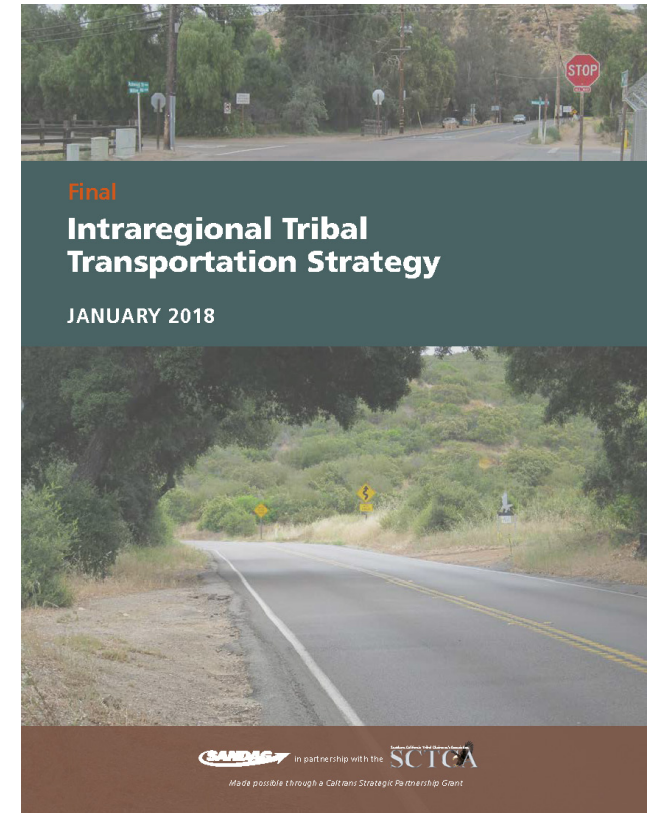
**Obtain direction to
update strategies**



**Provide next steps
to finalize ITTS
update**

ITTS Background

- 2018 Intraregional Tribal Transportation Strategy (ITTS) developed to identify **key multimodal transportation projects** to improve tribal mobility that meet regional, state, and federal goals
- Develop **actions to address transportation planning and funding challenges** being experienced by tribes
- Developed with the 17 tribal nations in San Diego County, SCTCA, County of San Diego, NCTD, MTS, Caltrans, and BIA



Purpose of Intraregional Tribal Transportation Strategy



**Understand
Existing Conditions**



**Assess Mobility
Needs**



**Create Inventory
of Projects/
Project Screening Tool**



**Develop Action
Steps**

Why an Update?

- Identify **transportation priorities** to be communicated in the next Regional Plan
- Update previous study to reflect **current mobility needs**
- Review project costs to **current dollars**
- Develop strategies to make the needs **achievable**
- Acknowledge the **successes** achieved since the previous ITTS

Project Screening Tool Update

Project Inventory Update Quick Stats

Effort Performed:



Needs Assessment

- Performed one-on-one virtual interviews with tribes to review project inventory
- Provided summaries of discussion to each tribe who participated



Document Review

- Reviewed transportation plans submitted by tribes
- Lifted projects not captured in the 2018 project inventory



Project Costs

- Reviewed 2018 project costing methodology
- Updated methodology to incorporate inflation & unit costs for new project types

10
interviews

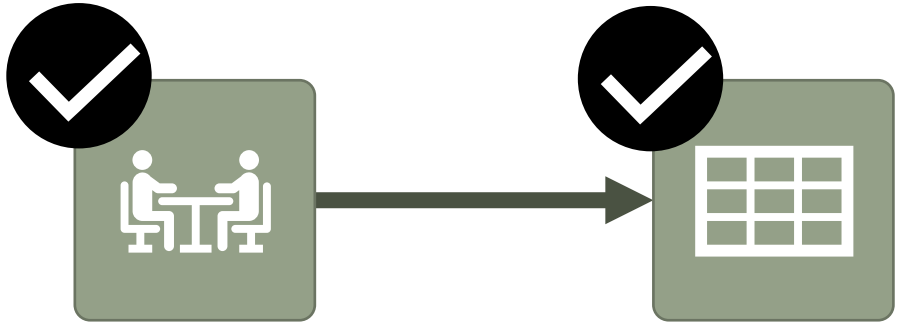
60+
new projects

10+
projects modified

3+
new project types

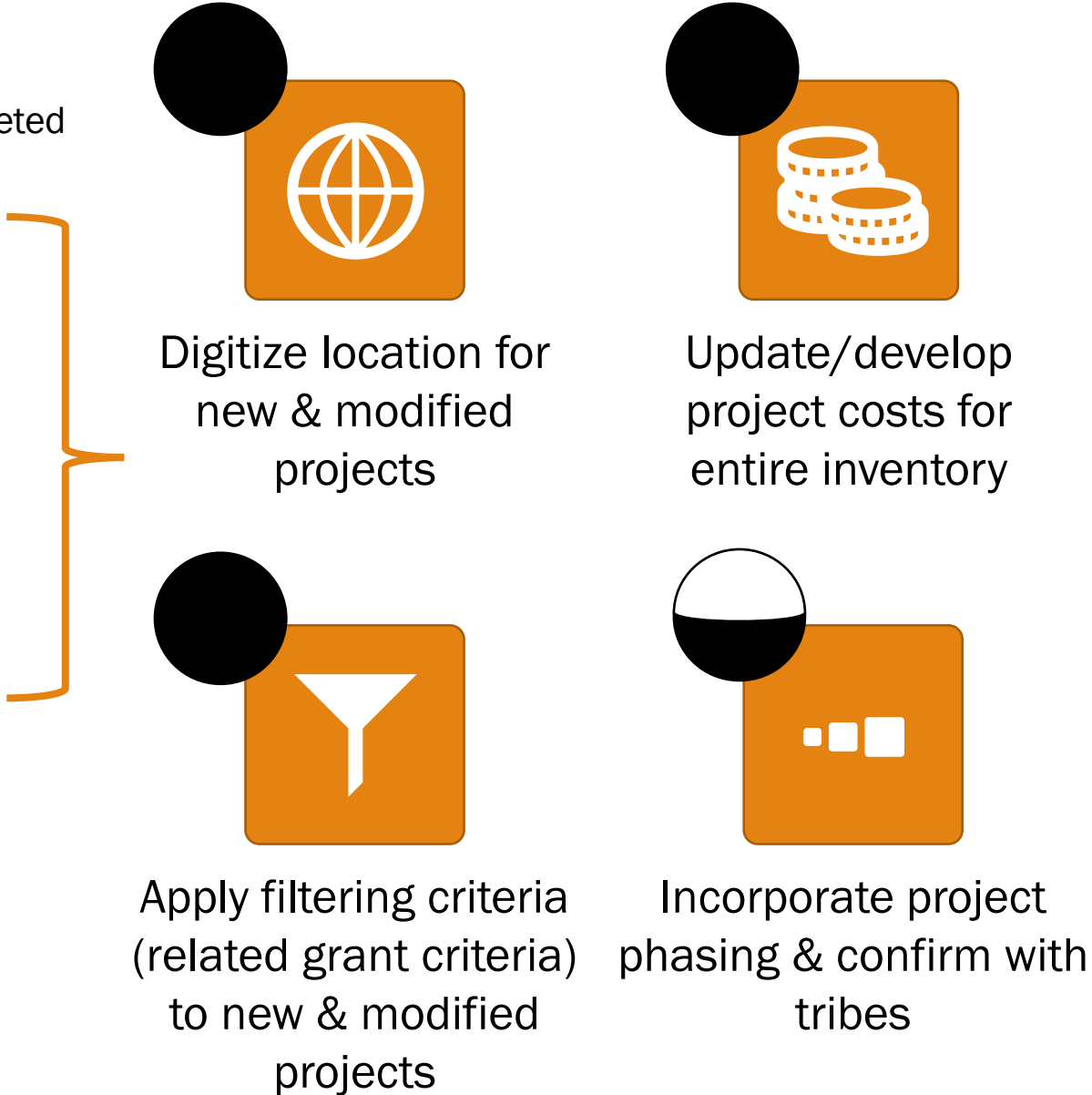
Project Screening Tool Status

Legend ○ To Start ◐ In Progress ● In Review ✓ Completed



Interviews with tribes to review existing project inventory

Incorporate new & modified projects into inventory



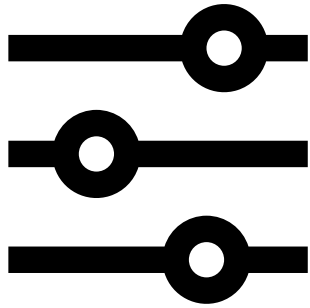
Digitize location for new & modified projects

Update/develop project costs for entire inventory

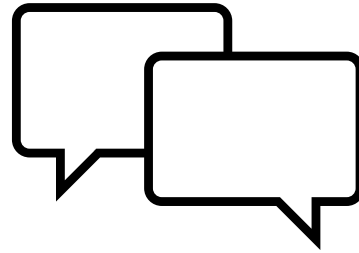
Apply filtering criteria (related grant criteria) to new & modified projects

Incorporate project phasing & confirm with tribes

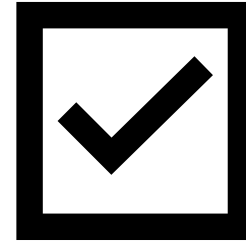
Previous ITTS Strategies: Review & Assessment Exercise



**Effectiveness
Scale Activity**



**Discussion:
What Went Well & What
Could Be Improved**



**Recommended
Actions to
Consider in the
ITTS Update**

Previous ITTS Strategies



Strategy #1: Support partnerships/collaboration

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.



Strategy #2: Coordinate collaborative planning

Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.



Strategy #3: Share data supporting tribal transportation (data = dollars)

Collect and disseminate data to support priority issues and implement projects.



Strategy #4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.



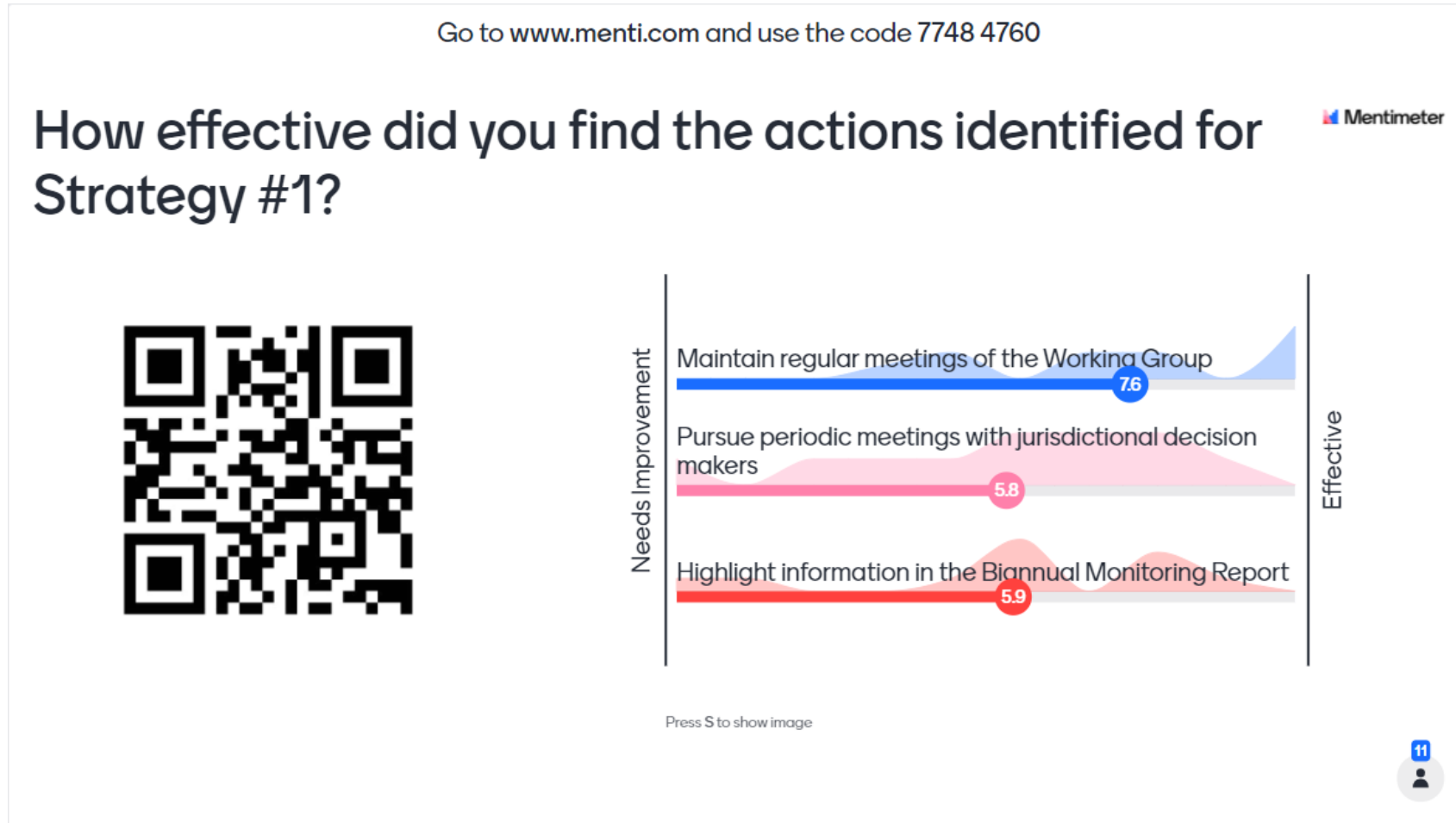
Strategy #1: Support partnerships/collaboration

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Maintain regular meetings of the Working Group – Regular meetings will help the spread of actionable information to tribal leaders, such as funding opportunities and lessons learned from the project delivery process, and allow for coordination of partnering efforts.</p>	SANDAG individual tribal governments	Individual tribal governments	Caltrans, BIA, County, MTS, NCTD	Quarterly
<p>Pursue periodic meetings with jurisdictional decision makers – The Working Group should request periodic meetings with decision makers of potential jurisdictional partners. These meetings would allow the tribes to communicate tribal priorities, identify overlapping regional goals, and build trust and understanding with decision makers.</p>	Working Group	Working Group	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Varies
<p>Highlight information in the Biannual Monitoring Report – Successes, priorities, action items, and discussion of projects that are of importance to the tribes can be highlighted in the Biannual Monitoring Report.</p>	SANDAG	Working Group, corridor task forces, SCTCA	Caltrans, County of San Diego, BIA, FHWA	Every two years



Strategy #1: Support partnerships/collaboration

Effectiveness Scale Activity





Strategy #1: Support partnerships/collaboration

What Went Well	What Could Be Improved	Recommended Actions
<p>Initiated several projects in partnership with other agencies in region (e.g., SR 94 Multi-Use Pathway Feasibility Study, Pala Tribal Resiliency Plans, Safety Plans)</p>	<p>Sharing of partnership opportunities and contacts with all members of the working group</p>	<p>Create an online hub for working group members to announce partnerships/collaborations and link to resources for potential agency partners</p>
<p>Engagement of working members in relevant regional projects such as the Comprehensive Multimodal Corridor Plans</p>	<p>Evaluating partnerships to identify areas for improvement</p>	<p>Include Partnerships/Collaboration as an on-going agenda item for working group meetings</p>
	<p>Check-ins with agencies (both in the region and external to the region) to ensure tribal transportation issues and needs are considered</p>	<p>Develop an assessment to evaluate effectiveness of existing partnerships/collaborations</p>
	<p>Attendance and active participation in outside agency meetings that can impact the working group</p>	<p>Assign working group members to monitor and/or attend meetings of agencies in the region that may impact tribal transportation needs</p>
	<p>Limited knowledge of the resources and expertise that can be provided by working group members and potential agency partners (e.g., SANDAG, NCTD, MTS, County of San Diego)</p>	<p>Continue to provide incentives for partnership participation (e.g., leveraging tribal specific funding & grant opportunities)</p>
		<p>Enhanced representation during RTP technical development</p>



Strategy # 2: Coordinate collaborative planning

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Develop corridor task forces of the Working Group – Many of the tribes and tribal transportation needs are concentrated around specific regional arterials throughout the county. Because these arterials represent the cornerstones of the local transportation networks, it is recommended that task forces specific to each corridor are created to focus planning efforts on the unique needs of each corridor. As new funding and partnership opportunities arise, the task forces should use the project screening tool to identify projects that could be worth advancing. The corridor task forces can cooperatively annually review federal, state, regional and county plans</p>	Volunteers from the Working Group	Working Group	Caltrans, County of San Diego, BIA, FHWA	Report out quarterly to the Tribal TWG
<p>Develop near-term actions – The corridor task forces should discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as “near-term action” projects. Longer-term priorities should also be identified and considered for “early action” status as funding and partnership opportunities change.</p>	Volunteers from the Working Group	Working Group, corridor task forces	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Annually

Strategy # 2: Coordinate collaborative planning

Effectiveness Scale Activity





Strategy # 2: Coordinate collaborative planning

What Went Well	What Could Be Improved	Recommended Actions
Regular sharing of project inventory with Caltrans	Limitations with how “live”/editable/collaborative the project screening tool is in its current format	Consider moving the project screening tool into online interactive dashboard with map component that the working group members have access to
	Sharing/coordination of information on transportation projects in the project screening tool with other agencies	Check-ins with jurisdictional partners to discuss opportunities to implement common projects
	Development of corridor task forces of the Working Group	Assign working group members to monitor agency websites and/or meeting agendas identify efforts that may impact tribal transportation needs
	Clearly communicate what the early action projects of the Working Group	Create a short list of projects that are critical to the success of tribal transportation
	Knowledge of process and timeline for new and/or updated federal, state, regional, and county plans	Include a “Parallel Efforts” as an on-going agenda item for working group
		Partner with working group members to educate and identify opportunities for emerging mobility technology implementation (e.g., EV charging, microtransit, mobility hubs)




Strategy # 3: Share data supporting tribal transportation (data = dollars)

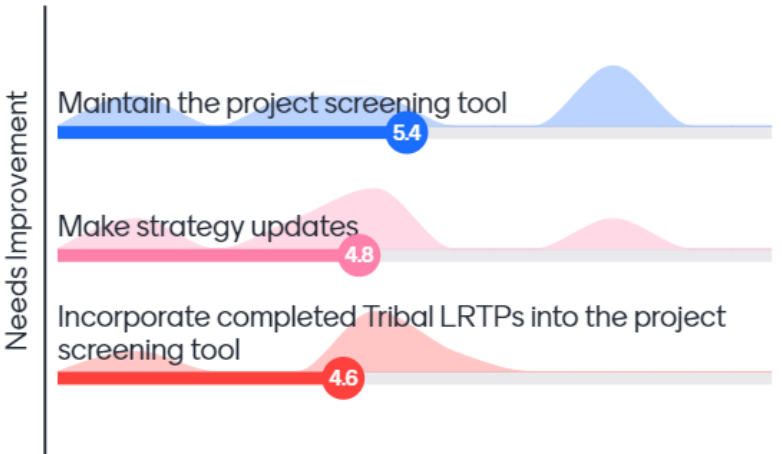

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
Maintain the project screening tool – As LRTPs are updated and other transportation needs identified, the project screening tool should be updated to facilitate continual effectiveness and ensure the existence of a clearinghouse of tribal transportation need information.	SANDAG	Working Group	Caltrans, County of San Diego	Every two years
Make strategy updates – Periodic updates of the Strategy will keep it current and effective.	SANDAG	SANDAG/SCTCA	Working Group	Coincide with the update of the RTP
Incorporate completed Tribal Long-Range Transportation Plans (LRTPs) into the project screening tool – Each tribe should complete a current LRTP to formally document the needs of their communities. This is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts.	SANDAG	Individual tribal governments will update LRTPs	BIA, FHWA	Incorporate LRTP into the screening tool every two years (note: LRTP are updated typically every five years)

Strategy # 3: Share data supporting tribal transportation (data = dollars)

Effectiveness Scale Activity


Go to www.menti.com and use the code 5714 3572

How effective did you find the actions identified for Strategy #3? 



Action	Score
Maintain the project screening tool	5.4
Make strategy updates	4.8
Incorporate completed Tribal LRTPs into the project screening tool	4.6

Press S to show image





Strategy # 3: Share data supporting tribal transportation (data = dollars)

What Went Well	What Could Be Improved	Recommended Actions
<p>Identified resources to update the ITTS and its components (e.g., project screening tool, strategies)</p>	<p>Identifying resources (e.g., funding and staff) for all the tribes to develop a comprehensive Tribal Long-Range Transportation Plans (LRTPs)</p>	<p>Continue the incorporation of tribal specific transportation plans (e.g., Tribal Safety Plans, Tribal LRTPS) into the project screening tool</p>
<p>Incorporation of most tribal transportation related documents (e.g., LRTPs)</p>	<p>Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their importance in obtaining funding opportunities</p>	<p>Include “Plan Status Check” as an on-going agenda item for working group members to report out the status/need of tribal transportation documents</p>
	<p>Access to data and evidence that can be used to support tribal transportation projects in grant applications and other funding opportunities</p>	<p>Consider the creation of an online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update)</p>
	<p>Create an online data library that working group members can readily access for grant applications and project development</p>	
		<p>Develop and maintain project phasing for specific inventory items</p>



Strategy # 4: Create opportunities to fund priority tribal transportation projects and programs

Short term and on-going actions	Lead agency	Responsible party	Other agencies	Action timeline
<p>Implement partnership strategies – Once an early action project aligns with a funding and/or partnership opportunity, the agency processes in Section 2.4 should be followed.</p>	Working Group corridor task forces	Working Group corridor task forces	Caltrans, County of San Diego, BIA, FHWA	Annually
<p>Regularly attend SANDAG Policy Advisory Committees – The tribes should have regular attendance at SANDAG Policy Advisory Committees to advocate for issues that are meaningful to their communities and learn about efforts across the region.</p>	Tribal representatives	Tribal representatives	SANDAG	Monthly
<p>Update SANDAG webpage to provide information on funding opportunities – Maintain and update funding opportunities on the SANDAG tribal webpage</p>	SANDAG	SANDAG	Caltrans, BIA, FHWA	Quarterly




Strategy # 4: Create opportunities to fund priority tribal transportation projects and programs

Effectiveness Scale Activity

Go to www.menti.com and use the code 5993 5964


How effective did you find the actions identified for Strategy #4? Mentimeter



SKIPPED DUE TO TIME CONSTRAINTS

Action	Effectiveness Scale
Implement partnership strategies	Effective
Regularly attend SANDAG Policy Advisory Committees	Needs Improvement
Update SANDAG webpage to provide information on funding opportunities	Needs Improvement

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Strategy # 4: Create opportunities to fund priority tribal transportation projects and programs

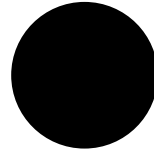
What Went Well	What Could Be Improved	Recommended Actions
<p>Secured funding to make progress on projects identified in the ITTS project inventory</p>	<p>Maintenance and update funding opportunities on the SANDAG tribal webpage</p>	<p>Include Funding Opportunities as an on-going agenda item for working group meetings</p>
<p>Gained representation on other SANDAG committees</p>	<p>Development of corridor task force to monitor alignment of early action projects and funding opportunities</p>	<p>Assign working group members to research potential funding opportunities and alignment with project screening tool</p>
<p>Leveraged opportunities to program enhancements for transportation concurrent with other agency infrastructure projects (e.g., SR 67 Fiber)</p>	<p>Development of near-term projects that have a higher likelihood of finding funding and jurisdictional partners</p>	<p>Assign working group members to attend upcoming grant workshops</p>

Process/Timeline



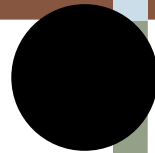
SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update



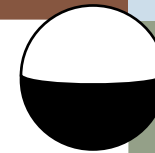
SUMMER

- Update inventory and maps



EARLY SUMMER

- Review & update associated project costs



LATE SUMMER

- Assess previous strategies & provide modifications (workshop)
- Develop priorities & finalize document update

What's Next?

Project Inventory

- Send out project inventory for tribes to confirm project phasing

Strategy Development

- Modify 2018 ITTS Strategies & Actions based on the workshop feedback

Final ITTS Update

- Update & finalize ITTS document

Strategy #1: Support partnerships/collaboration

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.

Focuses:

1. Serve as an interagency forum for collaboration on tribal transportation issues
2. Facilitate dialogue with agencies external to the region to ensure that tribal transportation issues are considered in a timely/meaningful manner
3. Collaborate with jurisdictional decision makers to evaluate project opportunities and priorities
4. Pursue and monitor legislation that supports tribal transportation in the region
5. Annually review the Working Group's charter and update as needed to facilitate implementation of the Strategy
6. Periodically review progress made toward implementation of the strategies and actions

What Went Well	What Could Be Improved	Recommended Actions

Intraregional Tribal Transportation Strategy Update

TWG Update

September 29, 2021

Agenda

1. Schedule

2. Strategy Assessment Workshop

3. Next Steps

Process/Timeline

SPRING

- Work with tribal communities to determine if the current projects are up to date
- Review new tribal documents and plans to incorporate into update

SUMMER

- Update inventory and maps
- Assess previous strategies & provide modifications (workshop)

EARLY SUMMER

- Review & update associated project costs

LATE SUMMER

- Finalize document update

Current ITTS Strategies



Strategy #1: Support partnerships/collaboration

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.



Strategy #2: Coordinate collaborative planning

Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.



Strategy #3: Share data supporting tribal transportation (data = dollars)

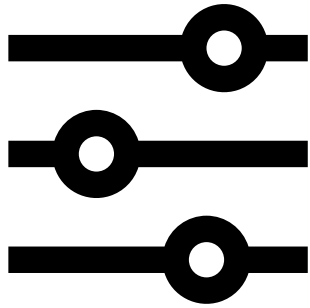
Collect and disseminate data to support priority issues and implement projects.



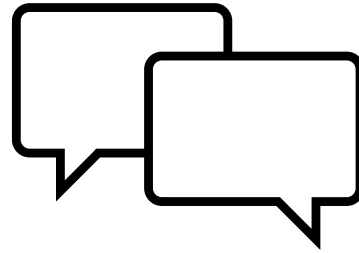
Strategy #4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.

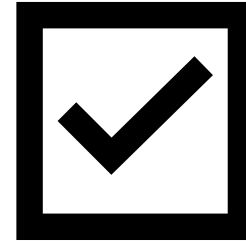
Workshop: Strategy Review & Assessment



**Effectiveness
Scale Activity**



**Discussion:
What Went Well & What
Could Be Improved**



**Recommended
Actions to
Consider in the
ITTS Update**



Strategy #1: Support partnerships/collaboration

What Went Well	What Could Be Improved	Recommended Actions
Working Group was highly-effective in promoting collaboration	Proactive coordination with jurisdictions and agencies	Create easily accessible contact list of jurisdictional and agency partners
Initiated several projects in partnership with other agencies in region (e.g., SR 94 Multi-Use Pathway Feasibility Study, Pala Tribal Resiliency Plans, Safety Plans)		Assign members of TWG to monitor large projects or related planning/construction efforts



Strategy # 2: Coordinate collaborative planning

What Went Well	What Could Be Improved	Recommended Actions
Regular sharing of project inventory with Caltrans	Usability/access to project screening tool	Develop web-based interface for project inventory and screening tool
Agencies advertising funding opportunities as they are available.	Clear articulation of near-term priorities	Create consolidated list of early action projects
	Proactive and joint pursuit of funding	Funding opportunities as a standing agenda item at TWG meetings
	Incorporation of emerging transportation technologies into tribal plans	



Strategy # 3: Share data supporting tribal transportation (data = dollars)

What Went Well	What Could Be Improved	Recommended Actions
Identified resources to update the ITTS and its components (e.g., project screening tool, strategies)	Identifying resources (e.g., funding and staff) for all the tribes to develop a comprehensive Tribal Long-Range Transportation Plans (LRTPs)	Develop and maintain project phasing for specific inventory items
	Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their importance in obtaining funding opportunities	Include “Plan Status Check” as an on-going agenda item for working group members to report out the status/need of tribal transportation documents
	Access to data and evidence that can be used to support tribal transportation projects in grant applications and other funding opportunities	Creation of on online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update)
		Create an online data library that working group members can readily access for grant applications and project development



Strategy # 4: Create opportunities to fund priority tribal transportation projects and programs

What Went Well	What Could Be Improved	Recommended Actions
Secured funding to make progress on projects identified in the ITTS project inventory	Maintenance and update funding opportunities on the SANDAG tribal webpage	Include Funding Opportunities as an on-going agenda item for working group meetings
Gained representation on other SANDAG committees	Development of corridor task force to monitor alignment of early action projects and funding opportunities	Assign working group members to research potential funding opportunities and alignment with project screening tool
Leveraged opportunities to program enhancements for transportation concurrent with other agency infrastructure projects (e.g., SR 67 Fiber)	Development of near-term projects that have a higher likelihood of finding funding and jurisdictional partners	Assign working group members to attend upcoming grant workshops

What's Next?



Project Inventory

- Send out project inventory for tribes to confirm project phasing

Strategy Development

- Modify 2018 ITTS Strategies & Actions based on the workshop feedback

Final ITTS Update

- Update & finalize ITTS document

Tribal Early Action Project Selection (Item 5)

Interagency Tribal Working Group

December 1, 2021

Agenda

- **Opportunity**
- **Effort to Date**
- **Potential Project List & Tactics for Selection**
- **Next Steps**

Opportunity

- Identify a tribal project(s) for potential accelerated funding
- Test case for a reoccurring tribal-specific funding

Effort to Date

- **September 30**
 - SCTCA Executive Committee asked for meeting to address concerns on the \$200,000 support grant from SANDAG
- **November 4**
 - SCTCA and SANDAG Leadership met to discuss advancing SCTCA project quickly based on tribal priorities
 - SANDAG committed to identifying \$2-5 million for tribal priority project(s)
- **November 5**
 - Mike & Jane met with Tribal Transportation Taskforce and discussed approach. Kimley-Horn was brought in for technical support
- **November 9 & November 19**
 - Transportation Task Force met again with tactics strategy and streamlined ITTS listing
- **November 16**
 - Provided update to SCTCA board and received confirmation for Tribal Working Group Special Session

Tactics for Selection

- 1** Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project
- 2** Tactic #2: Fund *full implementation* (environmental, final design, and construction) of 2 small-sized projects (*e.g., One in north & One in south*)
- 3** Tactic #3: Fund *full implementation* of multiple small-sized safety projects

- 4** Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects
- 5** Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects
- 6** Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

Notes: Large-sized project over \$5 million dollars. Medium-sized project \$2-5 million dollars. Small-sized project less than \$2 million dollars.

Potential Project List Development

2021 Regional Plan Rural Corridors

- Projects lifted from 2018 ITTS Effort

N-S Tribal Corridor List

- Projects identified by Tribal Working Group in February 2020
- List of projects identified for North & South
- Taskforce utilizing list to identify potential funding sources

Safety Projects

- Query projects from ITTS database related to safety
- No cap on probable cost

Tribal Task Force

- Review & discussion with tribal task force members

Potential Funding Opportunities

Federal

- FTA Section 5310
- Tribal Transportation Program Safety Fund (TTPSF)
- Bipartisan Infrastructure Investment and Jobs Act
 - Tribal Transportation Program (\$2.9 billion)
 - Tribal Transportation Facility Bridge set-aside (\$110 million)
 - Tribal High Priority Projects (\$150 million)
 - Tribal Transportation Program Safety Fund
 - Road Maintenance under BIA
 - Climate Resilience and Adaption (\$216 million)
 - Tribal Broadband Connectivity Program (\$2 billion)
 - Water Infrastructure (\$3.5 billion)

State

- Highway Safety Improvement Program (HSIP)
- Active Transportation Program (ATP)
- Recreational Trails and Greenways Grant Program

Local

- *TransNet*

Tactics for Selection

1

Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project

Pros:

- Immediate and positive impact (seeing the results)
- Less administrative resource needs (Staff and tribal working group able to focus on one project)

Cons:

- Smaller scale of community
- Fewer tribal members will benefit
- May be difficult to select based on multiple priorities (regional and tribal)
- High risk of putting funds in one bucket (e.g., delay in project schedule)

Tactics for Selection

1

Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project

Project ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)
--	69	Senge Oaks Road / SR-76	Roundabout; Traffic Calming	\$2.30
--	2a	Improve drainage at Interstate 8 (I-8) and roads on Camp Reservation	Drainage Improvements	\$3

Tactics for Selection

2

Tactic #2: Fund full implementation (environmental, final design, and construction) of 2 small-sized projects (*e.g., One in north & One in south*)

Pros:

- Immediate and positive impact (seeing results)
- Increase regional reach (1 project north and 1 project south)
- Greater likelihood to positively impact more tribal members
- Can implement multiple projects identified in the ITTS database

Cons:

- Reduce overall project-specific benefit due project size
- Additional administrative resource needs

Tactics for Selection

2

Tactic #2: Fund *full implementation* (environmental, final design, and construction) of 2 small-sized projects (*e.g., One in north & One in south*)

Project ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)
CC055	-	SR 76 (SR 76 to Cole Grade Road)	Intersection Improvements	\$1
CC057	44	SR 76 (SR 76 to Pauma Reservation Road)	Intersection Improvements	\$1
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	\$1
CC054	109	SR 76 (SR 76 to Pala Mission Road)	Intersection Improvements	\$1
CC060	84	SR 79 (SR 79 to Schoolhouse Canyon Road)	Intersection Improvements	\$1
--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	\$1.50
--	105	New bus stop at gaming facility on Jamul Indian Village	Transit facility	\$0.15
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	\$0.75
--	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$0.50

Tactics for Selection

3

Tactic #3: Fund *full implementation* of multiple small-sized safety projects

Pros:

- Larger regional coverage of projects
- Can implement projects that wouldn't be necessarily competitive in safety funding opportunities (e.g., HSIP)
- Can implement multiple projects identified in the ITTS database
- Higher likelihood of project completion

Cons:

- Additional administrative resource needs
- Reduce overall project-specific benefit due to project size
- May not implement a larger size project identified in the 2021 Regional Plan

Tactics for Selection

3

Tactic #3: Fund *full implementation* of multiple small-sized safety projects

Project ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)
CC055	-	SR 76 (SR 76 to Cole Grade Road)	Intersection Improvements	\$1
CC057	44	SR 76 (SR 76 to Pauma Reservation Road)	Intersection Improvements	\$1
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	\$1
CC054	109	SR 76 (SR 76 to Pala Mission Road)	Intersection Improvements	\$1
CC060	84	SR 79 (SR 79 to Schoolhouse Canyon Road)	Intersection Improvements	\$1
--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	\$1.50
--	105	New bus stop at gaming facility on Jamul Indian Village	Transit facility	\$0.15
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	\$0.75
--	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$0.50

Tactics for Selection

4

Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects

Pros:

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- Increased overall project-specific benefit due to project size

Cons:

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

Tactics for Selection

4

Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects

Project ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)
AT095	-	I-8 Corridor – Willows Road to SR 79	On-Street	\$22
CC047	25	I-8 (I-8 to West Willows Road)	Interchange Improvements	\$11
CC048	26	I-8 (I-8 to East Willows Road)	Interchange Improvements	\$11
CC147	-	SR 79	SIS	\$14
CC049	97	SR 94 (SR 94 to Melody Road/Daisy Drive)	Intersection Improvements	\$8
--	38	Lilac Road/Lilac Road extension from SR 76 to reservation boundary	Paving	\$8.50
--	62b	Valley Center from Rock Hill Ranch Rd to Lake Wohlford Road	Shoulder Widening with lighting improvement	\$15.30
--	90	Steele Canyon Road from State Route 94 to	Bike lane	\$10
--	71	Valley Center Road from Lake Wohlford to SR 76	Shoulder Widening	\$17.50

Tactics for Selection

5

Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects

Pros:

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage

Cons:

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

Tactics for Selection

5

Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects

Project ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)
CC055	-	SR 76 (SR 76 to Cole Grade Road)	Intersection Improvements	\$1
CC057	44	SR 76 (SR 76 to Pauma Reservation Road)	Intersection Improvements	\$1
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	\$1
CC054	109	SR 76 (SR 76 to Pala Mission Road)	Intersection Improvements	\$1
CC060	84	SR 79 (SR 79 to Schoolhouse Canyon Road)	Intersection Improvements	\$1
--	69	Senge Oaks Road / SR-76	Roundabout; Traffic Calming	\$2.30
--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	\$1.50
--	105	New bus stop at gaming facility on Jamul Indian Village	Transit facility	\$0.15
--	2a	Improve drainage at Interstate 8 (I-8) and roads on Camp Reservation	Drainage Improvements	\$3
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	\$0.75
	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$0.50

Tactics for Selection

6

Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

Pros:

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage
- Less tribal administrative resource needs

Cons:

- Delayed project implementation
- Community members won't see direct immediate benefit

Tactics for Selection

6

Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

Project ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)
CC047	25	I-8 (I-8 to West Willows Road)	Interchange Improvements	\$11
CC048	26	I-8 (I-8 to East Willows Road)	Interchange Improvements	\$11
CC060	84	SR 79 (SR 79 to Schoolhouse Canyon Road)	Intersection Improvements	\$1
--	14	Ashwood Rd from Maplevue Rd to Willow Rd	Widening/ Straightening	\$19
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77

Discussion

Which tactic/projects would you like to move forward with?

1 Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project

2 Tactic #2: Fund *full implementation* (environmental, final design, and construction) of 2 small-sized projects (e.g., *One in north & One in south*)

3 Tactic #3: Fund *full implementation* of multiple small-sized safety projects

4 Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects

5 Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects

6 Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

Notes: Large-sized project over \$5 million dollars. Medium-sized project \$2-5 million dollars. Small-sized project less than \$2 million dollars.

Next Steps

- Bring forward preferred tactics/projects to SCTCA Board
- Collaborate with SANDAG on identifying funding

A3. Individual One-on-One Meetings

Individual Meeting with Tribal Representatives Email Invitation Template

Hello,

The project team is kicking off the update for the SCTCA Intraregional Tribal Transportation Strategy (ITTS) Update.

What is the Intraregional Tribal Transportation Strategy (ITTS)?

The ITTS identifies key multimodal transportation projects that improve tribal mobility while meeting regional, state, and federal goals. The ITTS also developed actions to address transportation planning and funding challenges experienced by tribes within San Diego County.

- Here is the link to the 2018 Intraregional Tribal Transportation Strategy (ITTS) Documents: https://sandag.org/uploads/publicationid/publicationid_4480_23377.pdf

Why the update?

The ITTS is being updated to reflect current mobility needs and identify transportation priorities that can be communicated in the next Regional Plan. In addition, the update will review project costs to current dollars, develop strategies to make the mobility needs achievable, and acknowledge the successes achieved by tribal nations since the previous ITTS.

What we need from you?

Send Your Related Transportation Plans

Please email your tribe's transportation plans to Kimberly Mendoza (kimberly.mendoza@kimley-horn.com). Below is a list of the types of transportation plans the project team is looking for:

- Long Range Transportation Plan
- Transportation Safety Plans
- Transit Plans
- Active Transportation Plan
- Resiliency Plans
- Mobility Plans
- Grant Applications
- Tribal Mitigation Plan

Schedule Virtual 1-on-1 Workshop Meeting

We would like to schedule a virtual meeting/phone call with each tribal nation to review the project inventory from the previous ITTS and discuss new transportation projects that should be included.

Please fill out this [Microsoft Forms Poll](#) by Tuesday, 04/27. After we receive people's availability, we will send an invitation with the date, time, and call-in information for the virtual 1-on-1 Workshop.

We have attached the following for your review. We will be discussing these items at the virtual 1-on-1 Workshop.

- Maps showing the projects currently in the ITTS inventory
- Table showing the projects relevant to your tribe

Questions?

If you have any questions or concerns, please feel free to reach out to Matt Horton, the Kimley Horn project manager via email (Matt.Horton@kimley-horn.com) or phone (619-798-8655).

Thanks,

Status of Individual Meeting with Tribal Representatives

Tribe	Workshop Status	Date	Notes
Barona Band of Mission Indians	Complete	5/7/2021	
Campo Band of Mission Indians	No Response		Reached out to multiple times, no response.
Capitan Grande	N/A		Verification occurred through Viejas and Barona
Ewiiapaayp Band of Kumeyaay	Complete	5/14/2021	
Iipay Nation of Santa Ysabel	Complete	5/18/2021	
Jamul Indian Village	Complete	5/3/2021	
La Jolla Band of Luiseño Indians	Complete	5/20/2021	
La Posta Band of the Kumeyaay Nation	No Response		Reached out to multiple times, no response.
Los Coyotes Band of Cahuilla and Cupeño Indians	No Response		Reached out to multiple times, no response.
Manzanita Band of the Kumeyaay Nation	No Response		Reached out to multiple times, no response.
Mesa Grande Band of Mission Indians	Complete	5/17/2021	
Pala Band of Mission Indians	Complete	4/30/2021	
Pauma Band of Luiseño Indians	No Response		Reached out to multiple times, no response.
Rincon Band of Luiseño Indians	No Response		Reached out to multiple times, no response.
San Pasqual Band of Diegueño Indians	Complete	5/28/2021	
Sycuan Band of Kumeyaay Nation	Complete	5/3/2021	
Viejas Band of Kumeyaay Indians	Complete	5/18/2021	

Barona Band of Mission Indians Transportation Plan Summary 2021

Per 25 CFR Part 170 at subsection 170.414, this summary narrative serves as justification of that the Barona Band of Mission Indians FY2021 to 2041 LRTP (Long Range Transportation Plan) update is consistent with State and Metropolitan Planning Organization (MPO), hence San Diego Forward: the 2021 Regional Plan.

The purpose of transportation planning is to identify broad goals to meet transportation needs of a community. Multi-modal strategies for achieving these goals can and should consider current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs, among others.¹

Background Information

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

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

The Barona Reservation consists of over 7,800 acres, and is located approximately 35 miles northeast of the City of San Diego. The Tribe has 594 members in 2021, of which 85% of the adult population lives on the Reservation.

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

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

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

¹ Transportation Decision Making: Information for Tribal Governments. "Developing a Long-Range Transportation Plan." FHWA Office of Planning.

Existing Transportation Conditions

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

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

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

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

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

Goals and Objectives

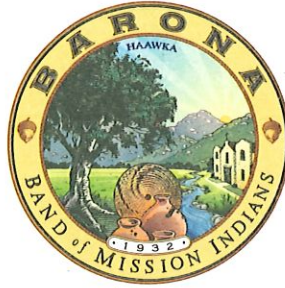
Basic transportation needs include inventory of existing roads and driveways on tribal lands for inclusion on the BIA Tribal Transportation Program (TTP) inventory; improvements to County maintained roads to meet current design standard for improved maintenance, safety, and traffic management.

1. Maximize federal revenues available through the Tribal Transportation Program, the American Rescue Plan, and other funding prioritized for Indian Reservation Roads.
 - Evaluate roads throughout the reservation community for safety improvements, including speed humps, paving, resurfacing, and signage.
 - Focus on priority projects.
2. Improve road maintenance, safety and traffic management.
 - Evaluate county roads, State Highway 67, and I-8 for compliance with current design and maintenance standards.
 - Coordinate with the County Department of Public Works and California Department of Transportation for road improvements.
3. Focus on major arterial road: Wildcat Canyon Road
 - Coordinate with the County Department of Public Works for road improvements.
 - Signalization at intersection of Wildcat Canyon Road and Willow Road.

Priority Projects

1. In coordination with the County, finalize improvements at the intersection of Willow Road/Wildcat Canyon Road that were formalized in 2015, specifically:
 - Intersection widening/turn lanes
 - Signalization at Willow Road/Wildcat Canyon Road Intersection
 - Improving curves north of the intersection to meet County public road standards and to improve sight distance on the approach to the intersection.

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



April 21, 2021

Hon. Catherine Blakespear, Chairwoman
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: Barona Band of Mission Indians' Tribal LRTP Summary

Dear Chair Blakespear,

For the last two cycles of the Regional Plan, the tribes in the San Diego region submitted summaries of their Long Range Transportation Plans (LRTP) as a diplomatic courtesy to share their priorities with SANDAG. The Southern California Tribal Chairmen's Association, (SCTCA), believes that sharing this information is an important step to understanding the linkages between regional and tribal priorities. In that continued spirit of sharing, our tribe, the Barona Band of Mission Indians, submits a summary of our current Tribal Transportation Plan for inclusion in the San Diego Forward document.



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

We are pleased to work with you to highlight the importance of tribal transportation planning in the regional process. Should you need additional information, please contact Sheilla Alvarez at 619-402-0182.










Respectfully,

Raymond Welch
Chairman, Barona Band of Mission Indians



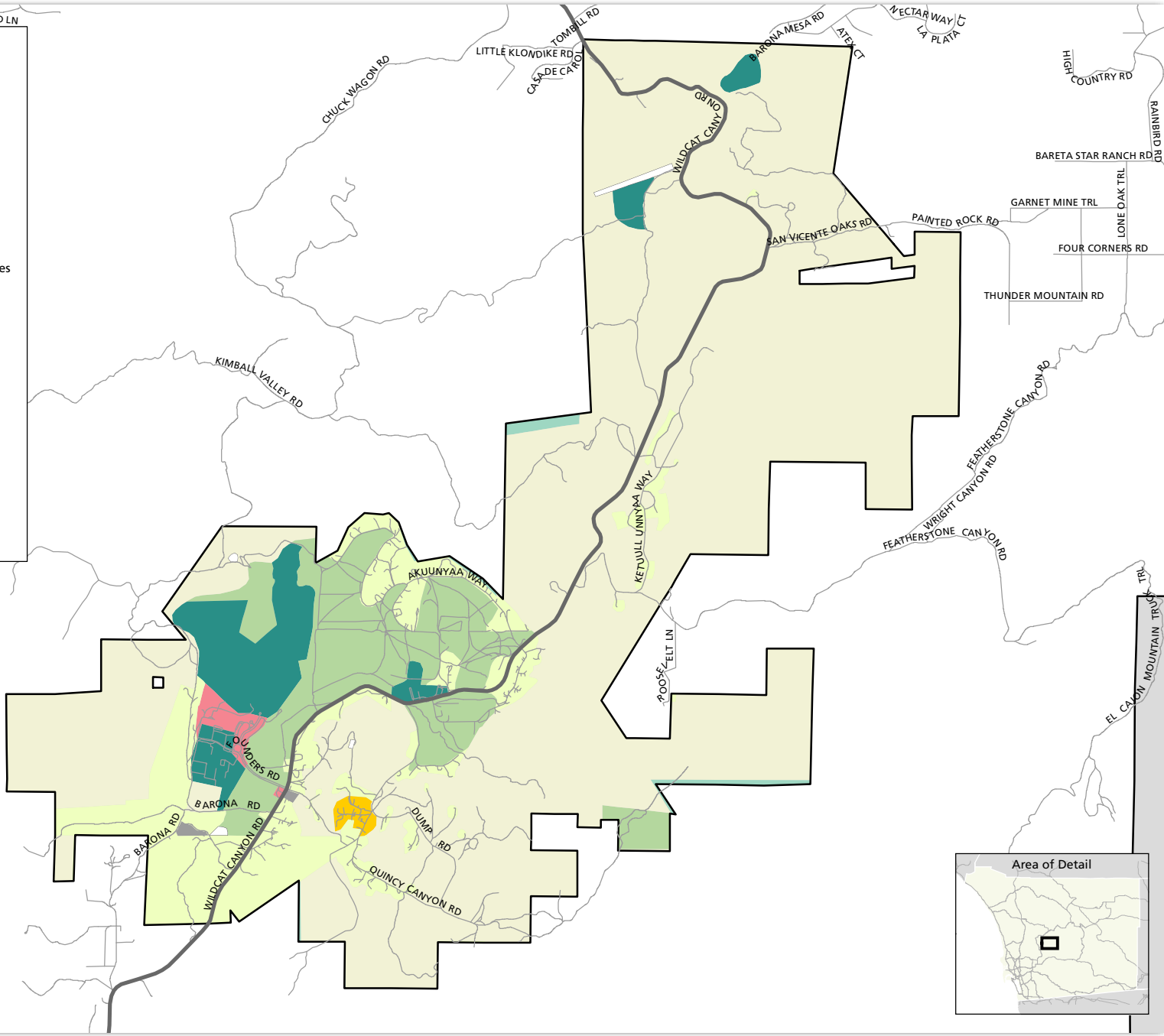
Barona Reservation

-  Regional Arterial System
-  Local, County, or Tribal Road

2012 Land Use

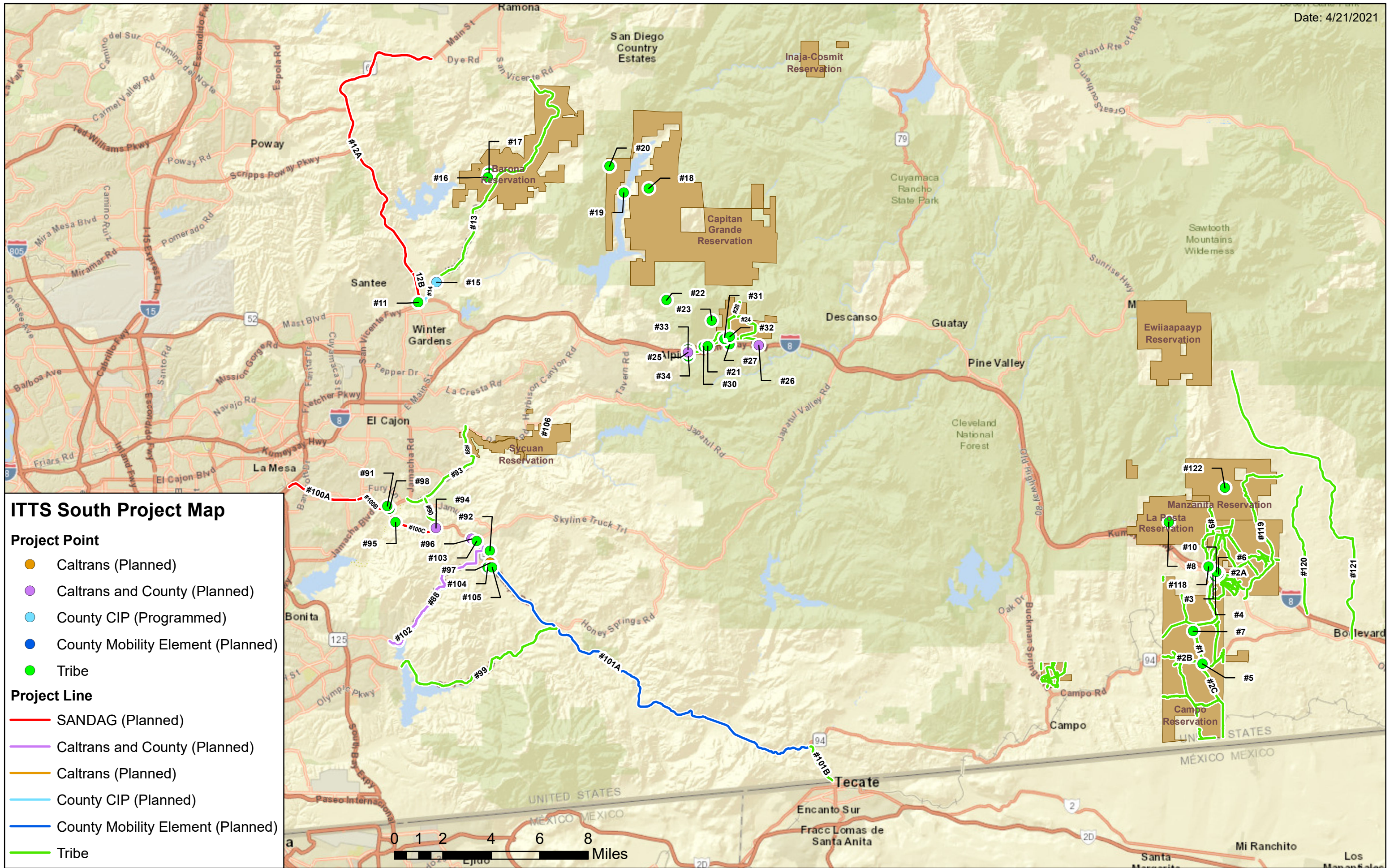
-  Spaced Rural Residential
-  Single Family Residential
-  Commercial and Office
-  Transportation, Communications, Utilities
-  Education and Institutions
-  Open Space Parks
-  Recreation
-  Agriculture
-  Vacant

0 0.25 0.5 Miles
0 0.4 0.8 Kilometers

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
13	Geometrics	Widening; Repairs	Barona	Shoulders; straightening; repair dips in road	County/Tribe	Wildcat Canyon Rd			I-8 West	Tribe; County	HSIP	
14	Geometrics	Widening; Straightening	Barona	Widen from 2 to 4 lanes	County	Ashwood	Mapleview	Willow Rd	I-8 West	County	Tribal Transportation Program	
12a	Geometrics	Widening	Barona	Support SANDAG RTP project	Caltrans/SANDAG	SR-67	Mapleview	Dye	I-8 West	Caltrans		
12b	Geometrics	Widening	Barona	Support SANDAG RTP project	Caltrans/SANDAG	SR-67	Gold Bar Lane	Dye	I-8 West	Caltrans		
119	Geometrics	Grading; Signage	Manzanita	Improve access for fire services	Tribe	Manzanita Rd/ Live Oak Trail	Old Hwy 80	Manzanita Cottonwood Rd	I-8 West	Tribe		
120	Geometrics	Grading; Signage	Manzanita	Improve access for fire services	County	Ribbonwood Rd	Old Hwy 80	Lost Valley Rd	I-8 West	County		
121	Geometrics	Grading; Signage	Manzanita	Improve access for fire services	County	McCain Valley Rd	Old Hwy 80	End of McCain Valley Rd	I-8 West	County	Multiple	
24	Geometrics	Add shoulders	Viejas	Add shoulders to complete improvement of loop road	Tribe	Browns Rd	Viejas Grade Rd	Willows Rd	I-8 West	Tribe; County	Tribal Transportation Program	
28	Geometrics	Reconstruction	Viejas	Reconstruction with shoulders and improve drainage	County/Tribe	Viejas Grande Rd	Willows Rd	Conejos Valley Rd	I-8 West	Tribe; County	Multiple	
29	Geometrics	Widening	Viejas	Widen from 2 to 4 lanes for trucks	County	Willows Rd	West Willow Rd Interchange	East Willow Rd Interchange	I-8 West	County	Multiple	

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
11	Geometrics	Intersection Improvements	Barona	Safety and capacity enhancements; interchange	Caltrans/County	SR-67	Mapleview Rd	I-8 West	Caltrans; County		
15	Signal, Signage, and Lighting	Signal	Barona	Safety improvement and intersection with signal	County	Willow Rd	Ashwood Rd	I-8 West	County		
16	TDM	Rideshare Service	Barona	Add rideshare service	Private	N/A	N/A	I-8 West	Tribe		
17	TDM	Vanpool Program	Barona	Vanpool program at casino	Tribe	N/A	N/A	I-8 West	Tribe		
18	Comment	Closure	Capitan Grande	Reduce and restrict access to reservation roads	Forest Service/Tribe	N/A	N/A	I-8 West	Tribe		
19	Comment	Remove Trail Plan	Capitan Grande	Remove trail development SD River Park Trail	County	N/A	N/A	I-8 West	Tribe		
20	Comment	Remove Trail Plan	Capitan Grande	Remove trail development Trans County Trail	County	N/A	N/A	I-8 West	Tribe		
33	Signal, Signage, and Lighting	Signage	Ewiiapaayp Band of Kumey	Replace signage at off ramp for tribal office	Tribe	Willows Rd	Westbound Offramp	I-8 West	Caltrans		
34	Signal, Signage, and Lighting	Signage	Ewiiapaayp Band of Kumey	Replace signage at off ramp for tribal office	Tribe	Willows Rd	Eastbound Offramp	I-8 West	Caltrans		
21	Bridge	Bridge Repair	Viejas	Repair bridge on Willows Rd; in poor condition	County	N/A	N/A	I-8 West	County		
22	Comment	Remove Bike Plan	Viejas	Remove Anderson Rd trail alignment from plan	County	N/A	N/A	I-8 West	County		
23	Comment	Remove Trail Plan	Viejas	Remove CRHT trail alignment from plan	County	N/A	N/A	I-8 West	County		
25	Geometrics	Interchange Improvements	Viejas	Enhance capacity at interchange/nearby roads	Caltrans/County	I-8	West Willows Rd	I-8 West	County; Caltrans		
26	Geometrics	Interchange Improvements	Viejas	Enhance capacity at interchange/nearby roads	Caltrans/County	I-8	East Willows Rd	I-8 West	County; Caltrans		
27	Geometrics	New Interchange	Viejas	New interchange at Casa De Roca Way	Caltrans	I-8	Casa De Roca Way	I-8 West	Caltrans		
30	Realignment	Realign Intersection	Viejas	Dangerous intersection	County/Tribe	Willows Rd	Viejas Grande Road	I-8 West	County		
31	TDM	Vanpool Program	Viejas	Vanpool program at casino	Tribe	N/A	N/A	I-8 West	Tribe		
32	Transit	Service	Viejas	Enhanced Route 864	MTS	N/A	N/A	I-8 West	Tribe		



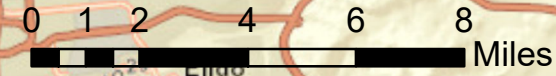
ITTS South Project Map

Project Point

- Caltrans (Planned)
- Caltrans and County (Planned)
- County CIP (Programmed)
- County Mobility Element (Planned)
- Tribe

Project Line

- SANDAG (Planned)
- Caltrans and County (Planned)
- Caltrans (Planned)
- County CIP (Planned)
- County Mobility Element (Planned)
- Tribe



ITTS Update 1-on-1 Workshop – Ewiiapaayp Band of Kumeyaay

Date: Friday, 5/14

Time: 11:00 am – 12:00 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop – Ewiiapaayp Band of Kumeyaay

Date: Friday, 5/14/2021

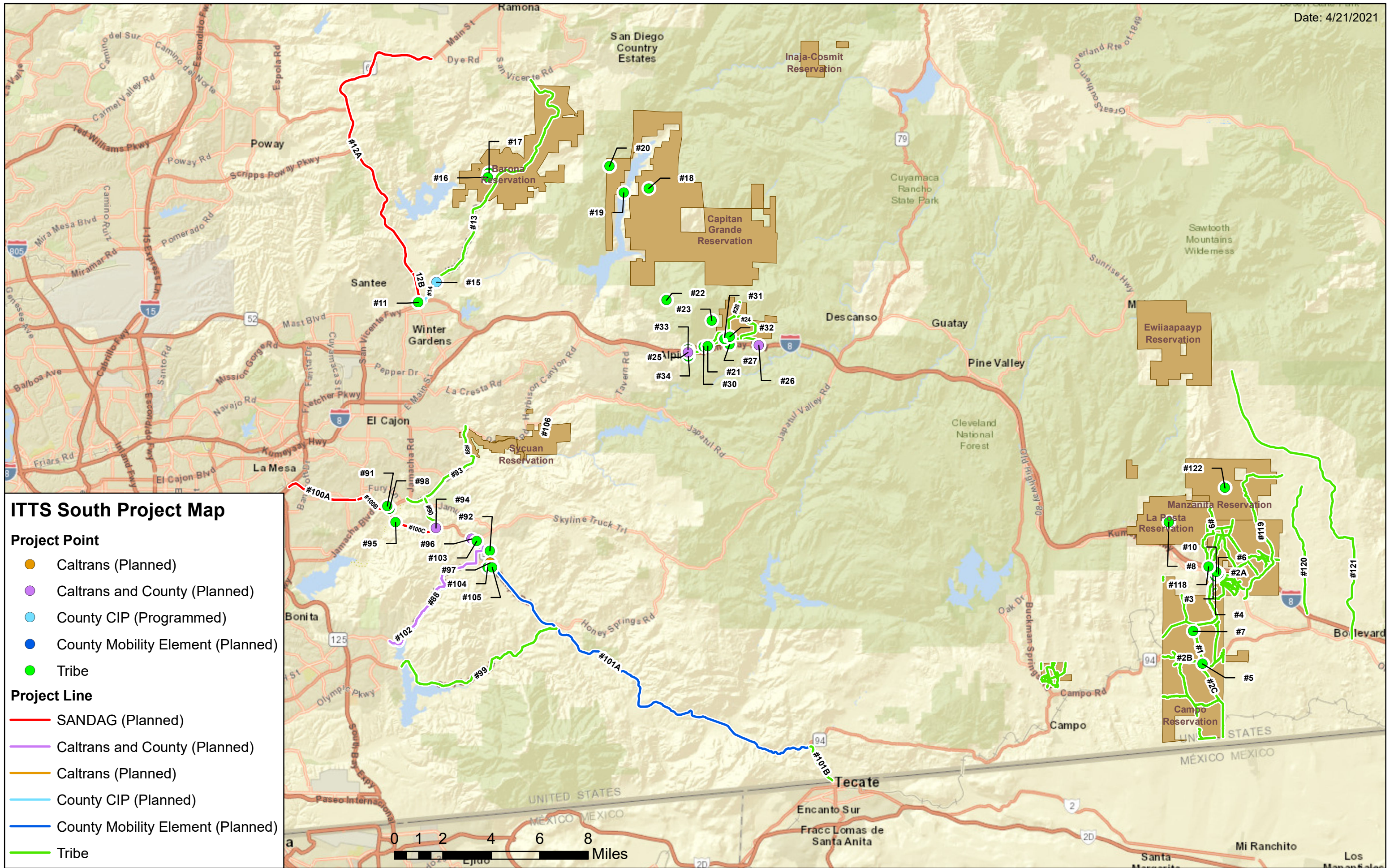
Time: 11:00 am – 12:00 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status
 - a) No.33
 - i) Signage is missing at westbound ramp
 - ii) Signage should indicate reservation
 - b) No.34
 - i) Update graffiti damaged sign
 - ii) Sign should indicate reservation instead of welcome center
- 5) New documented needs since ITTS
 - a) Signage
 - i) I-8 approaching west Willow St
 - (1) Signage indicating use of east willow Rd ramps for Casino access
 - (2) Will prevent vehicle traffic back up at west Willows Rd ramps
 - (3) West Willow Rd had frequent pedestrian activity
 - (4) Location is near community clinic
 - ii) Warning signage for Willows Rd
 - (1) Willows Rd curve west of Hillcrest Drive
 - (2) Watch speed sign, slow down sign, and/or watch for pedestrian signage
 - b) New roadway
 - i) A paved roadway connection is desired from Willows Rd to Otto Ave
 - (1) Road would improve community access to the clinic
 - ii) New roadway desired west off Star Valley Rd
 - (1) Pave roadway located 0.5 miles south of Alpine Blvd
 - (2) Roadway length is approximately 0.42 miles long
 - (3) Connecting open land may be used to assist in clinic operations
 - iii) Thing Valley Rd
 - (1) Desired roadway extension to Sunrise Hwy (S1) from Morris Ranch Rd
 - c) EV
 - i) Tribe hopes to update fleet to EV
 - ii) Tribe desires to implement EV charging station along Willows Rd near clinic
 - d) General
 - i) Broadband connection and electrification of reservation
 - e) Transit
 - i) Healthcare shuttles to clinic
 - ii) Improved frequency at Little Ewiiapaayp stops
 - (1) Stops should be sheltered
- 6) Transportation Plans
 - a) LRTP – Tribe is working on one
- 7) Action items

ITTS Update 1-on-1 Workshop – Ewiiapaayp Band of Kumeyaay

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
13	Geometrics	Widening; Repairs	Barona	Shoulders; straightening; repair dips in road	County/Tribe	Wildcat Canyon Rd			I-8 West	Tribe; County	HSIP	
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28	Geometrics	Reconstruction	Viejas	Reconstruction with shoulders and improve drainage	County/Tribe	Viejas Grande Rd	Willows Rd	Conejos Valley Rd	I-8 West	Tribe; County	Multiple	
29	Geometrics	Widening	Viejas	Widen from 2 to 4 lanes for trucks	County	Willows Rd	West Willow Rd Interchange	East Willow Rd Interchange	I-8 West	County	Multiple	

PROJECT POINT											
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19	Comment	Remove Trail Plan	Capitan Grande	Remove trail development SD River Park Trail	County	N/A	N/A	I-8 West	Tribe		
20	Comment	Remove Trail Plan	Capitan Grande	Remove trail development Trans County Trail	County	N/A	N/A	I-8 West	Tribe		
33	Signal, Signage, and Lighting	Signage	Ewiiapaayp Band of Kumey	Replace signage at off ramp for tribal office	Tribe	Willows Rd	Westbound Offramp	I-8 West	Caltrans		
34	Signal, Signage, and Lighting	Signage	Ewiiapaayp Band of Kumey	Replace signage at off ramp for tribal office	Tribe	Willows Rd	Eastbound Offramp	I-8 West	Caltrans		
21	Bridge	Bridge Repair	Viejas	Repair bridge on Willows Rd; in poor condition	County	N/A	N/A	I-8 West	County		
22	Comment	Remove Bike Plan	Viejas	Remove Anderson Rd trail alignment from plan	County	N/A	N/A	I-8 West	County		
23	Comment	Remove Trail Plan	Viejas	Remove CRHT trail alignment from plan	County	N/A	N/A	I-8 West	County		
25	Geometrics	Interchange Improvements	Viejas	Enhance capacity at interchange/nearby roads	Caltrans/County	I-8	West Willows Rd	I-8 West	County; Caltrans		
26	Geometrics	Interchange Improvements	Viejas	Enhance capacity at interchange/nearby roads	Caltrans/County	I-8	East Willows Rd	I-8 West	County; Caltrans		
27	Geometrics	New Interchange	Viejas	New interchange at Casa De Roca Way	Caltrans	I-8	Casa De Roca Way	I-8 West	Caltrans		
30	Realignment	Realign Intersection	Viejas	Dangerous intersection	County/Tribe	Willows Rd	Viejas Grande Road	I-8 West	County		
31	TDM	Vanpool Program	Viejas	Vanpool program at casino	Tribe	N/A	N/A	I-8 West	Tribe		
32	Transit	Service	Viejas	Enhanced Route 864	MTS	N/A	N/A	I-8 West	Tribe		



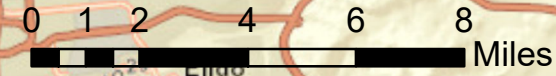
ITTS South Project Map

Project Point

- Caltrans (Planned)
- Caltrans and County (Planned)
- County CIP (Programmed)
- County Mobility Element (Planned)
- Tribe

Project Line

- SANDAG (Planned)
- Caltrans and County (Planned)
- Caltrans (Planned)
- County CIP (Planned)
- County Mobility Element (Planned)
- Tribe



ITTS Update 1-on-1 Workshop – lipay Nation of Santa Ysabel

Date: Tuesday, 5/18

Time: 2:30 pm – 3:30 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop – Iipay Nation of Santa Ysabel

Date: Tuesday, 5/18/2021

Time: 2:30 pm – 3:30 pm

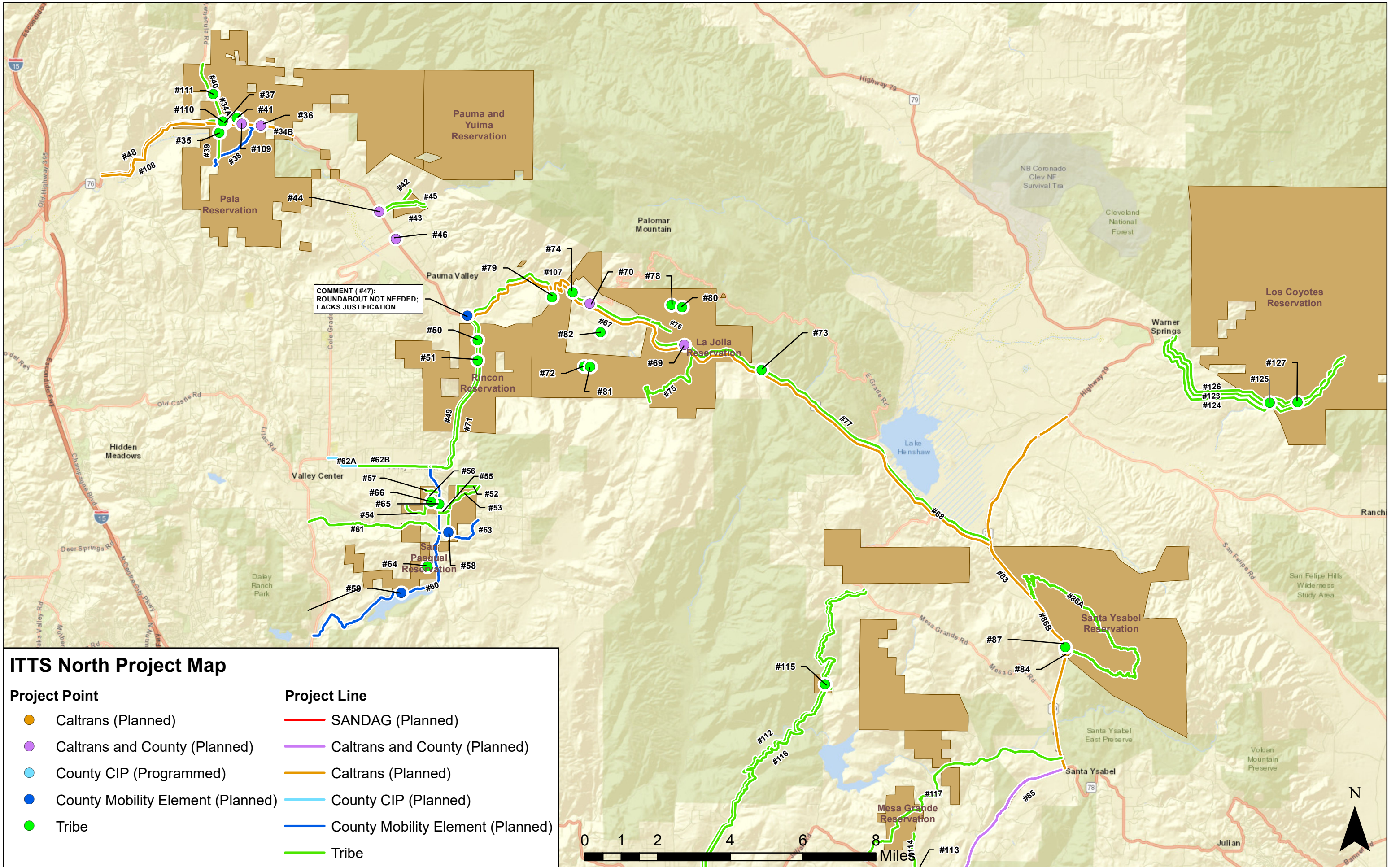
- 1) Introductions
 - a) Michael Huesca (Iipay)
 - b) Bernice Paipa (Iipay)
 - c) Precious Nicanor (Kimley-horn)
 - d) Kimberly Mendoza (Kimley-horn)
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) No. 84 - Still relevant
 - b) No. 87 – Still relevant
 - i) Needs weather protection
 - c) No. 85
 - i) May not be a part of Iipay and may be part of Mesa Grande instead.
 - ii) Include wayfinding signage along SR-78
 - d) No. 83
 - i) KH to verify the boundaries
 - ii) May be Black Canyon Rd
 - e) No. 86a - Still relevant
 - i) Connects important community destinations
 - ii) The majority of Iipay community lives off School House Canyon Rd
 - iii) Provides access to clinic
 - f) No. 86b - Still relevant
 - i) Dangerous 2-way highway
 - ii) Pedestrians frequently walk along the highway
- 5) New needs since ITTS
 - a) Turn Lanes improvements along SR-79
 - i) Epie Rd and SR-78
 - (1) Provides access to Mini Mart
 - ii) 0.26 mi north of Epie Hill Rd
 - iii) School House Canyon Rd – in inventory and still relevant
 - b) Turn lanes for Beresford Ln along SR-79
 - i) Intersection of SR-79 and SR-76/Beresford Ln
 - c) Mile marker needed at SR-79 and Angels Crossing
 - d) Mesa Grande Road on to Angel Mountain Road turn lanes desired
 - e) Santa Isabel Mission driveway
 - i) Needs intersection improvements and turn lanes
 - f) Turn lanes into School House Canyon from Epie Hill Rd – on inventory and relevant
 - i) Speed feedback sign is desired to slow vehicles approaching School house Canyon Rd
 - g) Turn lanes
 - i) Turn lane needed from Mesa Grande Rd onto Quail Springs Rd

ITTS Update 1-on-1 Workshop – Iipay Nation of Santa Ysabel

- ii) Bike lanes
 - (1) Install bike lanes along Mesa Grande Rd from Black Canyon Road to SR-79
- h) Signage improvements
 - i) Way finding signage along Mesa Grande
 - ii) Fire department signage, and slow down signage along Mesa Grande Road approaching Mesa Grande Truck Trl
 - iii) Check in with Mesa Grande tribe
- i) Fiber optic is desired to connect the tribe
 - i) Tracks 1, 2, and 3
- 6) Transportation Plans
 - a) Tribe has a Fire Prevention Mitigation Plan
 - b) LRTP – Tribe does not have one
 - c) Master Plan - tribe is working on one
 - d) No other transportation plans available
- 7) Action Items
 - a) KH to send ppt of SCTCA ITTS Update
 - b) Precious to send information on Resiliency plans
 - c) Precious to send resources for LRTP
 - d) Michael to forward Fire Prevention Mitigation Plan

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
123	Paving	Paving; Restriping	Los Coyotes		Tribe	Camino San Ignacio	Ortega St	Sukat Rd	SR-79	Tribe	Tribal Transportation Program	
124	General Roadway Improvements	Drainage	Los Coyotes	Drainage Improvements	Tribe	Camino San Ignacio	Ortega St	Sukat Rd	SR-79	Tribe		
126	Geometrics	Shoulder Reconstruction	Los Coyotes		Tribe	Camino San Ignacio	Ortega St	Sukat Rd	SR-79	Tribe	Tribal Transportation Program	
112	Geometrics	Bike Lane; Shoulders; Paving	Mesa Grande	Add Bike Lane, Pave roadway, widen shoulders	Tribe	Black Canyon Road	Pile St	Mesa Grande Rd	SR-79	Tribe; County	Tribal Transportation Program	
114	Paving	Paving	Mesa Grande		Tribe	Rancho Ballena Rd	SR-78	Mesa Grande Reservation	SR-79	Tribe	Tribal Transportation Program	
116	Signal, Signage, and Lighting	Safety; Signage	Mesa Grande	Install guardrails, improve signage	Tribe	Black Canyon Road	Pile St	Mesa Grande Rd	SR-79	Tribe; County	Tribal Transportation Program	
117	Bike; Pedestrian	Construct Trail	Mesa Grande	Need Support from private property owners	Tribe	n/a	n/a	n/a	SR-79	County	Tribal Transportation Program	
83	Bike	Add Bike Lane	Santa Ysabel	Existing narrow lanes	Caltrans	SR-78 / SR-79	Deer Canyon Dr	San Felipe Rd	SR-79	Caltrans		
85	Geometrics	Turn Lanes	Santa Ysabel	High accident and fatality rate	Caltrans	SR-78	Deer Canyon Dr	Santa Ysabel	SR-79	Caltrans	Multiple	
86a	Pedestrian	Add Sidewalk	Santa Ysabel	Connect housing developments with trail/path	Caltrans/Tribe	Schoolhouse Canyon Rd / BIA 52	BIA 52	BIA 52	SR-79	Tribe		
86b	Pedestrian	Add Sidewalk	Santa Ysabel	Connect housing developments with trail/path	Caltrans	SR-79	BIA 52	BIA 52	SR-79	Caltrans		

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
125	Signal, Signage, and Lighting	Signage	Los Coyotes	Improve Signage	Tribe	n/a	n/a	SR-79			
127	Transit	Service	Los Coyotes		Tribe	SR-79	Camino San Ignacio	SR-79			
113	Signal, Signage, and Lighting	Traffic Signal	Mesa Grande	Add traffic signal	Caltrans/Tribe	SR-78	Rancho Ballena Rd	SR-79			
115	TDM	Rideshare Service	Mesa Grande	Improve access to health and employment centers	Tribe	Black Canyon Rd	N/A	SR-79			
84	Geometrics	Turn Lanes	Santa Ysabel	Construct left/right turn lanes	Caltrans/Tribe	SR-79	Schoolhouse at Cyn Road	SR-79	Tribe; Caltrans		
87	Transit	New Bus Stop	Santa Ysabel	Bus stop at tribal government facility	MTS	N/A	N/A	SR-79	Tribe		



ITTS Update 1-on-1 Workshop – Jamul Indian Village

Date: Monday, 5/03

Time: 11:00 am – 12:00 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop – Jamul Indian Village

Date: Monday, 05/03/2021

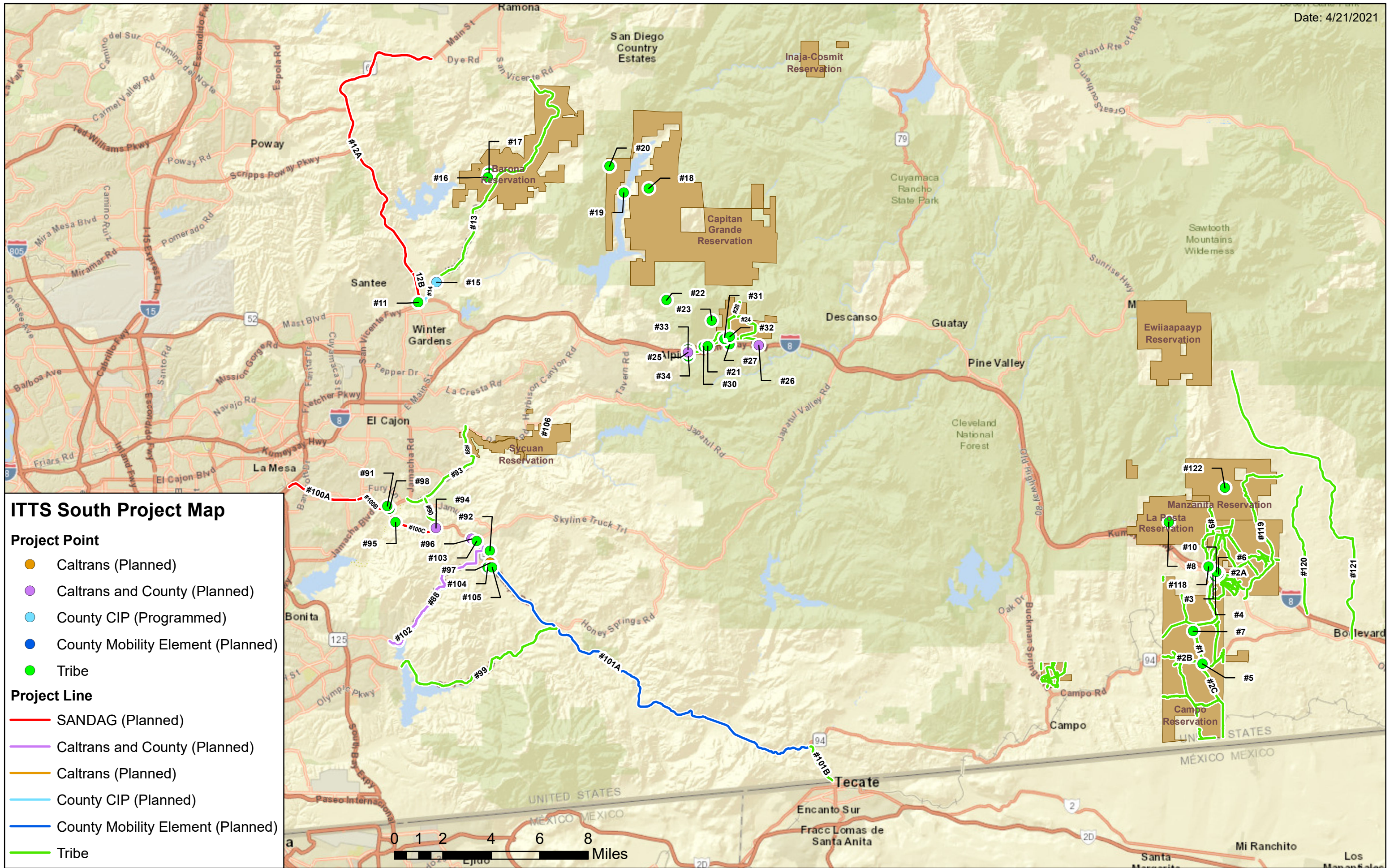
Time: 11:00 am – 12:00 pm

- 1) Attendees
 - a) Juan Garcia (Jamul)
 - b) Erica Pinto (Jamul)
 - c) Precious Nicanor (Kimley-Horn)
 - d) Kimberly Mendoza (Kimley-Horn)
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status: (all but No.103 are still relevant but priorities have changed)
 - a) No. 88 – still relevant
 - i) Not a priority, will keep on map for now.
 - b) No. 89
 - i) Bike lane – May be within Sycuan reservation boundaries?
 - ii) Might have been meant to benefit both tribes
 - iii) Lower priority
 - iv) Planning to keep for now
 - c) No. 90 – still relevant
 - i) High priority
 - ii) Current multi use path project. A feasibility study is underway.
 - d) No. 93 – still relevant
 - i) Lower priority
 - ii) Planning to keep for now
 - e) No. 94 – still relevant
 - i) Improvement and description should be updated to reflect intersection improvements
 - f) No. 95 – still relevant
 - g) No. 96 – still relevant
 - h) No. 97
 - i) Realignment has not been completed
 - ii) KH staff to coordinate with Leo to confirm accurate improvement locations
 - i) No. 101a – Still relevant and a priority
 - j) No. 101b – Still relevant and a priority
 - k) No. 103 - Completed
 - l) General Note
 - i) Any SR-94 related projects within the LRTP are a priority
 - ii) Anything from Jamacha Road to the casino is a priority for road widening
- 5) New needs since ITTS
 - i) New intersection is needed at SR-94 and Honey Spring Road
 - (1) Blind spot identified
 - (2) There might be a distance issue
 - ii) Jefferson Road/Proctor Valley Road and SR-94
 - (1) Widening would be desired along with intersection improvements
 - iii) Campo Road north of Maxfield Road

- (1) Part of feasibility study
 - (2) Roadway widening
 - iv) Intersection improvements – turn pocket needed
 - (1) Vista Sage Ln & Campo Road
 - v) Campo Road & Lyons Valley Road
 - (1) Intersection improvements
 - vi) Trail or multi use path to connect neighboring reservations – proposed during meeting
 - (1) Like the Pacific trail
 - (2) Would accommodate walks organized among the tribes
- 6) Transportation Plans
 - a) Tribal Resiliency Plan
 - i) Still being finalized
 - (1) Juan will follow up with Cindy regarding a due date.
- 7) Action Items
 - a) KH team to follow up on Resiliency Plan status with Juan

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
88	Bike	Add Bike Lane	Jamul Indian Village		County	Proctor Valley Rd / Melody Rd	SR-94	Northwoods Dr	SR-94	County		
89	Bike	Add Bike Lane	Jamul Indian Village		County	Willow Glen Dr	Dehesa Rd	Jamacha Rd	SR-94	County	Tribal Transportation Program	
90	Bike; Pedestrian	Add Bike Lane and Sidewalks	Jamul Indian Village		County	Steele Canyon Rd	SR-94	Willow Glen Dr	SR-94	County	Tribal Transportation Program	
93	Geometrics	Add Lane	Jamul Indian Village	2 to 4 lanes	County	Willow Glen Dr	Dehesa Rd	Jamacha Blvd	SR-94	County	Tribal Transportation Program	
99	Geometrics	Shoulders	Jamul Indian Village	Widen shoulders and enhance safety	County	Otay Lakes Rd	SR-94	Wuseste Rd	SR-94	County		
102	Paving; Geometrics	Paving; Straightening	Jamul Indian Village		County	Proctor Valley Rd	Echo Valley Rd	Northwoods Dr	SR-94	County		
100a	Geometrics	Widening	Jamul Indian Village	SANDAG Project	Caltrans	SR-94	SR-125	Avocado Blvd	SR-94	Caltrans		
100b	Geometrics	Widening	Jamul Indian Village	SANDAG Project	Caltrans	SR-94	Avocado Blvd	Jamacha Rd	SR-94			
100c	Geometrics	Widening	Jamul Indian Village	SANDAG Project	Caltrans	SR-94	Jamacha Rd	Steele Canyon Rd	SR-94			
101a	Geometrics	Widening; Straightening	Jamul Indian Village	Support trucking from the Tecate border crossing	Caltrans/County	SR-94	Reservation	Tecate Rd	SR-94	Caltrans		
101b	Geometrics	Widening; Straightening	Jamul Indian Village	Support trucking from the Tecate border crossing	Caltrans/County	Tecate Rd	SR-94	Tecate Border Crossing	SR-94	Caltrans		
106	Paving	Paving	Sycuan		Tribe	Sycuan Rd	Dehesa Rd	Guard Gate on Sycuan Rd	SR-94	Tribe; County	Tribal Transportation Program	

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
91	Capacity	Widening	Jamul Indian Village	Widen EB approach	Caltrans/County	SR-94	Jamacha Rd	SR-94	County; Caltrans		
92	Geometrics	Add Acceleration Lane	Jamul Indian Village	Acceleration lane for left turns to NB SR-94	Caltrans/County	SR-94	Maxfield Rd	SR-94	County; Caltrans		
94	Geometrics	Add Turn Lanes	Jamul Indian Village	Add EB and WB turn lanes	Caltrans/County	SR-94	Steele Canyon Rd	SR-94	County; Caltrans		
95	Geometrics	Add Turn Lanes	Jamul Indian Village	Intersection Improvements	Caltrans/County	SR-94	Millar Ranch Rd	SR-94	County; Caltrans		
96	Geometrics	Intersection Improvements	Jamul Indian Village	No additional notes	Caltrans/County	SR-94	Vista Diego Rd	SR-94	Caltrans		
97	Geometrics	Intersection Improvements	Jamul Indian Village	Realignment; Traffic Signal; Additional Lanes	Caltrans/County	SR-94	Melody Rd / Daisy Dr	SR-94	County; Caltrans		
98	Geometrics	Re-stripe	Jamul Indian Village	Restripe NB approach	Caltrans/County	SR-94	Jamacha Rd	SR-94	Caltrans		
103	Signal, Signage, and Lighting	Install Traffic Signal	Jamul Indian Village		Caltrans/County	SR-94	Lyons Valley Rd	SR-94	County; Caltrans		
104	TDM	Rideshare Program	Jamul Indian Village	Rideshare program at casino	Tribe	N/A	N/A	SR-94	Tribe		
105	Transit	New Bus Stop	Jamul Indian Village	Bus stop at gaming facility; express service to DT	MTS	N/A	N/A	SR-94	Tribe		



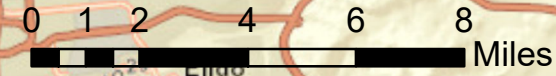
ITTS South Project Map

Project Point

- Caltrans (Planned)
- Caltrans and County (Planned)
- County CIP (Programmed)
- County Mobility Element (Planned)
- Tribe

Project Line

- SANDAG (Planned)
- Caltrans and County (Planned)
- Caltrans (Planned)
- County CIP (Planned)
- County Mobility Element (Planned)
- Tribe



ITTS Update 1-on-1 Workshop - La Jolla Band of Luiseño Indians

Date: Thursday, 5/20

Time: 11:00 am – 12:00 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop - La Jolla Band of Luiseño Indians

Date: Friday, 5/20/2021

Time: 11:00 am – 12:00 pm

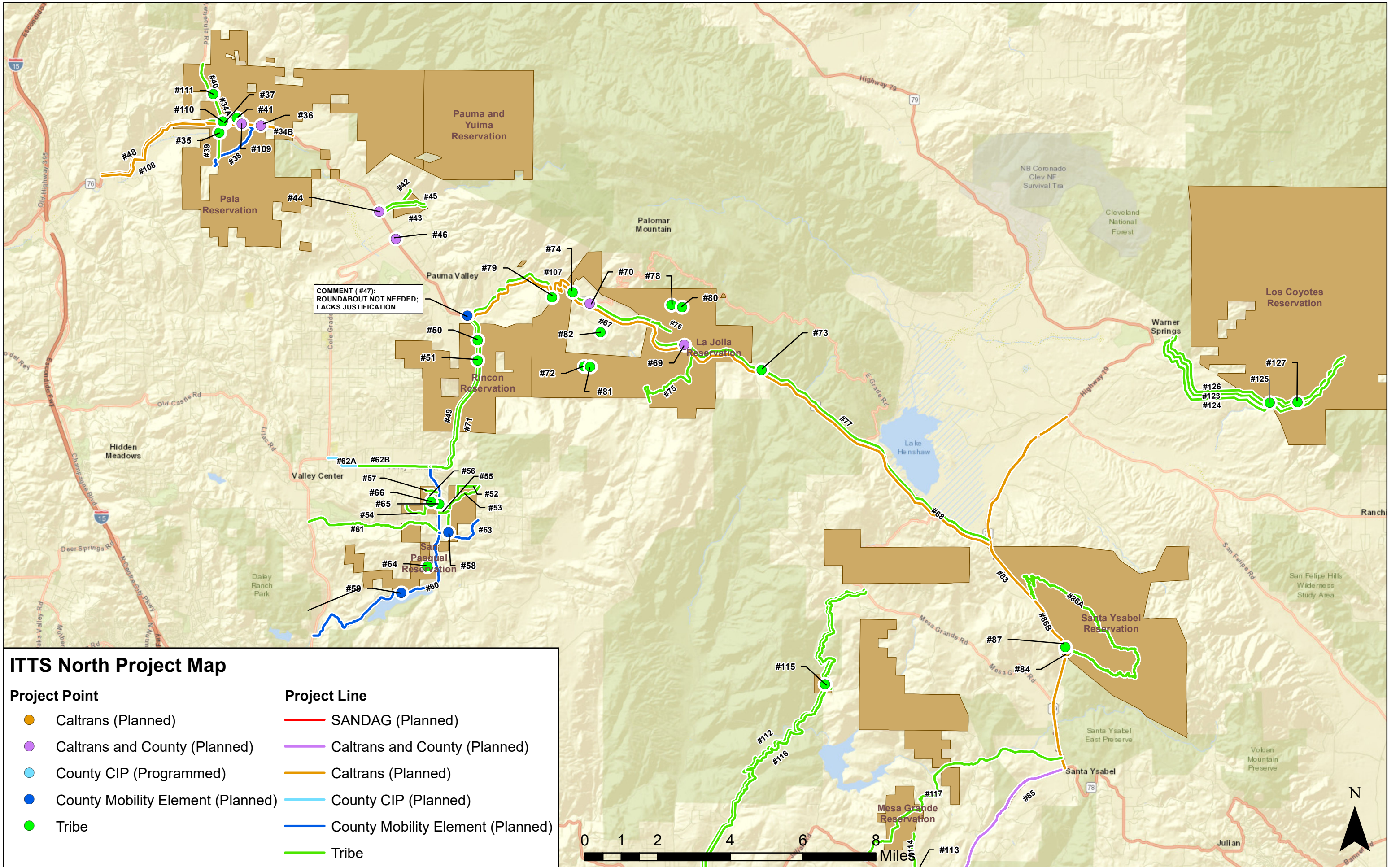
- 1) Attendees
 - a) John Ruiz (La Jolla)
 - b) John Paipa (La Jolla)
 - c) Precious Nicanor (Kimley-horn)
 - d) Kimberly Mendoza (Kimley-horn)
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) No. 67 – Still relevant
 - i) Needs following up on
 - b) No. 68 – Still relevant
 - i) Needs following up on
 - c) No. 71
 - i) This improvement runs through Rincon
 - ii) Jurisdiction needs updating
 - iii) SR-76 Valley Center Rd is west of La Jolla
 - d) No. 75 - Not yet completed
 - i) BIA route, paving to occur soon
 - e) No. 76 - Completed
 - f) No. 77 - Still relevant
 - g) No. 107 - Still relevant
 - i) High driveway frequency and sight distance concerns
 - ii) Roadway curvature concern
 - h) No. 69 - Still relevant
 - i) Traffic and safety concern
 - i) No. 70 - Still relevant
 - i) Traffic and safety concern
 - j) No. 72 - Still relevant – John to follow up w/ past chairman
 - i) Need to further research gateway feature
 - k) No. 73 - Still relevant – John to follow up w/ past chairman
 - i) Needs following up on
 - l) No. 74 - Still relevant
 - m) No. 78 - Still relevant
 - n) No. 79 - Still relevant
 - o) No. 80 - Still relevant
 - i) Needs following up on
 - p) No. 81 - Still relevant
 - q) No. 82 - Still relevant
 - i) Intended to connect La Jolla community with other regions
- 5) New documented needs since ITTS
 - a) LRTP – John is not sure of status

- i) KH to follow-up with tribe
- b) Safety Plan – John is not sure of status
 - i) KH to follow-up with tribe
 - ii) John mentioned a document created in conjunction with Caltrans that may include proposed improvements
- 6) Updates to inventory
 - a) John to follow up with council
 - b) Roadway widening along SR-76 within reservation
 - i) Too narrow and unsafe
 - ii) Bike safety is a concern and there is an increase in bicycle activity
 - c) Trail along SR-76 was investigated before
 - i) Adjacent property owners need to be on-board
 - ii) Trail was moved to BIA routes
 - iii) Trails were already improved
 - iv) Sidewalks will be put in at walking trail locations
 - v) Currently in process and may begin construction in August
 - d) Roundabout improvements
 - i) Potential road widening
 - ii) 3 locations
 - iii) KH to follow-up with tribe
- 7) Review action items

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
67	Bike; Pedestrian	Add Bike Lane	La Jolla		Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
68	Geometrics	Straighten; Widen; Shoulders; Lighting; Fiber	La Jolla	Upgrade facility and add ITS systems	Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
71	Geometrics	Straightening	La Jolla		County	Valley Center Road	SR-76	North Lake Wohlford Rd	SR-76	County	Tribal Transportation Program	
75	Paving	Paving	La Jolla		Tribe	Campground Rd	SR-76	Zip-Line Tower	SR-76	Tribe	Tribal Transportation Program	
76	Paving	Paving	La Jolla		Tribe	Church Rd	SR-76	BIA Road 40	SR-76	Tribe	Tribal Transportation Program	
77	General Roadway Improvements	Planning	La Jolla	Trucking/Freight study; speed/traffic study	Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
107	Geometrics	Straightening	La Jolla		County	SR-76	Pauma Ranch Rd	Harolds Rd	SR-76	Caltrans	Tribal Transportation Program	
38	Paving	Paving	Pala		ME	Lilac Rd/Lilac Rd Extension			SR-76	Tribe; County	Multiple	
39	Paving	Paving	Pala		Tribe	Various Rds			SR-76	Tribe; County	Multiple	
40	Pedestrian	Add Sidewalk	Pala	Sidewalks on main roads in village	Tribe	Pala Mission Rd / Temecula Rd			SR-76	Tribe; County	Tribal Transportation Program	
108	Geometrics	Straightening	Pala	Straighten Curves	Caltrans	SR-76	Rice Canyon Rd	Pala Reservation	SR-76	Caltrans		
34a	Bike	Add Bike Lane	Pala		Tribe	Pala Mission Rd / Temucula Rd			SR-76			
34b	Bike	Add Bike Lane	Pala		Tribe	SR-76			SR-76			
42	General Roadway Improvements	General Roadway Improvements	Pauma	Shoulder work needed to prevent debris flow	Tribe	Adams Dr	Adams Dr	Reservation Rd	SR-76	Tribe; County	Tribal Transportation Program	
43	General Roadway Improvements	General Roadway Improvements	Pauma	Road improvement/maintenance to repair ag damage	Tribe	Reservation Rd	Reservation Rd	Pala Rd	SR-76	Tribe	Tribal Transportation Program	

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
45	Signal, Signage, and Lighting	Street Lights	Pauma	Street lights needed for pedestrians	County	Reservation Rd	Pala Rd	Reservation Rd	SR-76	Tribe; County	Tribal Transportation Program	
48	Geometrics	Safety	Rincon	Add curb on SR-76 from Casino to Rice Canyon Rd	Caltrans	SR-76	Pala Casino	Just west of Rice Canyon Rd	SR-76	Caltrans	Tribal Transportation Program	
49	Safety; Bike	Traffic Calming; Add Bike Lane	Rincon	Speed reduced from 55 to 45mph and add bike lane	County	Valley Center Road	SR-76	North Lake Wohlford Rd	SR-76	County	Tribal Transportation Program	
52	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Oos Road	East Canal Road	East Canal Road	SR-76	Tribe		
53	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Canal Road	East of Water Tank	Paradise Mountain Road	SR-76	Tribe	HSIP	
54	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Kunyaaw Path	Kunyaaw Path	Cool Water Ranch Road	SR-76	Tribe		
55	Bike; Pedestrian	Construct Trail	San Pasqual	Loop	Tribe	Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road	Kunyaaw Path	Kunyaaw Path	SR-76	Tribe; County		
56	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	San Pasqual Rd	Nyemii Pass	Kumeyaay Way	SR-76	Tribe		
57	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Nyemii Pass Place	West End	Casino	SR-76	Tribe		
60	Geometrics	Turn Lanes	San Pasqual	Road is narrow; need passing and turn lanes	County/Tribe	Lake Wohlford Rd	Valley Center Road	Valley Center Road / S6	SR-76	County		
61	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder	County/Tribe	Woods Valley Rd	Valley Center Road	Lake Wohlford Rd	SR-76	County		
63	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder	County/Tribe	Paradise Mountain Rd	Canal Road	Paradise Meadow Lane	SR-76	County	Tribal Transportation Program	
62a	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder; improve lighting	County/Tribe	Valley Center Road	Cole Grade	.75 east of Cole Grade	SR-76	County		
62b	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder; improve lighting	County/Tribe	Valley Center Road	Cole Grade	Lake Wohlford Rd	SR-76	County		

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
69	Geometrics	Roundabout; Safety	La Jolla	Roundabout; Traffic Calming	Caltrans/Tribe	SR-76	Sengme Oaks Rd	SR-76	Tribe; Caltrans		
70	Geometrics	Roundabout; Safety	La Jolla	Roundabout; Traffic Calming	Caltrans/Tribe	SR-76	Palomar Mountain Rd	SR-76	Tribe; Caltrans		
72	Signal, Signage, and Lighting	Signage; Lighting	La Jolla	Intersection signage, wayfinding, and lighting	Tribe	N/A	N/A	SR-76	Tribe		
73	Comment	Comment	La Jolla	Gateway Feature	Caltrans/Tribe	SR-76	Mesa Truck Trail	SR-76	Caltrans		
74	Comment	Comment	La Jolla	Gateway Feature	Caltrans/Tribe	SR-76	Harolds Road	SR-76	Caltrans		
78	Comment	Planning/Study	La Jolla	Develop address system	Tribe	N/A	N/A	SR-76	Tribe		
79	Transit	Service	La Jolla	Fixed route on SR-76 b/n Valley Center and SR-79	NCTC	N/A	N/A	SR-76	Caltrans		
80	Transit	High Speed Rail Connection	La Jolla	TBD	Caltrans/Tribe	TBD	TBD	SR-76	Tribe		
81	TDM	Comment	La Jolla	Electric Vehicle Plug-Ins	Tribe	N/A	N/A	SR-76	Tribe		
82	TDM	Vanpool/Shuttle	La Jolla	Vanpool/Shuttle	Tribe	N/A	N/A	SR-76	County		
35	Bridge	Bridge Construction	Pala	Consturct bridge over San Luis Rey River	Tribe	N/A	N/A	SR-76	Tribe		
36	Geometrics	Add Turn Lanes	Pala	Provide left turn lanes	Tribe	SR-76	Magee Rd / Pala Raceway	SR-76	County; Caltrans		
37	Paving	Paving	Pala	Paving on dirt residential roads	Tribe	Various		SR-76	County; Caltrans		
41	Transit	Ride Share	Pala	Ride sharing or shuttles for casino employees	Casino/NCTC/Private	N/A	N/A	SR-76	Tribe		
109	Geometrics	Intersection Improvements	Pala	Realign Intersection to improve line of sight	Caltrans/Tribe	SR-76	Pala Mission Rd East	SR-76			
110	Signal, Signage, and Lighting	Traffic Signal	Pala	Add traffic signal	Tribe	Pala Mission Rd	Pala Temecula Rd	SR-76			
111	Signal, Signage, and Lighting	Safety	Pala	Add Digital speed signs	Tribe	Pala Temecula Rd	N/A	SR-76			
44	Geometrics	Add Turn Lane	Pauma	A turn lane is needed on the right side	Caltrans	SR-76	Pala Rd	SR-76	Caltrans		
46	Signal, Signage, and Lighting	Traffic Signal	Pauma	Stop light needed at intersection	Caltrans	Cole Grade Rd	Pala Rd	SR-76	Caltrans		
47	Comment	Roundabout	Rincon	Not needed; lack of justification; costly	Caltrans/County	SR-76	S6	SR-76	County; Caltrans		
50	Signal, Signage, and Lighting	Safety	Rincon	Child safety measure 200 feet from school	County	Charter School	School Zone	SR-76	Tribe; Caltrans		
51	Transit	Service	Rincon	Increase Route 388	NCTC	N/A	N/A	SR-76	Tribe; County		
58	Geometrics	Realignment	San Pasqual	Poor visibility at intersection	County/Tribe	Canal Rd	Paradise Mountain Rd	SR-76	Tribe; County		
59	Geometrics	Turn Lanes	San Pasqual	Turn/acceleration lane	County/Tribe	Duro Rd	Lake Wohlford Rd	SR-76	Tribe; County		
64	Signal, Signage, and Lighting	Signage and Lighting	San Pasqual	Poor lighting and signage on all streets	County/Tribe	Various		SR-76	Tribe		
65	Transit	New Bus Stop	San Pasqual	Stop at Wohlford Rd and Kumeyaay Way	NCTD	N/A	N/A	SR-76	County; Tribe		
66	Transit	New Bus Stop	San Pasqual	Stop at government center	NCTD	N/A	N/A	SR-76	Tribe		



ITTS Update 1-on-1 Workshop - Mesa Grande Band of Mission Indians

Date: Monday, 5/17

Time: 11:00 am – 12:00 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop - Mesa Grande Band of Mission Indians

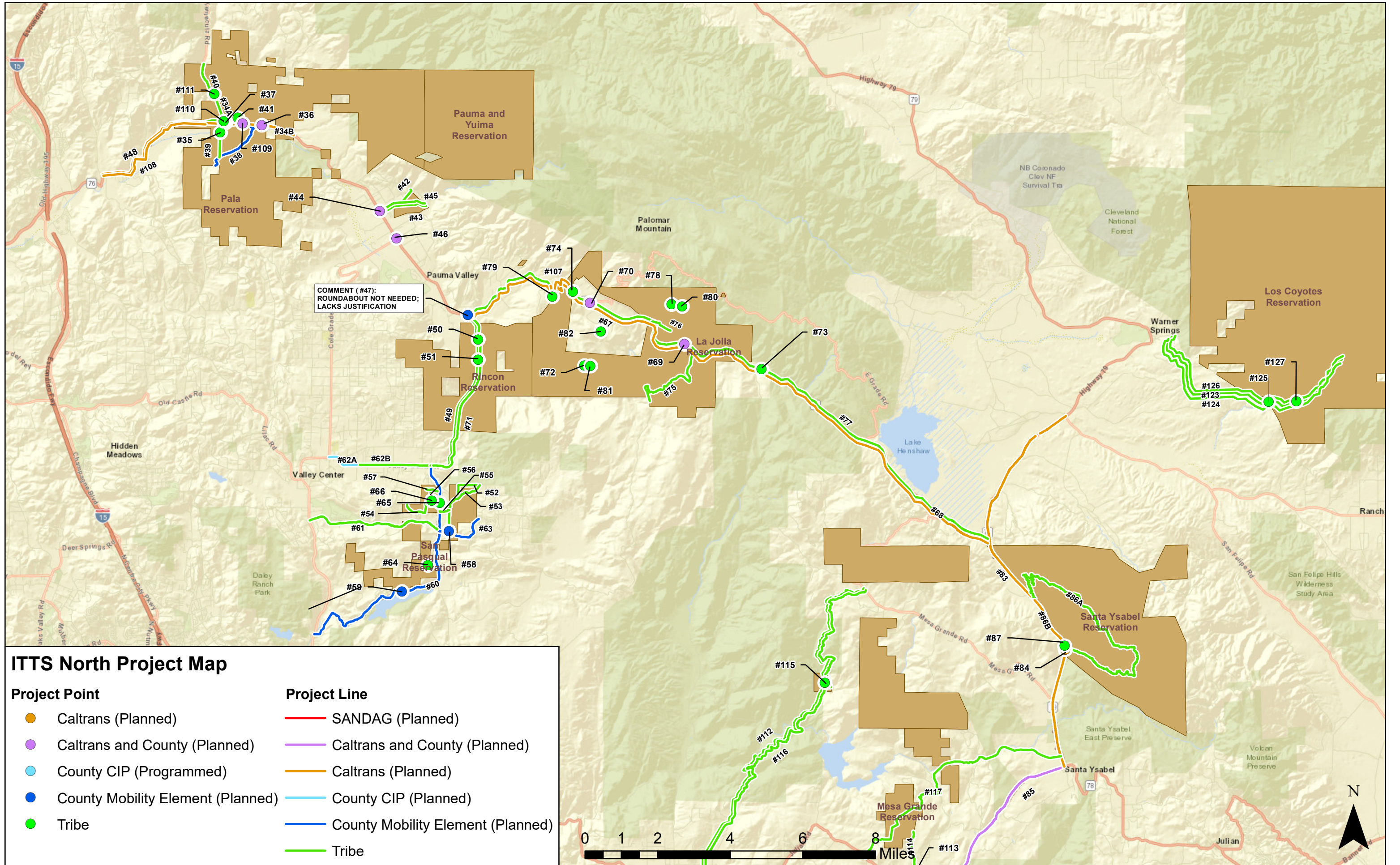
Date: Monday, 5/17/2021

Time: 11:00 am – 12:00 pm

- 1) Introductions
 - a) Jesse Morales (Mesa Grande)
 - b) Gabriel Kitchen (Mesa Grande)
 - c) Matt Horton (Kimley-horn)
 - d) Kimberly Mendoza (Kimley-horn)
- 2) Study scope summary
 - a) Matt provided an overview of the ITTS Update including goals and next steps.
- 3) Review of previous inventory
- 4) Previous inventory projects status
 - a) All projects are still relevant and have not been completed.
- 5) New documented needs since ITTS
 - a) No transportation documents are currently available
 - b) Jessie and Gabriel to coordinate with SANDAG regarding the development of an LRSP tribal summary
- 6) Updates to inventory
 - a) Widening; Paving
 - i) Road widening, paving and signage improvements along Sutherland Dam Rd from SR-78 to Black Canyon Rd.
- 7) Review action items
 - a) Matt to forward contact information to Jane (SANDAG) regarding LRSP tribal updates
 - b) Jesse and Gabriel to provide any needs that they would like to add to the project inventory by the end of May 2021

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
123	Paving	Paving; Restriping	Los Coyotes		Tribe	Camino San Ignacio	Ortega St	Sukat Rd	SR-79	Tribe	Tribal Transportation Program	
124	General Roadway Improvements	Drainage	Los Coyotes	Drainage Improvements	Tribe	Camino San Ignacio	Ortega St	Sukat Rd	SR-79	Tribe		
126	Geometrics	Shoulder Reconstruction	Los Coyotes		Tribe	Camino San Ignacio	Ortega St	Sukat Rd	SR-79	Tribe	Tribal Transportation Program	
112	Geometrics	Bike Lane; Shoulders; Paving	Mesa Grande	Add Bike Lane, Pave roadway, widen shoulders	Tribe	Black Canyon Road	Pile St	Mesa Grande Rd	SR-79	Tribe; County	Tribal Transportation Program	
114	Paving	Paving	Mesa Grande		Tribe	Rancho Ballena Rd	SR-78	Mesa Grande Reservation	SR-79	Tribe	Tribal Transportation Program	
116	Signal, Signage, and Lighting	Safety; Signage	Mesa Grande	Install guardrails, improve signage	Tribe	Black Canyon Road	Pile St	Mesa Grande Rd	SR-79	Tribe; County	Tribal Transportation Program	
117	Bike; Pedestrian	Construct Trail	Mesa Grande	Need Support from private property owners	Tribe	n/a	n/a	n/a	SR-79	County	Tribal Transportation Program	
83	Bike	Add Bike Lane	Santa Ysabel	Existing narrow lanes	Caltrans	SR-78 / SR-79	Deer Canyon Dr	San Felipe Rd	SR-79	Caltrans		
85	Geometrics	Turn Lanes	Santa Ysabel	High accident and fatality rate	Caltrans	SR-78	Deer Canyon Dr	Santa Ysabel	SR-79	Caltrans	Multiple	
86a	Pedestrian	Add Sidewalk	Santa Ysabel	Connect housing developments with trail/path	Caltrans/Tribe	Schoolhouse Canyon Rd / BIA 52	BIA 52	BIA 52	SR-79	Tribe		
86b	Pedestrian	Add Sidewalk	Santa Ysabel	Connect housing developments with trail/path	Caltrans	SR-79	BIA 52	BIA 52	SR-79	Caltrans		

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
125	Signal, Signage, and Lighting	Signage	Los Coyotes	Improve Signage	Tribe	n/a	n/a	SR-79			
127	Transit	Service	Los Coyotes		Tribe	SR-79	Camino San Ignacio	SR-79			
113	Signal, Signage, and Lighting	Traffic Signal	Mesa Grande	Add traffic signal	Caltrans/Tribe	SR-78	Rancho Ballena Rd	SR-79			
115	TDM	Rideshare Service	Mesa Grande	Improve access to health and employment centers	Tribe	Black Canyon Rd	N/A	SR-79			
84	Geometrics	Turn Lanes	Santa Ysabel	Construct left/right turn lanes	Caltrans/Tribe	SR-79	Schoolhouse at Cyn Road	SR-79	Tribe; Caltrans		
87	Transit	New Bus Stop	Santa Ysabel	Bus stop at tribal government facility	MTS	N/A	N/A	SR-79	Tribe		



ITTS Update 1-on-1 Workshop - Pala Band of Mission Indians

Date: Friday, 4/30

Time: 1:00 pm – 2:00 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop - Pala Band of Mission Indians

Date: Friday, 5/20/2021

Time: 1:00 pm – 2:00 pm

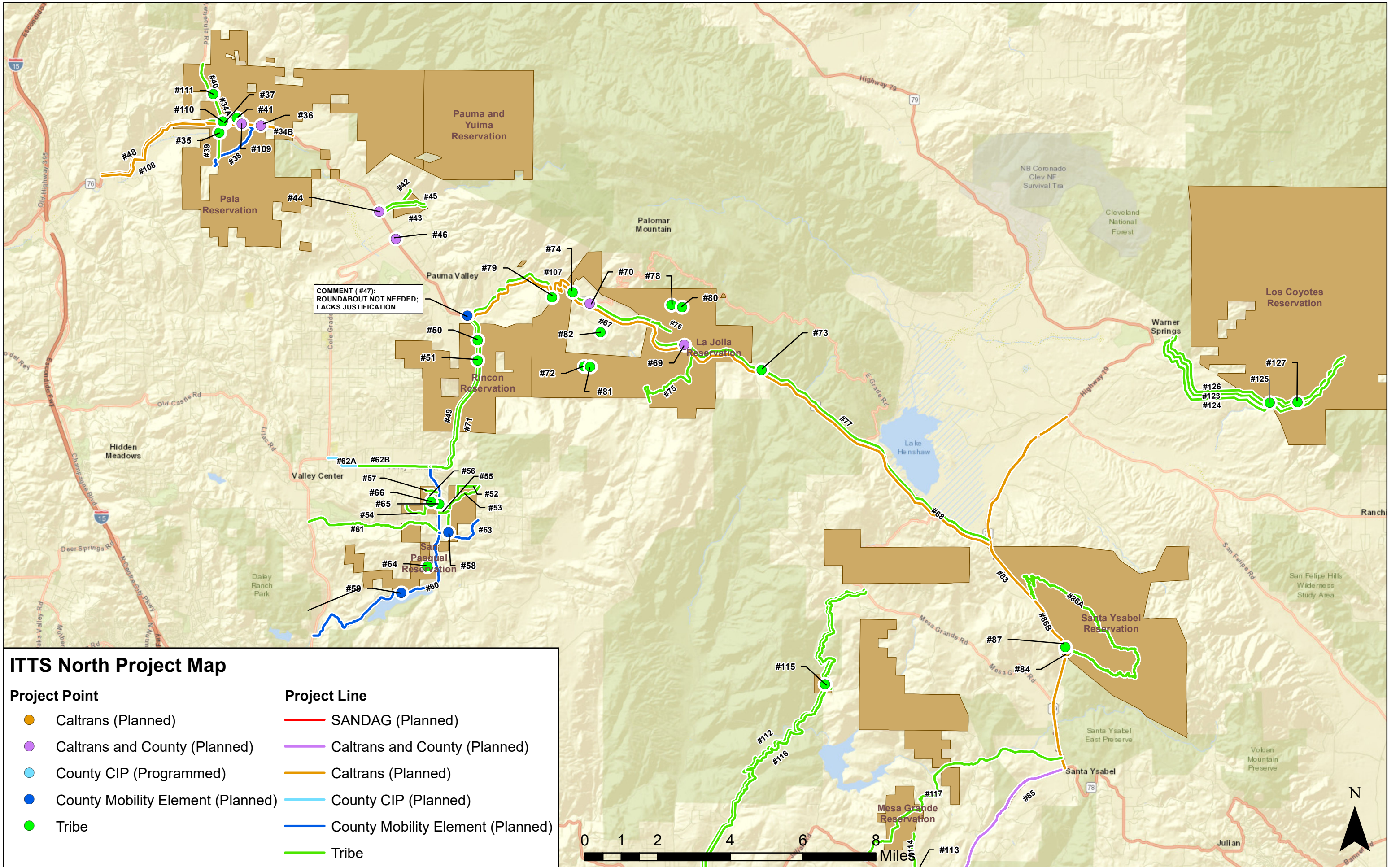
- 1) Attendees
 - a) Jeremy Zagarella (Pala)
 - b) Shasta Gaughen (Pala)
 - c) Precious Nicanor (Kimley-horn)
 - d) Kimberly Mendoza (Kimley-horn)
- 2) Study scope summary
 - a) Jeremy posed a question about the goals of ITTS and if we are only updating project status or proposing new projects
 - i) Precious confirmed we are updating both the status of previous projects and adding new projects
- 3) Review of previous inventory
- 4) Previous inventory project status (all projects are still relevant)
 - a) No. 38 – Still relevant
 - i) Portions of Lilac Rd Ext in the reservation are not paved yet.
 - ii) There are questions related to jurisdiction of Lilac Rd improvements
 - b) No. 39 – Still relevant
 - i) Should be the paving improvement
 - ii) Verify numbering of project No. 38 and No. 39 in the GIS map
 - iii) No. 40 – Still relevant
 - c) No. 35 – Still relevant
- 5) New needs since ITTS
 - a) Bridge improvements needed
 - i) Bridge/Box culvert desired across the creek at Pala Mission Road between Portillo Rd and Robles Way
 - ii) Bridge/Box culvert desired across the small creek between Henderson Rd and Pala Jim Banks Sports Complex Driveway
 - iii) Bridge/ Box culvert desired along Pala Temecula Rd north of Wahlenio Cir
 - i) It was expressed that people get stuck at this location
 - iv) Pedestrian bridge desired across Henderson Rd to connect those accessing the cemetery from the Jim Banks Sports Complex area
 - i) A bridge would allow easier access to the cemetery and promote safety
 - b) Sidewalk improvements/ crosswalks
 - i) Pedestrian ramps and sidewalks are desired at the intersection of Pala-Temecula Rd and Pala Mission Rd
 - ii) A Pedestrian crosswalk is desired across Pala Mission Rd between Pala Mission Cir and Britain Rd connecting pedestrians from the cemetery to convenience store
 - iii) A pedestrian crosswalk is desired across Pala-Temecula Rd in front of the Cultural center
- 6) Transportation Plans
 - a) Long Range Transportation Plan
 - i) Not updated but there is currently a contract out for updating the LRTP
 - b) Active Transportation Plan

- i) An ATP does not exist and plans to create one are currently unknown
- c) Pala has a 2020 Safety Plan
- d) There is a Pedestrian Access safety related document underway.
 - i) Ped improvements listed within the document are those expressed during this call
- e) Vulnerability Resiliency Plan
 - i) None currently, mainly focused on climate action
- f) Climate Adaptation Plan
 - i) In progress
- 7) Transportation needs outside of Tribal lands
 - a) Concern expressed for curve alignment along SR-76 accessing the Pala community
- 8) Action Items
 - a) KH to verify labeling of projects in the GIS map.
 - b) GIS map to be updated with new projects discussed.

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
67	Bike; Pedestrian	Add Bike Lane	La Jolla		Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
68	Geometrics	Straighten; Widen; Shoulders; Lighting; Fiber	La Jolla	Upgrade facility and add ITS systems	Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
71	Geometrics	Straightening	La Jolla		County	Valley Center Road	SR-76	North Lake Wohlford Rd	SR-76	County	Tribal Transportation Program	
75	Paving	Paving	La Jolla		Tribe	Campground Rd	SR-76	Zip-Line Tower	SR-76	Tribe	Tribal Transportation Program	
76	Paving	Paving	La Jolla		Tribe	Church Rd	SR-76	BIA Road 40	SR-76	Tribe	Tribal Transportation Program	
77	General Roadway Improvements	Planning	La Jolla	Trucking/Freight study; speed/traffic study	Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
107	Geometrics	Straightening	La Jolla		County	SR-76	Pauma Ranch Rd	Harolds Rd	SR-76	Caltrans	Tribal Transportation Program	
38	Paving	Paving	Pala		ME	Lilac Rd/Lilac Rd Extension			SR-76	Tribe; County	Multiple	
39	Paving	Paving	Pala		Tribe	Various Rds			SR-76	Tribe; County	Multiple	
40	Pedestrian	Add Sidewalk	Pala	Sidewalks on main roads in village	Tribe	Pala Mission Rd / Temecula Rd			SR-76	Tribe; County	Tribal Transportation Program	
108	Geometrics	Straightening	Pala	Straighten Curves	Caltrans	SR-76	Rice Canyon Rd	Pala Reservation	SR-76	Caltrans		
34a	Bike	Add Bike Lane	Pala		Tribe	Pala Mission Rd / Temucula Rd			SR-76			
34b	Bike	Add Bike Lane	Pala		Tribe	SR-76			SR-76			
42	General Roadway Improvements	General Roadway Improvements	Pauma	Shoulder work needed to prevent debris flow	Tribe	Adams Dr	Adams Dr	Reservation Rd	SR-76	Tribe; County	Tribal Transportation Program	
43	General Roadway Improvements	General Roadway Improvements	Pauma	Road improvement/maintenance to repair ag damage	Tribe	Reservation Rd	Reservation Rd	Pala Rd	SR-76	Tribe	Tribal Transportation Program	

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
45	Signal, Signage, and Lighting	Street Lights	Pauma	Street lights needed for pedestrians	County	Reservation Rd	Pala Rd	Reservation Rd	SR-76	Tribe; County	Tribal Transportation Program	
48	Geometrics	Safety	Rincon	Add curb on SR-76 from Casino to Rice Canyon Rd	Caltrans	SR-76	Pala Casino	Just west of Rice Canyon Rd	SR-76	Caltrans	Tribal Transportation Program	
49	Safety; Bike	Traffic Calming; Add Bike Lane	Rincon	Speed reduced from 55 to 45mph and add bike lane	County	Valley Center Road	SR-76	North Lake Wohlford Rd	SR-76	County	Tribal Transportation Program	
52	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Oos Road	East Canal Road	East Canal Road	SR-76	Tribe		
53	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Canal Road	East of Water Tank	Paradise Mountain Road	SR-76	Tribe	HSIP	
54	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Kunyaaw Path	Kunyaaw Path	Cool Water Ranch Road	SR-76	Tribe		
55	Bike; Pedestrian	Construct Trail	San Pasqual	Loop	Tribe	Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road	Kunyaaw Path	Kunyaaw Path	SR-76	Tribe; County		
56	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	San Pasqual Rd	Nyemii Pass	Kumeyaay Way	SR-76	Tribe		
57	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Nyemii Pass Place	West End	Casino	SR-76	Tribe		
60	Geometrics	Turn Lanes	San Pasqual	Road is narrow; need passing and turn lanes	County/Tribe	Lake Wohlford Rd	Valley Center Road	Valley Center Road / S6	SR-76	County		
61	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder	County/Tribe	Woods Valley Rd	Valley Center Road	Lake Wohlford Rd	SR-76	County		
63	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder	County/Tribe	Paradise Mountain Rd	Canal Road	Paradise Meadow Lane	SR-76	County	Tribal Transportation Program	
62a	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder; improve lighting	County/Tribe	Valley Center Road	Cole Grade	.75 east of Cole Grade	SR-76	County		
62b	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder; improve lighting	County/Tribe	Valley Center Road	Cole Grade	Lake Wohlford Rd	SR-76	County		

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
69	Geometrics	Roundabout; Safety	La Jolla	Roundabout; Traffic Calming	Caltrans/Tribe	SR-76	Sengme Oaks Rd	SR-76	Tribe; Caltrans		
70	Geometrics	Roundabout; Safety	La Jolla	Roundabout; Traffic Calming	Caltrans/Tribe	SR-76	Palomar Mountain Rd	SR-76	Tribe; Caltrans		
72	Signal, Signage, and Lighting	Signage; Lighting	La Jolla	Intersection signage, wayfinding, and lighting	Tribe	N/A	N/A	SR-76	Tribe		
73	Comment	Comment	La Jolla	Gateway Feature	Caltrans/Tribe	SR-76	Mesa Truck Trail	SR-76	Caltrans		
74	Comment	Comment	La Jolla	Gateway Feature	Caltrans/Tribe	SR-76	Harolds Road	SR-76	Caltrans		
78	Comment	Planning/Study	La Jolla	Develop address system	Tribe	N/A	N/A	SR-76	Tribe		
79	Transit	Service	La Jolla	Fixed route on SR-76 b/n Valley Center and SR-79	NCTC	N/A	N/A	SR-76	Caltrans		
80	Transit	High Speed Rail Connection	La Jolla	TBD	Caltrans/Tribe	TBD	TBD	SR-76	Tribe		
81	TDM	Comment	La Jolla	Electric Vehicle Plug-Ins	Tribe	N/A	N/A	SR-76	Tribe		
82	TDM	Vanpool/Shuttle	La Jolla	Vanpool/Shuttle	Tribe	N/A	N/A	SR-76	County		
35	Bridge	Bridge Construction	Pala	Consturct bridge over San Luis Rey River	Tribe	N/A	N/A	SR-76	Tribe		
36	Geometrics	Add Turn Lanes	Pala	Provide left turn lanes	Tribe	SR-76	Magee Rd / Pala Raceway	SR-76	County; Caltrans		
37	Paving	Paving	Pala	Paving on dirt residential roads	Tribe	Various		SR-76	County; Caltrans		
41	Transit	Ride Share	Pala	Ride sharing or shuttles for casino employees	Casino/NCTC/Private	N/A	N/A	SR-76	Tribe		
109	Geometrics	Intersection Improvements	Pala	Realign Intersection to improve line of sight	Caltrans/Tribe	SR-76	Pala Mission Rd East	SR-76			
110	Signal, Signage, and Lighting	Traffic Signal	Pala	Add traffic signal	Tribe	Pala Mission Rd	Pala Temecula Rd	SR-76			
111	Signal, Signage, and Lighting	Safety	Pala	Add Digital speed signs	Tribe	Pala Temecula Rd	N/A	SR-76			
44	Geometrics	Add Turn Lane	Pauma	A turn lane is needed on the right side	Caltrans	SR-76	Pala Rd	SR-76	Caltrans		
46	Signal, Signage, and Lighting	Traffic Signal	Pauma	Stop light needed at intersection	Caltrans	Cole Grade Rd	Pala Rd	SR-76	Caltrans		
47	Comment	Roundabout	Rincon	Not needed; lack of justification; costly	Caltrans/County	SR-76	S6	SR-76	County; Caltrans		
50	Signal, Signage, and Lighting	Safety	Rincon	Child safety measure 200 feet from school	County	Charter School	School Zone	SR-76	Tribe; Caltrans		
51	Transit	Service	Rincon	Increase Route 388	NCTC	N/A	N/A	SR-76	Tribe; County		
58	Geometrics	Realignment	San Pasqual	Poor visibility at intersection	County/Tribe	Canal Rd	Paradise Mountain Rd	SR-76	Tribe; County		
59	Geometrics	Turn Lanes	San Pasqual	Turn/acceleration lane	County/Tribe	Duro Rd	Lake Wohlford Rd	SR-76	Tribe; County		
64	Signal, Signage, and Lighting	Signage and Lighting	San Pasqual	Poor lighting and signage on all streets	County/Tribe	Various		SR-76	Tribe		
65	Transit	New Bus Stop	San Pasqual	Stop at Wohlford Rd and Kumeyaay Way	NCTD	N/A	N/A	SR-76	County; Tribe		
66	Transit	New Bus Stop	San Pasqual	Stop at government center	NCTD	N/A	N/A	SR-76	Tribe		



ITTS Update 1-on-1 Workshop - San Pasqual Band of Diegueño Indians

Date: Friday, 5/28/2021

Time: 11:30 am – 12:30 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop - San Pasqual Band of Diegueño Indians

Date: Friday, 5/28/2021

Time: 11:30 am – 12:30 pm

- 1) Attendees
 - a) Andrew Orozco (San Pasqual)
 - b) Matt Horton (Kimley-horn)
 - c) Kimberly Mendoza (Kimley-horn)
- 2) Study scope summary
 - a) Are we updating tool? - Andrew
 - i) Currently keeping the same functionality but updating the inventory itself - Matt
 - ii) Are we tracking progress timeline of projects? - Andrew
 - iii) Mention to Mike how to track progress of projects
- 3) Review of previous inventory
- 4) Previous Inventory Project Status
 - a) No. 52-57 – Still relevant
 - i) Conceptual in nature
 - ii) Still in progress
 - b) No. 60 - Still relevant
 - i) Roadway narrow width is still an issue but notes should be revised for feasibility
 - ii) Passing and turn lanes not option instead shoulder widening improvements and striping improvements and general repairs.
 - (1) Focus near valley center road
 - (2) Culvert sizing issues, surface drainage problems
 - (3) Heavy freight vehicle traffic
 - (4) Bottom of lake Wohlford road has greatest deterioration
 - (5) Can be broken into multiple projects if specific improvements are known
 - (a) KH to follow up with Andrew
 - c) No. 61 - Still relevant
 - i) No progress has been made
 - ii) Current road condition including striping is good
 - iii) Biggest issue is how roadway width
 - d) No. 63 – Still relevant
 - i) No progress made yet
 - e) No. 62a - Complete
 - i) Can be removed
 - f) No. 62b – Still relevant
 - (1) “From” designation should be updated to Rock Hill Ranch Rd
 - (2) Same issues remain
 - (3) Spot specific issues may be submitted by Andrew
 - g) No. 58 - Still relevant
 - i) No progress made yet
 - ii) Can be split into 2 projects to provide more specificity
 - (1) Realignment cost to include pavement not signage and striping
 - (2) Signing and striping

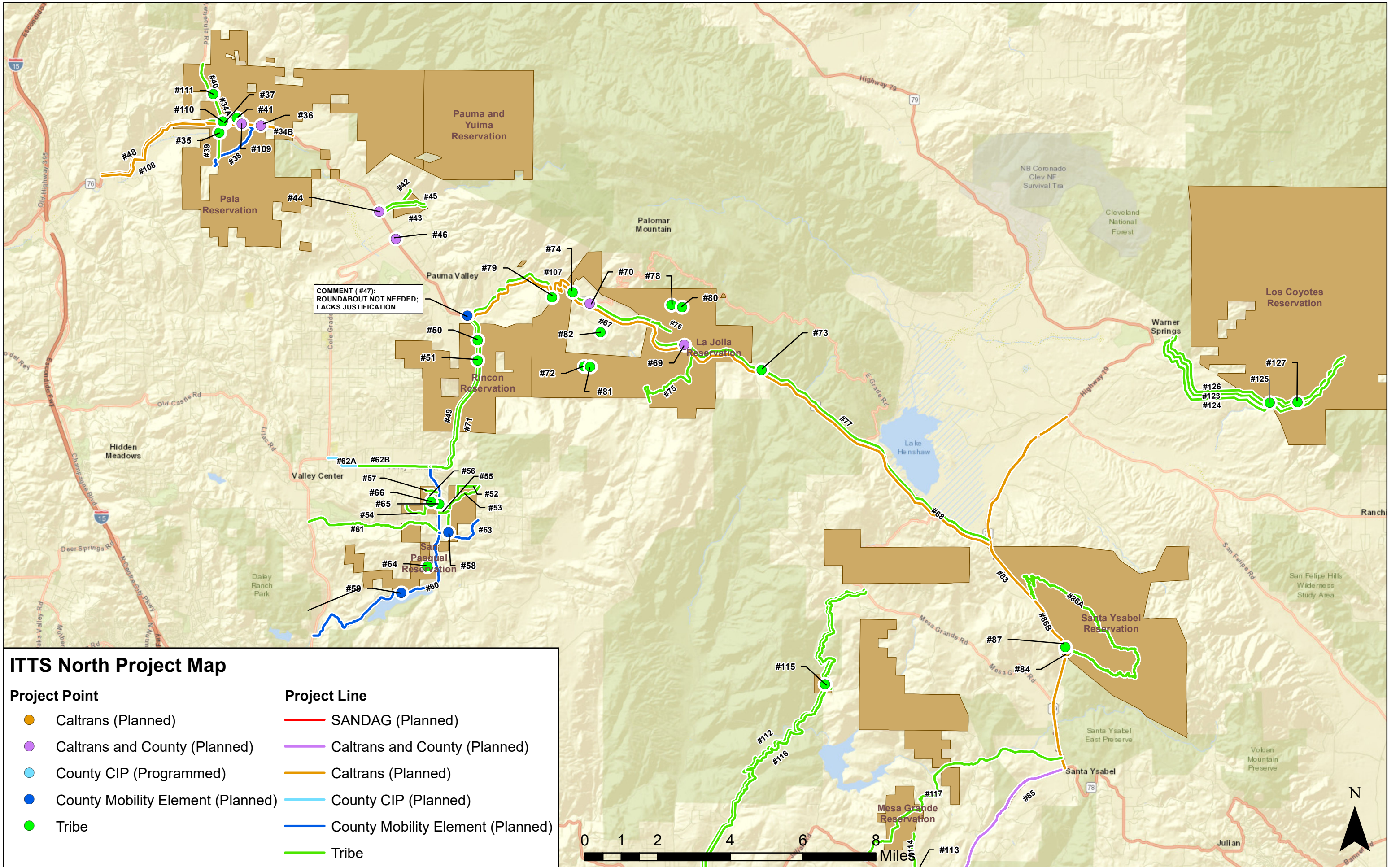
- (a) Lower cost improvements ex. Rumble strips or chevrons or speed feedback costs
- h) No. 59 - Complete
 - i) Had realignment from tribal transportation safety fund
 - ii) To be removed from inventory
- i) No. 64 – Still relevant
 - i) Specific routes to be provided by Andrew
 - ii) Want to improve signage throughout reservation along reservation and county roads
- j) No. 65 - Still relevant
 - i) North county transit focus
 - ii) Turnaround at Kumeyaay Way
 - iii) Possible updates to notes to be provided by Andrew
- k) No. 66 - Still relevant
- 5) New documented needs since ITTS
 - a) There is a new document that takes a deeper dive of trail projects available
 - i) Andrew to provide
 - b) 2017 Transportation Safety Plan – KH should have a copy
 - c) An active transportation needs assessment has been done
 - i) Andrew to provide
- 6) New projects to add to inventory
 - a) Bus turnaround (Transit)
 - i) In 2017 Transportation Safety Plan
 - ii) Priority for funding this year
 - b) New trail
 - i) Along N Lake Wohlford Rd
 - ii) Beginning at Kumeyaay Way and Valley Center Rd
 - iii) Connects government center and school facilities part of 52-57
 - c) Andrew to provide more project locations for needed bus stop implementation along SR-76
 - d) Mobility hub
 - i) Location: Fuel center at Valley center Rd and N Lake Wohlford Rd
 - ii) 26 pumps with EV charging station was installed
 - iii) Horizon
 - iv) Opportunity for transportation hub
 - v) Desired service area for the valley
 - e) Flex Fleets - EV
 - i) 20 or so current fleet vehicles (small trucks to vans) could be converted to EV
 - f) Micro-transit service
 - i) A tribal transit system is desired
 - ii) Needed to transport community members to doctors and popular community facilities
 - g) E-bikes or NEV (Neighborhood electric vehicle)
 - i) Could be a good accompaniment for new trail system
 - ii) Could assist in connecting members from main admin building to transportation building
 - h) Next OS
 - i) Signal and crosswalk improvements to be looked at by Andrew
 - i) Goods movement

- i) Lake Wohlford Rd could become a truck route
 - ii) KH to follow up and provide truck route info
 - iii) Improvements could include shoulder widening, signage, rumble strips
- 7) Action items
- a) Tribe to submit final ITTS Update information within next 3 weeks for KH to prepare to meet with working group by end of June
 - b) Andrew to provide needs assessment
 - c) KH to provide SANDAG truck route information

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
67	Bike; Pedestrian	Add Bike Lane	La Jolla		Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
68	Geometrics	Straighten; Widen; Shoulders; Lighting; Fiber	La Jolla	Upgrade facility and add ITS systems	Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
71	Geometrics	Straightening	La Jolla		County	Valley Center Road	SR-76	North Lake Wohlford Rd	SR-76	County	Tribal Transportation Program	
75	Paving	Paving	La Jolla		Tribe	Campground Rd	SR-76	Zip-Line Tower	SR-76	Tribe	Tribal Transportation Program	
76	Paving	Paving	La Jolla		Tribe	Church Rd	SR-76	BIA Road 40	SR-76	Tribe	Tribal Transportation Program	
77	General Roadway Improvements	Planning	La Jolla	Trucking/Freight study; speed/traffic study	Caltrans/Tribe	SR-76	SR-79	Valley Center Road	SR-76	Caltrans	Tribal Transportation Program	
107	Geometrics	Straightening	La Jolla		County	SR-76	Pauma Ranch Rd	Harolds Rd	SR-76	Caltrans	Tribal Transportation Program	
38	Paving	Paving	Pala		ME	Lilac Rd/Lilac Rd Extension			SR-76	Tribe; County	Multiple	
39	Paving	Paving	Pala		Tribe	Various Rds			SR-76	Tribe; County	Multiple	
40	Pedestrian	Add Sidewalk	Pala	Sidewalks on main roads in village	Tribe	Pala Mission Rd / Temecula Rd			SR-76	Tribe; County	Tribal Transportation Program	
108	Geometrics	Straightening	Pala	Straighten Curves	Caltrans	SR-76	Rice Canyon Rd	Pala Reservation	SR-76	Caltrans		
34a	Bike	Add Bike Lane	Pala		Tribe	Pala Mission Rd / Temucula Rd			SR-76			
34b	Bike	Add Bike Lane	Pala		Tribe	SR-76			SR-76			
42	General Roadway Improvements	General Roadway Improvements	Pauma	Shoulder work needed to prevent debris flow	Tribe	Adams Dr	Adams Dr	Reservation Rd	SR-76	Tribe; County	Tribal Transportation Program	
43	General Roadway Improvements	General Roadway Improvements	Pauma	Road improvement/maintenance to repair ag damage	Tribe	Reservation Rd	Reservation Rd	Pala Rd	SR-76	Tribe	Tribal Transportation Program	

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
45	Signal, Signage, and Lighting	Street Lights	Pauma	Street lights needed for pedestrians	County	Reservation Rd	Pala Rd	Reservation Rd	SR-76	Tribe; County	Tribal Transportation Program	
48	Geometrics	Safety	Rincon	Add curb on SR-76 from Casino to Rice Canyon Rd	Caltrans	SR-76	Pala Casino	Just west of Rice Canyon Rd	SR-76	Caltrans	Tribal Transportation Program	
49	Safety; Bike	Traffic Calming; Add Bike Lane	Rincon	Speed reduced from 55 to 45mph and add bike lane	County	Valley Center Road	SR-76	North Lake Wohlford Rd	SR-76	County	Tribal Transportation Program	
52	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Oos Road	East Canal Road	East Canal Road	SR-76	Tribe		
53	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Canal Road	East of Water Tank	Paradise Mountain Road	SR-76	Tribe	HSIP	
54	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Kunyaaw Path	Kunyaaw Path	Cool Water Ranch Road	SR-76	Tribe		
55	Bike; Pedestrian	Construct Trail	San Pasqual	Loop	Tribe	Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road	Kunyaaw Path	Kunyaaw Path	SR-76	Tribe; County		
56	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	San Pasqual Rd	Nyemii Pass	Kumeyaay Way	SR-76	Tribe		
57	Bike; Pedestrian	Construct Trail	San Pasqual		Tribe	Nyemii Pass Place	West End	Casino	SR-76	Tribe		
60	Geometrics	Turn Lanes	San Pasqual	Road is narrow; need passing and turn lanes	County/Tribe	Lake Wohlford Rd	Valley Center Road	Valley Center Road / S6	SR-76	County		
61	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder	County/Tribe	Woods Valley Rd	Valley Center Road	Lake Wohlford Rd	SR-76	County		
63	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder	County/Tribe	Paradise Mountain Rd	Canal Road	Paradise Meadow Lane	SR-76	County	Tribal Transportation Program	
62a	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder; improve lighting	County/Tribe	Valley Center Road	Cole Grade	.75 east of Cole Grade	SR-76	County		
62b	Geometrics	Widening	San Pasqual	Road is narrow; no shoulder; improve lighting	County/Tribe	Valley Center Road	Cole Grade	Lake Wohlford Rd	SR-76	County		

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
69	Geometrics	Roundabout; Safety	La Jolla	Roundabout; Traffic Calming	Caltrans/Tribe	SR-76	Sengme Oaks Rd	SR-76	Tribe; Caltrans		
70	Geometrics	Roundabout; Safety	La Jolla	Roundabout; Traffic Calming	Caltrans/Tribe	SR-76	Palomar Mountain Rd	SR-76	Tribe; Caltrans		
72	Signal, Signage, and Lighting	Signage; Lighting	La Jolla	Intersection signage, wayfinding, and lighting	Tribe	N/A	N/A	SR-76	Tribe		
73	Comment	Comment	La Jolla	Gateway Feature	Caltrans/Tribe	SR-76	Mesa Truck Trail	SR-76	Caltrans		
74	Comment	Comment	La Jolla	Gateway Feature	Caltrans/Tribe	SR-76	Harolds Road	SR-76	Caltrans		
78	Comment	Planning/Study	La Jolla	Develop address system	Tribe	N/A	N/A	SR-76	Tribe		
79	Transit	Service	La Jolla	Fixed route on SR-76 b/n Valley Center and SR-79	NCTC	N/A	N/A	SR-76	Caltrans		
80	Transit	High Speed Rail Connection	La Jolla	TBD	Caltrans/Tribe	TBD	TBD	SR-76	Tribe		
81	TDM	Comment	La Jolla	Electric Vehicle Plug-Ins	Tribe	N/A	N/A	SR-76	Tribe		
82	TDM	Vanpool/Shuttle	La Jolla	Vanpool/Shuttle	Tribe	N/A	N/A	SR-76	County		
35	Bridge	Bridge Construction	Pala	Consturct bridge over San Luis Rey River	Tribe	N/A	N/A	SR-76	Tribe		
36	Geometrics	Add Turn Lanes	Pala	Provide left turn lanes	Tribe	SR-76	Magee Rd / Pala Raceway	SR-76	County; Caltrans		
37	Paving	Paving	Pala	Paving on dirt residential roads	Tribe	Various		SR-76	County; Caltrans		
41	Transit	Ride Share	Pala	Ride sharing or shuttles for casino employees	Casino/NCTC/Private	N/A	N/A	SR-76	Tribe		
109	Geometrics	Intersection Improvements	Pala	Realign Intersection to improve line of sight	Caltrans/Tribe	SR-76	Pala Mission Rd East	SR-76			
110	Signal, Signage, and Lighting	Traffic Signal	Pala	Add traffic signal	Tribe	Pala Mission Rd	Pala Temecula Rd	SR-76			
111	Signal, Signage, and Lighting	Safety	Pala	Add Digital speed signs	Tribe	Pala Temecula Rd	N/A	SR-76			
44	Geometrics	Add Turn Lane	Pauma	A turn lane is needed on the right side	Caltrans	SR-76	Pala Rd	SR-76	Caltrans		
46	Signal, Signage, and Lighting	Traffic Signal	Pauma	Stop light needed at intersection	Caltrans	Cole Grade Rd	Pala Rd	SR-76	Caltrans		
47	Comment	Roundabout	Rincon	Not needed; lack of justification; costly	Caltrans/County	SR-76	S6	SR-76	County; Caltrans		
50	Signal, Signage, and Lighting	Safety	Rincon	Child safety measure 200 feet from school	County	Charter School	School Zone	SR-76	Tribe; Caltrans		
51	Transit	Service	Rincon	Increase Route 388	NCTC	N/A	N/A	SR-76	Tribe; County		
58	Geometrics	Realignment	San Pasqual	Poor visibility at intersection	County/Tribe	Canal Rd	Paradise Mountain Rd	SR-76	Tribe; County		
59	Geometrics	Turn Lanes	San Pasqual	Turn/acceleration lane	County/Tribe	Duro Rd	Lake Wohlford Rd	SR-76	Tribe; County		
64	Signal, Signage, and Lighting	Signage and Lighting	San Pasqual	Poor lighting and signage on all streets	County/Tribe	Various		SR-76	Tribe		
65	Transit	New Bus Stop	San Pasqual	Stop at Wohlford Rd and Kumeyaay Way	NCTD	N/A	N/A	SR-76	County; Tribe		
66	Transit	New Bus Stop	San Pasqual	Stop at government center	NCTD	N/A	N/A	SR-76	Tribe		



ITTS Update 1-on-1 Workshop - Sycuan Band of Kumeyaay Nation

Date: Monday, 5/03

Time: 10:00 am – 11:00 am

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop – Sycuan Band of Kumeyaay Nation

Date: Monday, 5/03/2021

Time: 10:00 am – 11:00 am

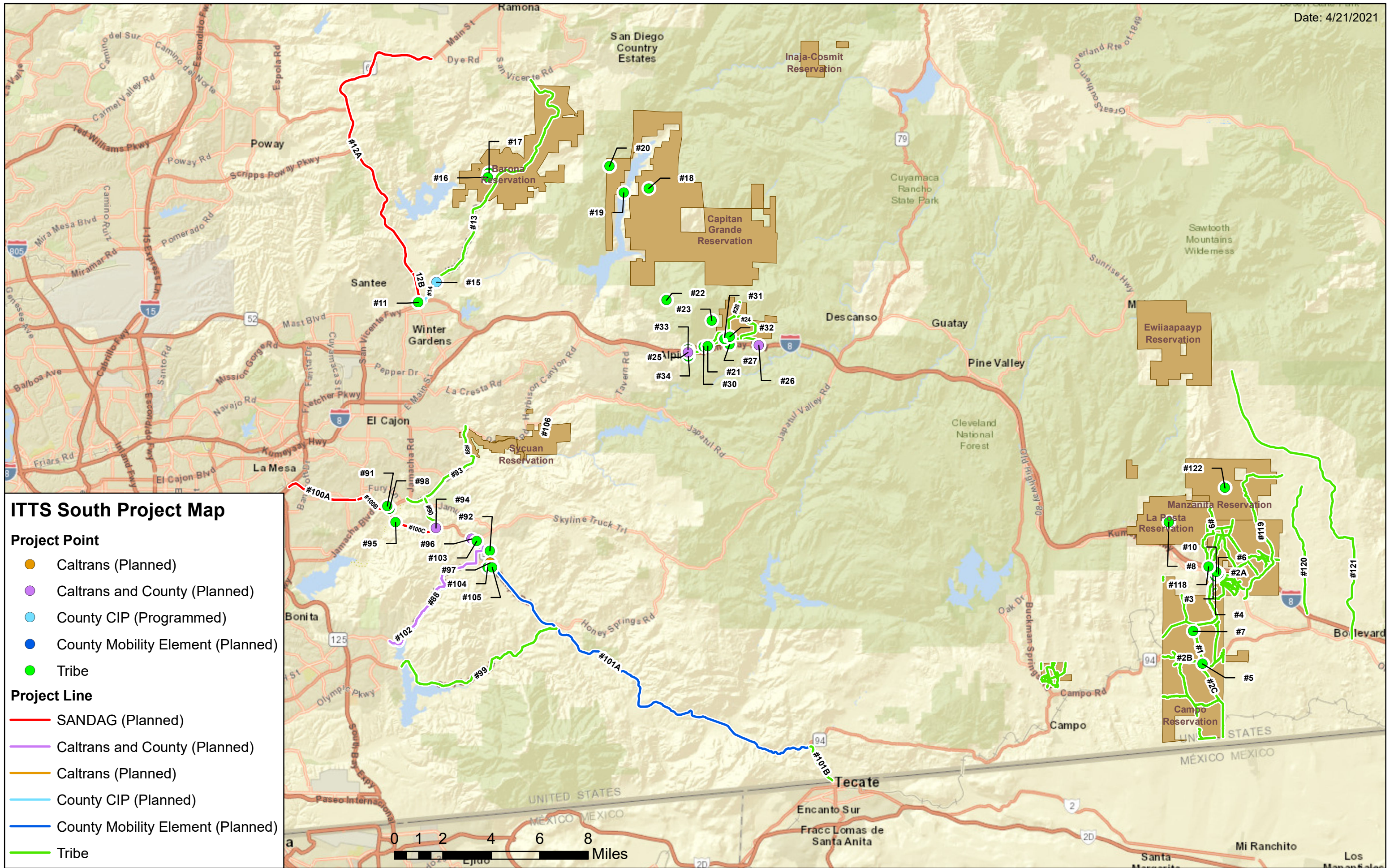
- 1) Attendees
 - a) Ania Rzepko (Sycuan)
 - b) Precious Nicanor (Kimley-horn)
 - c) Kimberly Mendoza (Kimley-horn)
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status
 - a) No. 106
 - i) LRTP not yet completed. Summary still being wrapped up for forward.
 - ii) No solid list yet
- 5) New documented needs since ITTS
 - a) Summary underway for SD Forward
 - b) LRTP completion date by summertime
 - (1) KH to follow-up
- 6) Updates to inventory
 - a) Secondary access road planned to access residential area.
 - i) Road planned to extend east from Sloane Canyon Road, south of Dehesa Road
 - ii) Intended to provide access to residential portions of the reservation without needing to travel through Dehesa Road
 - iii) Can help with emergency vehicle access
 - iv) Dehesa Road is used as access for nearby casino
 - v) Short term improvement
 - b) New housing development therefore new residential road to be added
 - i) Will connect to Dehesa Road.
 - ii) Possible turning lane
 - iii) The development will provide housing for tribal members
 - iv) Engineering this year
 - c) Documents will be submitted to Jane
 - i) KH to follow up
- 7) Transportation Documents
 - a) LRTP
 - i) Summer timeline
 - b) Safety Plan
 - i) No plan available
 - ii) Likely not to happen this year
 - iii) Tribal Safety Fund
 - (1) Jamul and Pala have applied
 - (2) KH to forward additional information to tribe
 - c) Resiliency Plan / Climate Action Plan
 - i) None at the moment

ITTS Update 1-on-1 Workshop – Sycuan Band of Kumeyaay Nation

- 8) Action Items
 - a) LRTP
 - i) Summertime follow up with Sycuan
 - b) Verify SD Forward summary information from Jane
 - c) KH to forward Safety Plan information to Sycuan

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
88	Bike	Add Bike Lane	Jamul Indian Village		County	Proctor Valley Rd / Melody Rd	SR-94	Northwoods Dr	SR-94	County		
89	Bike	Add Bike Lane	Jamul Indian Village		County	Willow Glen Dr	Dehesa Rd	Jamacha Rd	SR-94	County	Tribal Transportation Program	
90	Bike; Pedestrian	Add Bike Lane and Sidewalks	Jamul Indian Village		County	Steele Canyon Rd	SR-94	Willow Glen Dr	SR-94	County	Tribal Transportation Program	
93	Geometrics	Add Lane	Jamul Indian Village	2 to 4 lanes	County	Willow Glen Dr	Dehesa Rd	Jamacha Blvd	SR-94	County	Tribal Transportation Program	
99	Geometrics	Shoulders	Jamul Indian Village	Widen shoulders and enhance safety	County	Otay Lakes Rd	SR-94	Wuseste Rd	SR-94	County		
102	Paving; Geometrics	Paving; Straightening	Jamul Indian Village		County	Proctor Valley Rd	Echo Valley Rd	Northwoods Dr	SR-94	County		
100a	Geometrics	Widening	Jamul Indian Village	SANDAG Project	Caltrans	SR-94	SR-125	Avocado Blvd	SR-94	Caltrans		
100b	Geometrics	Widening	Jamul Indian Village	SANDAG Project	Caltrans	SR-94	Avocado Blvd	Jamacha Rd	SR-94			
100c	Geometrics	Widening	Jamul Indian Village	SANDAG Project	Caltrans	SR-94	Jamacha Rd	Steele Canyon Rd	SR-94			
101a	Geometrics	Widening; Straightening	Jamul Indian Village	Support trucking from the Tacate border crossing	Caltrans/County	SR-94	Reservation	Tecate Rd	SR-94	Caltrans		
101b	Geometrics	Widening; Straightening	Jamul Indian Village	Support trucking from the Tacate border crossing	Caltrans/County	Tecate Rd	SR-94	Tecate Border Crossing	SR-94	Caltrans		
106	Paving	Paving	Sycuan		Tribe	Sycuan Rd	Dehesa Rd	Guard Gate on Sycuan Rd	SR-94	Tribe; County	Tribal Transportation Program	

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
91	Capacity	Widening	Jamul Indian Village	Widen EB approach	Caltrans/County	SR-94	Jamacha Rd	SR-94	County; Caltrans		
92	Geometrics	Add Acceleration Lane	Jamul Indian Village	Acceleration lane for left turns to NB SR-94	Caltrans/County	SR-94	Maxfield Rd	SR-94	County; Caltrans		
94	Geometrics	Add Turn Lanes	Jamul Indian Village	Add EB and WB turn lanes	Caltrans/County	SR-94	Steele Canyon Rd	SR-94	County; Caltrans		
95	Geometrics	Add Turn Lanes	Jamul Indian Village	Intersection Improvements	Caltrans/County	SR-94	Millar Ranch Rd	SR-94	County; Caltrans		
96	Geometrics	Intersection Improvements	Jamul Indian Village	No additional notes	Caltrans/County	SR-94	Vista Diego Rd	SR-94	Caltrans		
97	Geometrics	Intersection Improvements	Jamul Indian Village	Realignment; Traffic Signal; Additional Lanes	Caltrans/County	SR-94	Melody Rd / Daisy Dr	SR-94	County; Caltrans		
98	Geometrics	Re-stripe	Jamul Indian Village	Restripe NB approach	Caltrans/County	SR-94	Jamacha Rd	SR-94	Caltrans		
103	Signal, Signage, and Lighting	Install Traffic Signal	Jamul Indian Village		Caltrans/County	SR-94	Lyons Valley Rd	SR-94	County; Caltrans		
104	TDM	Rideshare Program	Jamul Indian Village	Rideshare program at casino	Tribe	N/A	N/A	SR-94	Tribe		
105	Transit	New Bus Stop	Jamul Indian Village	Bus stop at gaming facility; express service to DT	MTS	N/A	N/A	SR-94	Tribe		



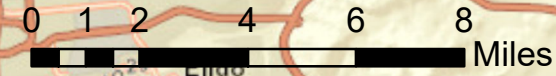
ITTS South Project Map

Project Point

- Caltrans (Planned)
- Caltrans and County (Planned)
- County CIP (Programmed)
- County Mobility Element (Planned)
- Tribe

Project Line

- SANDAG (Planned)
- Caltrans and County (Planned)
- Caltrans (Planned)
- County CIP (Planned)
- County Mobility Element (Planned)
- Tribe



ITTS Update 1-on-1 Workshop – Viejas Band of Kumeyaay Indians

Date: Monday, 5/18

Time: 1:30 pm – 2:00 pm

- 1) Introductions
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status:
 - a) Is the project still relevant?
 - b) Is the project still relevant but with modifications since the ITTS?
 - c) Is the project no longer relevant?
 - d) Has the project been completed?
- 5) New documented needs since ITTS
 - a) Collect documentation identifying anything mobility related
 - i) Run through the available list
 - b) New needs identified since ITTS (short list)
 - i) Is there a potential need for on-demand micro transit?
 - ii) Are there identified locations that people need to get to or from?
 - iii) Are there any locations identified as unsafe for pedestrians?
 - iv) Are there any places where cyclists find themselves in conflict with vehicle traffic?
 - v) Are there any notable goods movement issues?
 - vi) Are there any notable speeding issues?
- 6) Updates to inventory
 - a) New projects
 - i) Location
 - ii) Project type
 - iii) Cost estimates
 - iv) Relevant documentation
- 7) Review action items

ITTS Update 1-on-1 Workshop – Viejas Band of Kumeyaay Indians

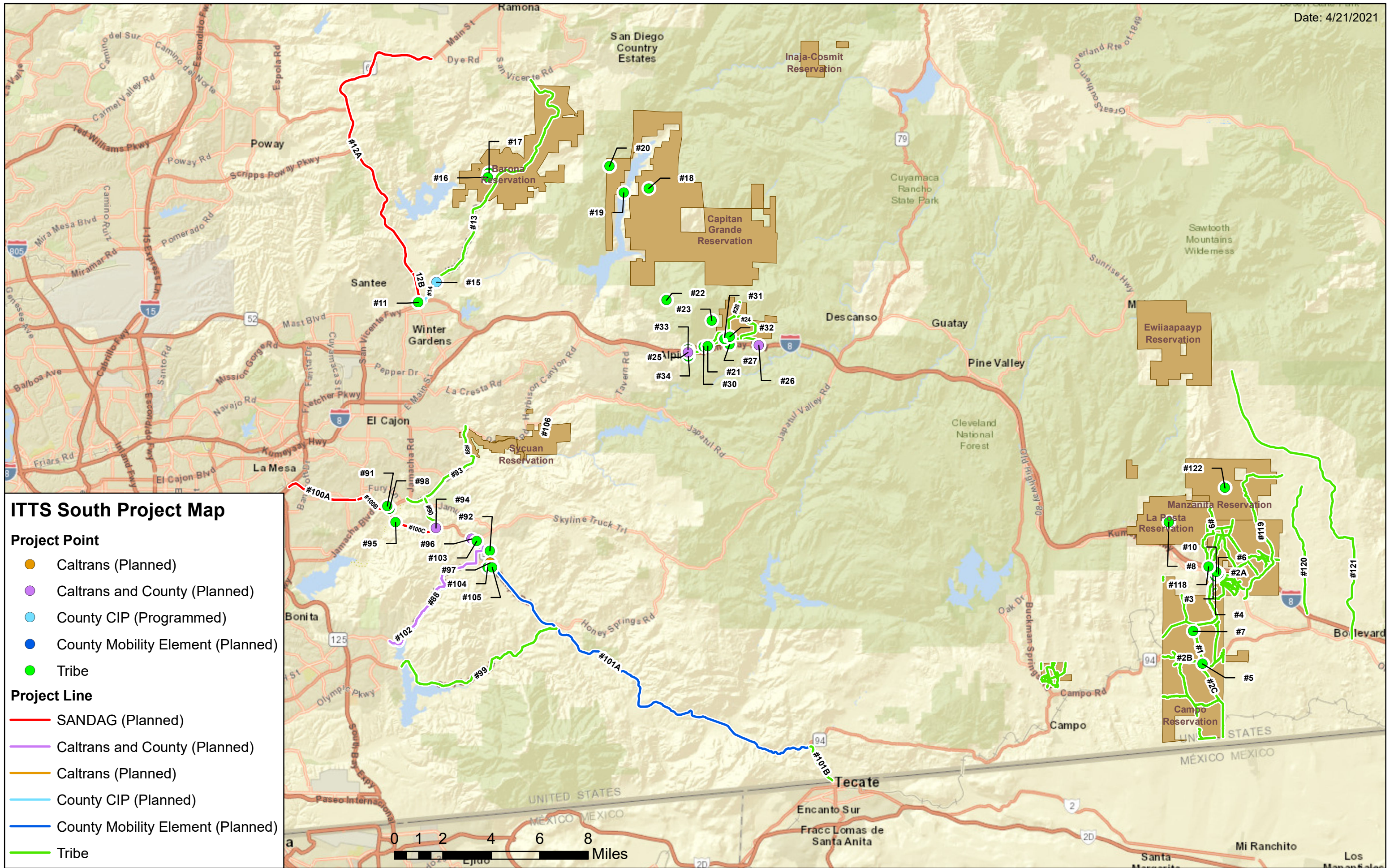
Date: Monday, 5/18/2021

Time: 1:30 pm – 2:00 pm

- 1) Introductions
 - a) Ray Tehran (Viejas)
 - b) Matt Horton (Kimley-horn)
 - c) Kimberly Mendoza (Kimley-horn)
- 2) Study scope summary
- 3) Review of previous inventory
- 4) Previous inventory projects status
 - a) No. 30
 - i) Realignment project should be removed from the inventory list
 - b) All other point and line projects on inventory are still relevant
- 5) New documented needs since ITTS
- 6) Updates to inventory
 - a) Would like to fit the existing parking structure to 10% capacity of electric charging to meet CalGreen requirements.
 - b) Convert some of the 25-vehicle shuttle fleet to EV
 - c) Install mobility hub enhancements at the nearest mobility hub to help connect travelers during the last mile which may include signage improvements.
- 7) Transportation Plans
 - a) Safety Plan available
 - i) Ray to forward to KH
 - b) LRTP in progress
- 8) Capitan Grande
 - a) There are no updates to the project list at this time
 - b) All projects are still relevant
- 9) Action items
 - a) Ray to send Safety plan to KH

PROJECT LINE												
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Target Street	From	To	Region	ROW_Owner	Funding	Project Status
13	Geometrics	Widening; Repairs	Barona	Shoulders; straightening; repair dips in road	County/Tribe	Wildcat Canyon Rd			I-8 West	Tribe; County	HSIP	
14	Geometrics	Widening; Straightening	Barona	Widen from 2 to 4 lanes	County	Ashwood	Mapleview	Willow Rd	I-8 West	County	Tribal Transportation Program	
12a	Geometrics	Widening	Barona	Support SANDAG RTP project	Caltrans/SANDAG	SR-67	Mapleview	Dye	I-8 West	Caltrans		
12b	Geometrics	Widening	Barona	Support SANDAG RTP project	Caltrans/SANDAG	SR-67	Gold Bar Lane	Dye	I-8 West	Caltrans		
119	Geometrics	Grading; Signage	Manzanita	Improve access for fire services	Tribe	Manzanita Rd/ Live Oak Trail	Old Hwy 80	Manzanita Cottonwood Rd	I-8 West	Tribe		
120	Geometrics	Grading; Signage	Manzanita	Improve access for fire services	County	Ribbonwood Rd	Old Hwy 80	Lost Valley Rd	I-8 West	County		
121	Geometrics	Grading; Signage	Manzanita	Improve access for fire services	County	McCain Valley Rd	Old Hwy 80	End of McCain Valley Rd	I-8 West	County	Multiple	
24	Geometrics	Add shoulders	Viejas	Add shoulders to complete improvement of loop road	Tribe	Browns Rd	Viejas Grade Rd	Willows Rd	I-8 West	Tribe; County	Tribal Transportation Program	
28	Geometrics	Reconstruction	Viejas	Reconstruction with shoulders and improve drainage	County/Tribe	Viejas Grande Rd	Willows Rd	Conejos Valley Rd	I-8 West	Tribe; County	Multiple	
29	Geometrics	Widening	Viejas	Widen from 2 to 4 lanes for trucks	County	Willows Rd	West Willow Rd Interchange	East Willow Rd Interchange	I-8 West	County	Multiple	

PROJECT POINT											
ID	Type	Improvement Description	Tribe	Notes	Reservation/ Jurisdiction	Cross Street 1	Cross Street 2	Region	ROW_Owner	Funding	Project Status
11	Geometrics	Intersection Improvements	Barona	Safety and capacity enhancements; interchange	Caltrans/County	SR-67	Mapleview Rd	I-8 West	Caltrans; County		
15	Signal, Signage, and Lighting	Signal	Barona	Safety improvement and intersection with signal	County	Willow Rd	Ashwood Rd	I-8 West	County		
16	TDM	Rideshare Service	Barona	Add rideshare service	Private	N/A	N/A	I-8 West	Tribe		
17	TDM	Vanpool Program	Barona	Vanpool program at casino	Tribe	N/A	N/A	I-8 West	Tribe		
18	Comment	Closure	Capitan Grande	Reduce and restrict access to reservation roads	Forest Service/Tribe	N/A	N/A	I-8 West	Tribe		
19	Comment	Remove Trail Plan	Capitan Grande	Remove trail development SD River Park Trail	County	N/A	N/A	I-8 West	Tribe		
20	Comment	Remove Trail Plan	Capitan Grande	Remove trail development Trans County Trail	County	N/A	N/A	I-8 West	Tribe		
33	Signal, Signage, and Lighting	Signage	Ewiiapaayp Band of Kumey	Replace signage at off ramp for tribal office	Tribe	Willows Rd	Westbound Offramp	I-8 West	Caltrans		
34	Signal, Signage, and Lighting	Signage	Ewiiapaayp Band of Kumey	Replace signage at off ramp for tribal office	Tribe	Willows Rd	Eastbound Offramp	I-8 West	Caltrans		
21	Bridge	Bridge Repair	Viejas	Repair bridge on Willows Rd; in poor condition	County	N/A	N/A	I-8 West	County		
22	Comment	Remove Bike Plan	Viejas	Remove Anderson Rd trail alignment from plan	County	N/A	N/A	I-8 West	County		
23	Comment	Remove Trail Plan	Viejas	Remove CRHT trail alignment from plan	County	N/A	N/A	I-8 West	County		
25	Geometrics	Interchange Improvements	Viejas	Enhance capacity at interchange/nearby roads	Caltrans/County	I-8	West Willows Rd	I-8 West	County; Caltrans		
26	Geometrics	Interchange Improvements	Viejas	Enhance capacity at interchange/nearby roads	Caltrans/County	I-8	East Willows Rd	I-8 West	County; Caltrans		
27	Geometrics	New Interchange	Viejas	New interchange at Casa De Roca Way	Caltrans	I-8	Casa De Roca Way	I-8 West	Caltrans		
30	Realignment	Realign Intersection	Viejas	Dangerous intersection	County/Tribe	Willows Rd	Viejas Grande Road	I-8 West	County		
31	TDM	Vanpool Program	Viejas	Vanpool program at casino	Tribe	N/A	N/A	I-8 West	Tribe		
32	Transit	Service	Viejas	Enhanced Route 864	MTS	N/A	N/A	I-8 West	Tribe		



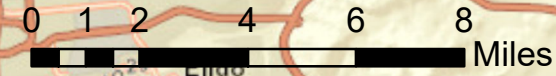
ITTS South Project Map

Project Point

- Caltrans (Planned)
- Caltrans and County (Planned)
- County CIP (Programmed)
- County Mobility Element (Planned)
- Tribe

Project Line

- SANDAG (Planned)
- Caltrans and County (Planned)
- Caltrans (Planned)
- County CIP (Planned)
- County Mobility Element (Planned)
- Tribe

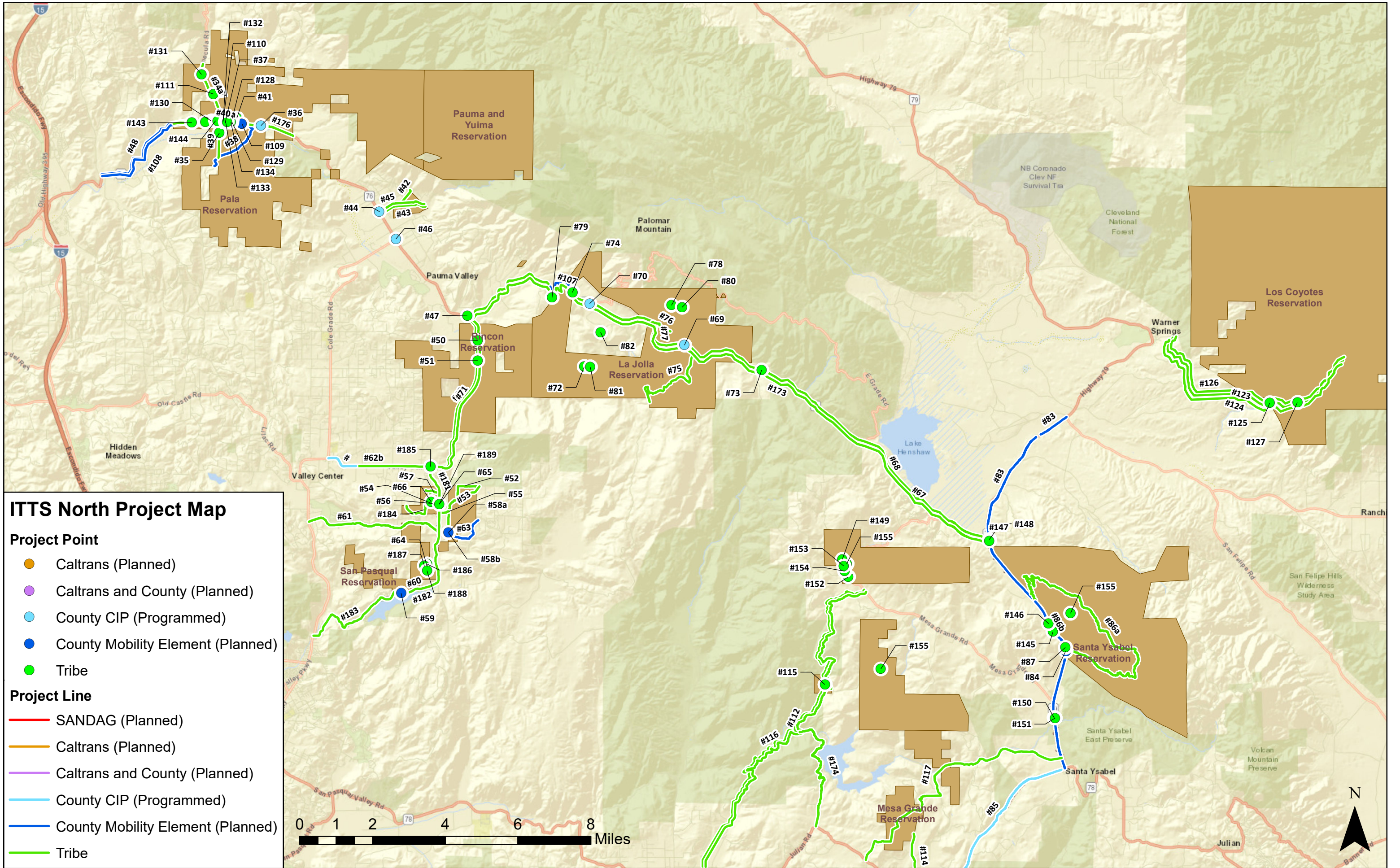


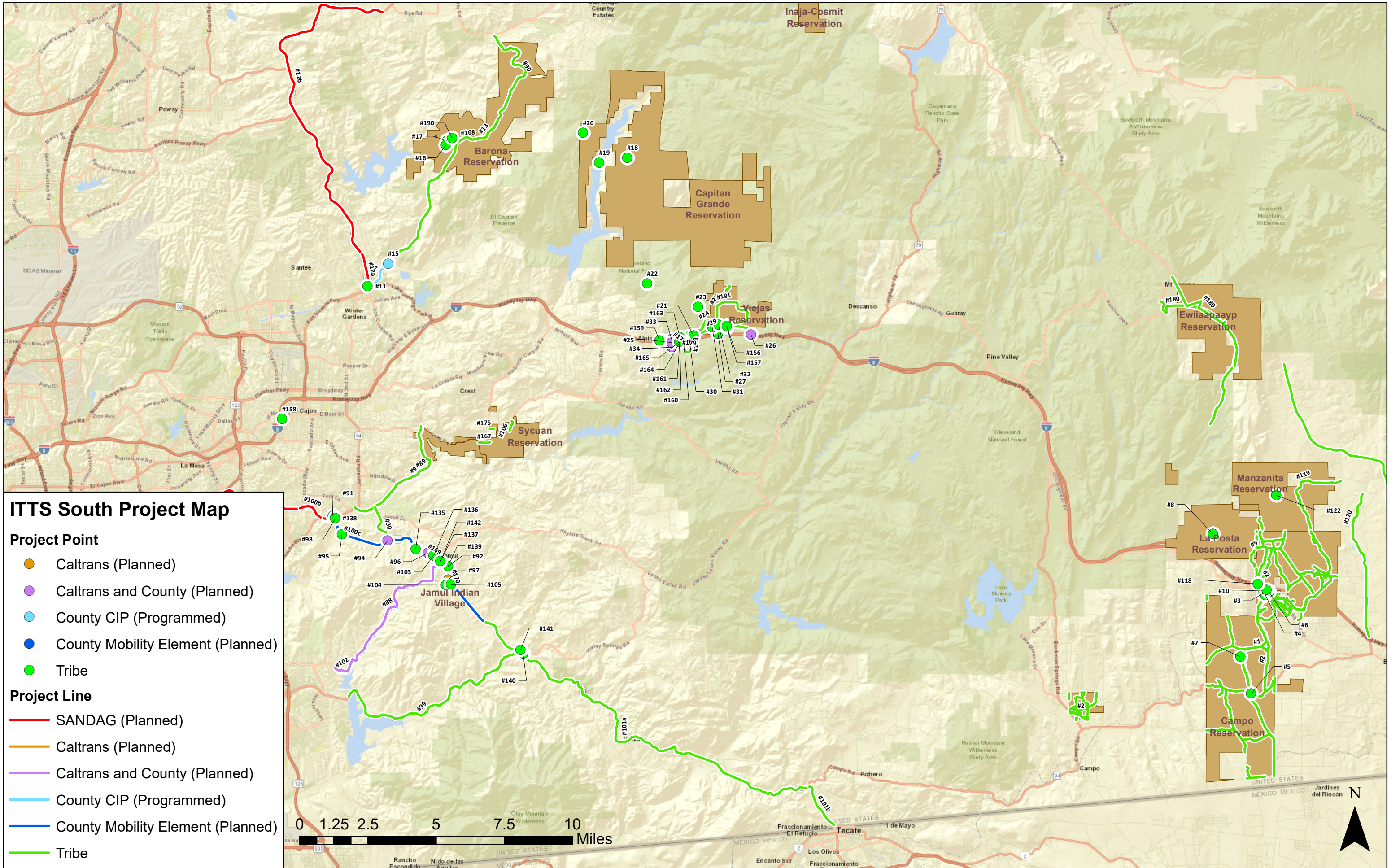
A4. Tribal Document Review

Scan of Provided Tribal Transportation Plans

Tribe	Long Range Transportation Plan	Transportation Safety Plan	Transit Plan	Active Transportation Plan	Tribal Resiliency Plan	Mobility Plan	Transportation Related Grant Applications	Tribal Mitigation Plan	Other
Jamul Indian Village	Reviewed; Lifted projects into inventory	Reviewed; Lifted projects into inventory	Tribe confirmed does not have one	Tribe confirmed does not have one	Currently being developed by Tribe; Expected completion Fall 2021	Tribe confirmed does not have one	Reviewed; Lifted projects into inventory	Tribe confirmed does not have one	None identified
San Pasqual Band of Diegueño Indians	Tribe confirmed does not have one	Reviewed; Lifted projects into inventory	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	None identified
Barona Band of Mission Indians	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	Reviewed Letter
Campo Band of Mission Indians	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	None identified
Mesa Grande Band of Mission Indians	Currently being developed by Tribe; Expected completion TBD	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	None identified
Iipay Nation of Santa Ysabel	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	None identified
La Jolla Band of Luiseño Indians	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	None identified
La Posta Band of the Kumeyaay Nation	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	None identified
Los Coyotes Band of Cahuilla and Cupeño Indians	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	None identified
Manzanita Band of the Kumeyaay Nation	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	None identified
Pala Band of Mission Indians	Currently being developed by Tribe; Expected completion TBD	Reviewed; Lifted projects into inventory	Tribe confirmed does not have one	Tribe confirmed does not have one	Currently being developed by Tribe; Expected completion Fall 2021	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	None identified
Pauma Band of Luiseño Indians	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	None identified
Rincon Band of Luiseño Indians	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	None identified
Sycuan Band of Kumeyaay Nation	Currently being developed by Tribe; Expected completion TBD	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	No confirmation from Tribe	None identified
Viejas Band of Kumeyaay Indians	Currently being developed by Tribe; Expected completion TBD	Reviewed; Lifted projects into inventory	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	None identified
Capitan Grande	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	No Response From Tribe	None identified
Ewiiapaayp Band of Kumeyaay	Currently being developed by Tribe; Expected completion TBD	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	Tribe confirmed does not have one	None identified

A5. Redlines for Tribal Review & Feedback





Linear Projects (Barona)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
12a	I-8 West	Barona	Geometrics	Lane Widening	SR-67	Mapleview Rd	Gold Bar Ln	Support SANDAG RTP project	Caltrans/SANDAG	SANDAG	Concept/Planning	2018 ITTS
12b	I-8 West	Barona	Geometrics	Lane Widening	SR-67	Gold Bar Ln	Dye Rd	Support SANDAG RTP project	Caltrans/SANDAG	SANDAG	Concept/Planning	2018 ITTS
13	I-8 West	Barona	Geometrics	Shoulder Widening; Repairs	Wildcat Canyon Rd	Willow Rd	San Vicente Rd	Shoulders; straightening; repair dips in road	County/Tribe	Tribe Only	Concept/Planning	2018 ITTS
14	I-8 West	Barona	Geometrics	Lane Widening; Straightening	Ashwood Rd	Mapleview Rd	Willow Rd	Widen from 2 to 4 lanes	County	County CIP	Concept/Planning	2018 ITTS
168	I-8 West	Barona	Bike	Add Bike Lane	Wildcat Canyon Rd	Willow Rd	San Vicente Rd	Add bike lane	County/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Point Projects (Barona)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
11	I-8 West	Barona	Geometrics	Intersection Improvements	SR 67 / Mapleview Rd	N/A	N/A	Safety and capacity enhancements; interchange	Caltrans/County	Tribe Only	Concept/Planning	2018 ITTS
15	I-8 West	Barona	Signal, Signage, and Lighting	Signal	Willow Rd/ Ashwood Rd	N/A	N/A	Safety improvement and intersection with signal	County	County CIP	Concept/Planning	2018 ITTS
16	I-8 West	Barona	TDM	Rideshare Service	N/A	N/A	N/A	Add rideshare service	Private	Tribe Only	Concept/Planning	2018 ITTS
17	I-8 West	Barona	TDM	Vanpool Program	N/A	N/A	N/A	Vanpool program at casino	Tribe	Tribe Only	Concept/Planning	2018 ITTS
190	I-8 West	Barona	TDM	EV Charging	N/A	N/A	N/A	Install EV charging stations	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Linear Projects (Campo)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
1	I-8 East	Campo	Bike	Add Bike Lane	Church Rd	SR-80	SR-94		Tribe	Tribe Only	Concept/Planning	2018 ITTS
2a	I-8 East	Campo	General Roadway Improvements	Improve Drainage	I-8	Reservation Boundary	Reservation Boundary	All roads on reservation	Tribe	Caltrans	Concept/Planning	2018 ITTS
2b	I-8 East	Campo	General Roadway Improvements	Improve Drainage	SR-94	Reservation Boundary	Reservation Boundary	All roads on reservation	Tribe	Caltrans	Concept/Planning	2018 ITTS
2c	I-8 East	Campo	General Roadway Improvements	Improve Drainage	All roads	N/A	N/A	All roads on reservation	Tribe	Tribe Only	Concept/Planning	2018 ITTS

Point Projects (Campo)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
3	I-8 East	Campo	Geometrics	Realignment	Golden Acre Way / SR 80	N/A	N/A	Improve traffic circulation	County/Tribe	Tribe Only	Concept/Planning	2018 ITTS
4	I-8 East	Campo	Pedestrian	Add Sidewalk	Church Rd	SR-80	SR-94		Tribe	Tribe Only	Concept/Planning	2018 ITTS
5	I-8 East	Campo	Signal, Signage, and Lighting	Signage and Lighting	Church Rd / SR 80	N/A	N/A	Poor visibility at intersection	County	Tribe Only	Concept/Planning	2018 ITTS
6	I-8 East	Campo	Transit	Service	N/A	N/A	N/A	Continuous stop at Golden Acre casino	MTS	Tribe Only	Concept/Planning	2018 ITTS
7	I-8 East	Campo	Transit	Service	N/A	N/A	N/A	Continuous stops	MTS	Tribe Only	Concept/Planning	2018 ITTS

Linear Projects (Ewiiapaayp)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Potential Funding	Project Readiness	Source
178	SR-79	Ewiiapaayp Band of Kumey	Geometrics	Pave	New Road	Willows Rd	Otto Ave	Pave a new roadway to improve community access to clinic	Tribe	Tribe	None identified	Concept/Planning	Newly added (one-on-one meeting)
179	SR-79	Ewiiapaayp Band of Kumey	Geometrics	Pave	New Road	Star Valley Rd	N/A	Pave a new roadway 0.5 miles south of Alpine Blvd to future clinic development west of Star Valley Rd	Tribe	Tribe	None identified	Concept/Planning	Newly added (one-on-one meeting)
180	SR-79	Ewiiapaayp Band of Kumey	Geometrics	Pave	Thing Valley Rd	Sunrise Hwy	Morris Ranch Rd	Pave roadway	Tribe	Tribe	None identified	Concept/Planning	Newly added (one-on-one meeting)

Point Projects (Ewiiapaayp)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
33	I-8 West	Ewiiapaayp Band of Kumey	Signal, Signage, and Lighting	Signage	I-8 / Willows Rd WB off-ramp	Willows Rd	Westbound Offramp	Replace install signage at off ramp for tribal office reservation	Tribe	Caltrans; County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
34	I-8 West	Ewiiapaayp Band of Kumey	Signal, Signage, and Lighting	Signage	I-8 / Willows Rd EB off-ramp	Willows Rd	Eastbound Offramp	Replace damaged signage at off ramp for tribal office reservation	Tribe	Caltrans; County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
159	I-8 West	Ewiiapaayp Band of Kumey	Signal, Signage, and Lighting	Signage	I-8/East bound Offramp	I-8	East bound Offramp	Install signage indicating the use of east Willow Rd ramps for casino access to prevent congestion at west Willows ramps and reduce vehicle and pedestrian conflict along Willows Rd	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
160	I-8 West	Ewiiapaayp Band of Kumey	Signal, Signage, and Lighting	Signage	Willows Rd/Hillcrest Drive	Willows Rd	Hillcrest Drive	Install speed warning signage and pedestian signage along Willows Rd curve to encourage driver and pedestrian safety	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
161	I-8 West	Ewiiapaayp Band of Kumey	Transit	EV Fleets	Willows Rd	N/A	N/A	Update transit fleet to EV	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
162	I-8 West	Ewiiapaayp Band of Kumey	TDM	EV charging	Willows Rd	N/A	N/A	Install EV charging stations near clinic	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
163	I-8 West	Ewiiapaayp Band of Kumey	General	Fiber optic	N/A	N/A	N/A	Implement broadband connections and electrification of reservation	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
164	I-8 West	Ewiiapaayp Band of Kumey	Transit	New Bus Stop	Willows Rd	N/A	N/A	Provide shuttles stops to clinic	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
165	I-8 West	Ewiiapaayp Band of Kumey	Transit	Service	Willows Rd	N/A	N/A	Improve frequency of transit stops at Little Ewiiapaayp. Shelter bus stop.	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Linear Projects (Jamul)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
88	SR-94	Jamul Indian Village	Bike	Add Bike Lane	Proctor Valley Rd / Melody Rd	SR-94	Northwoods Dr		County	Caltrans; County Mobility Element	Concept/Planning	2018 ITTS
89	SR-94	Sycuan Jamul Indian Village	Bike	Add Bike Lane	Willow Glen Dr	Dehesa Rd	Jamacha Rd		County	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
90	SR-94	Jamul Indian Village	Bike; Pedestrian	Add Bike Lane and Sidewalks	Steele Canyon Rd	SR-94	Willow Glen Dr		County	Tribe Only	Concept/Planning	2018 ITTS
93	SR-94	Jamul Indian Village	Geometrics	Add Lane	Willow Glen Dr	Dehesa Rd	Jamacha Blvd	2 to 4 lanes	County	Tribe Only	Concept/Planning	2018 ITTS
99	SR-94	Jamul Indian Village	Geometrics	Shoulders	Otay Lakes Rd	SR-94	Wuseste Rd	Widen shoulders and enhance safety	County	Tribe Only	Concept/Planning	2018 ITTS
100a	SR-94	Jamul Indian Village	Geometrics	Lane Widening	SR-94	SR-125	Avocado Blvd	SANDAG Project	Caltrans	SANDAG	Concept/Planning	2018 ITTS
100b	SR-94	Jamul Indian Village	Geometrics	Lane Widening	SR-94	Avocado Blvd	Jamacha Rd	SANDAG Project	Caltrans	SANDAG	Concept/Planning	2018 ITTS
100c	SR-94	Jamul Indian Village	Geometrics	Lane Widening	SR-94	Jamacha Rd	Steele Canyon Rd	SANDAG Project	Caltrans	SANDAG	Concept/Planning	2018 ITTS
101a	SR-95	Jamul Indian Village	Geometrics	Shoulder Widening; Straightening	SR-94	Reservation	Tecate Rd	Support trucking from the Tecate border crossing	Caltrans	Tribe Only	Concept/Planning	2018 ITTS
101b	SR-96	Jamul Indian Village	Geometrics	Shoulder Widening; Straightening	Tecate Rd	SR-94	Tecate border crossing	Support trucking from the Tecate border crossing	County	Tribe Only	Concept/Planning	2018 ITTS
102	SR-94	Jamul Indian Village	Paving; Geometrics	Paving; Straightening	Proctor Valley Rd	Echo Valley Rd	Northwoods Dr		County	County Mobility Element	Concept/Planning	2018 ITTS
169	SR-94	Jamul Indian Village	Bike; Pedestrian	Add Multi-use Pathway	SR-94	Jamacha Rd	SE Jamul-Dulzura community boundary	7-mile Class 1 mixed-use path to connect the reservation to nearby schools, bus stops, and commercial centers	County/Caltrans	County Mobility Element; Tribe	Preliminary Design	Newly Added (LRSP)
171	SR-94	Jamul Indian Village	Geometrics	Widening	SR-94	Maxfield Rd	Reservation boundary	Widen roadway north of Maxfield Rd	County	Tribe Only	Preliminary Design	Newly Added (One-on-one meeting)

Point Projects (Jamul)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
91	SR-94	Jamul Indian Village	Capacity	Intersection Widening	SR 94 / Jamacha Rd	N/A SR 94	Jamacha RdN/A	Widen EB approach	Caltrans/County	Tribe Only	Final Design	2018 ITTS with modifications from 2021 Update
92	SR-94	Jamul Indian Village	Geometrics	Add Acceleration Lane	SR 94 / Maxfield Rd	SR 94N/A	Maxfield RdN/A	Acceleration lane for left turns to NB SR-94	Caltrans/County	Tribe Only	Final Design	2018 ITTS with modifications from 2021 Update
94	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements Add Turn Lanes	SR 94 / Steele Canyon Rd	SR 94N/A	Steele Canyon RdN/A	Add EB and WB turn lanes; add through lanes and merging taper lanes; upgrade pedestrian rampsAdd EB and WB turn lanes	Caltrans/County	Caltrans; County Mobility Element	Construction	2018 ITTS with modifications from 2021 Update
95	SR-94	Jamul Indian Village	Geometrics	Add Turn Lanes	SR 94 / Millar Ranch Rd	SR 94N/A	Millar Ranch RdN/A	Intersection Improvements	Caltrans/County	Tribe Only	Construction	2018 ITTS with modifications from 2021 Update
96	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR 94 / Vista Diego Dr	SR 94N/A	Vista Diego DrN/A	No additional notes	Caltrans/County	Caltrans; County Mobility Element	Final Design	2018 ITTS with modifications from 2021 Update
97	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR 94 / Melody RdSR 94 / Melody Rd / Daisy Dr	SR 94N/A	Melody RdN/A	Realignment; Traffic Signal; Additional Lanes	Caltrans/County	Caltrans	Final Design	2018 ITTS with modifications from 2021 Update
98	SR-94	Jamul Indian Village	Geometrics	Re-stripe	SR-94 /Jamacha Rd	SR 94N/A	Jamacha RdN/A	Restripe NB approach	Caltrans/County	Tribe Only	Final Design	2018 ITTS with modifications from 2021 Update
103	SR-94	Jamul Indian Village	Signal, Signage, and Lighting	Install Traffic Signal	SR 94 / Lyons Valley Rd	SR 94N/A	Lyons Valley RdN/A		Caltrans/County	Tribe Only	Preliminary Design	2018 ITTS with modifications from 2021 Update
104	SR-94	Jamul Indian Village	TDM	Rideshare Program	N/A	N/A	N/A	Rideshare program at casino	Tribe	Tribe Only	Concept/ Planning	2018 ITTS

Point Projects (Jamul)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
105	SR-94	Jamul Indian Village	Transit	New Bus Stop	N/A	N/A	N/A	Bus stop at gaming facility; express service to DT	MTS	Tribe Only	Concept/Planning	2018 ITTS
135	SR-94	Jamul Indian Village	Geometrics	Add turn Lanes	SR-94/Vista Sage Ln	SR 94	Vista Sage Ln	Intersection improvements	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (One-on-one meeting)
136	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR-94/Indian Springs Dr/ Lyons Valley Rd	SR 94	Lyons Valley Rd	Intersection improvements to address previous collisions	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (One-on-one meeting)
137	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR-94/Proctor Valley Rd	SR 94	Proctor Valley Rd	Intersection widening	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (One-on-one meeting)
138	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR-94/Jamacha Blvd	SR 94	Jamacha Blvd	Restripe NB approach	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (Safety Plan)
139	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR-94/Maxfield Rd	SR 94	Maxfield Rd	Restripe NB and SB approaches to include TWLTL	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (Safety Plan)
140	SR-94	Jamul Indian Village	Signal	Intersection Improvements	SR-94/Otay Lakes Rd	SR 94	Otay Lakes Rd	Install traffic signal	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (Safety Plan)
141	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR-94/Honey Spring Rd	SR 94	Honey Spring Rd	Intersections improvements to address sight distance concerns	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (One-on-one meeting)
142	SR-94	Jamul Indian Village	Geometrics	Intersection Improvements	SR-94/Jefferson St/Proctor Valley	SR 94	Jefferson St	Road widening and intersection improvements	Caltrans/County	Tribe Only	Preliminary Design	Newly Added (One-on-one meeting)

Linear Projects (La Jolla)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
67	SR-76	La Jolla	Bike; Pedestrian	Add Bike Lane	SR-76	SR-79	Valley Center Road	Add bike lanes to accommodate increased bicyclist activity	Caltrans/Tribe	County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
68	SR-76	La Jolla	Geometrics	Straighten; Widen; Shoulders; Lighting; Fiber	SR-76	SR-79	Valley Center Road	Upgrade facility and add intelligent transportation system utilities	Caltrans/Tribe	Caltrans	Concept/Planning	2018 ITTS
71	SR-76	La Jolla Rincon	Geometrics	Straightening	Valley Center Road	SR-76	North Lake Wohlford Rd		County/Tribe	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
75	SR-76	La Jolla	Paving	Paving	Campground Rd	SR-76	Zip-Line Tower		Tribe	Tribe Only	Concept/Planning	2018 ITTS
76	SR-76	La Jolla	Paving	Paving	Church Rd	SR-76	BIA Road 40		Tribe	Tribe Only	Complete	2018 ITTS with modifications from 2021 Update
77	SR-76	La Jolla	General Roadway Improvements	Planning	SR-76	SR-79	Valley Center Road	Trucking/Freight study; speed/traffic study	Caltrans/Tribe	Tribe Only	Concept/Planning	2018 ITTS
107	SR-76	La Jolla	Geometrics	Straightening	SR-76	Pauma Ranch Rd	Harolds Rd	Roadway straightening to address sight distance concerns at driveways	County	County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
173	SR-76	La Jolla	Geometrics	Widening	SR-76	SR-79	Valley Center Road	Widening	Caltrans	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Point Projects (La Jolla)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
69	SR-76	La Jolla	Geometrics	Roundabout; Safety		SR-76	Sengme Oaks Rd	Roundabout; Traffic Calming	Caltrans/Tribe	County CIP; County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
70	SR-76	La Jolla	Geometrics	Roundabout; Safety		SR-76	Palomar Mountain Rd	Roundabout; Traffic Calming	Caltrans/Tribe	County CIP; County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
72	SR-76	La Jolla	Signal, Signage, and Lighting	Signage; Lighting		N/A	N/A	Intersection signage, wayfinding, and lighting	Tribe	Tribe Only	Concept/Planning	2018 ITTS
73	SR-76	La Jolla	Other	Gateway Feature	Mesa Truck Trail/SR-76	SR-76	Mesa Truck Trail		Caltrans/Tribe	Tribe Only	Concept/Planning	2018 ITTS
74	SR-76	La Jolla	Other	Gateway Feature	Harolds Rd/SR-76	SR-76	Harolds Road		Caltrans/Tribe	Tribe Only	Concept/Planning	2018 ITTS
78	SR-76	La Jolla	Comment	Planning/Study		N/A	N/A	Develop address system	Tribe	Tribe Only	Concept/Planning	2018 ITTS
79	SR-76	La Jolla	Transit	Service		N/A	N/A	Fixed route on SR 76 connecting service between Valley Center Road and SR 79	NCTD	Tribe Only	Concept/Planning	2018 ITTS
80	SR-76	La Jolla	Transit	High Speed Rail Connection		TBD	TBD		Caltrans/Tribe	Tribe Only	Concept/Planning	2018 ITTS
81	SR-76	La Jolla	TDM	Electric Vehicle Plug-Ins		N/A	N/A		Tribe	Tribe Only	Concept/Planning	2018 ITTS
82	SR-76	La Jolla	TDM	Vanpool/Shuttle		N/A	N/A		Tribe	Tribe Only	Concept/Planning	2018 ITTS

Linear Projects (La Posta)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
9	I-8 East	La Posta	General Roadway Improvements	Shoulder Widening; Safety Improvements; Evacuation	Crestwood Rd	Tusil Rd	Blackwood Rd	Sidewalks; road signage; improve evacuation route	Tribe	Tribe Only	Concept/Planning	2018 ITTS

Point Projects (La Posta)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
8	I-8 East	La Posta	General	ATV Trails	N/A	N/A	N/A	Construct for safe movement thru reservation	Tribe	Tribe Only	Concept/Planning	2018 ITTS
10	I-8 East	La Posta	Transit	Service		N/A	N/A	7-day transit service; MUCH NEEDED	Tribe	Tribe Only	Concept/Planning	2018 ITTS

Linear Projects (Los Coyotes)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
123	SR-79	Los Coyotes	Paving	Fill cracks; Restripe	Camino San Ignacio	Camino Ortega	Sukat Rd		Tribe	Tribe Only	Concept/Planning	2018 ITTS
124	SR-79	Los Coyotes	General Roadway Improvements	Drainage Improvements	Camino San Ignacio	Camino Ortega	Sukat Rd		Tribe	Tribe Only	Concept/Planning	2018 ITTS
126	SR-79	Los Coyotes	Geometrics	Shoulder reconstruction	Camino San Ignacio	Camino Ortega	Sukat Rd		Tribe	Tribe Only	Concept/Planning	2018 ITTS

Point Projects (Los Coyotes)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
125	SR-79	Los Coyotes	Signal, Signage, and Lighting	signage improvements	Camino San Ignacio	Camino Ortega	Sukat Rd		Tribe	Tribe Only	Concept/Planning	2018 ITTS
127	SR-79	Los Coyotes	TDM	Shuttle/ Rideshare Service	TBD	Warner Springs Ranch Resort	Los Coyotes Tribal Hall		County/Tribe	Tribe Only	Concept/Planning	2018 ITTS

Linear Projects (Manzanita)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
119	I-8 West	Manzanita	Geometrics; Signage	Grading; Signage	Manzanita Rd/ Live Oak Trail	Old Hwy 80	Manzanita Cottonwood Rd	Improve safety for fire services. Not intended to serve additional traffic	Tribe	Tribe Only	Concept/Planning	2018 ITTS
120	I-8 West	Manzanita	Geometrics; Signage	Grading; Signage	Ribbonwood Road	Old Hwy 80	Lost Valley Rd	Improve safety for fire services. Not intended to serve additional traffic	County	Tribe Only	Concept/Planning	2018 ITTS
121	I-8 West	Manzanita	Geometrics; Signage	Grading; Signage	McCain Valley Road	Old Hwy 80	End of McCain Valley Road	Improve safety for fire services. Not intended to serve additional traffic	County	Tribe Only	Concept/Planning	2018 ITTS

Point Projects (Manzanita)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
118	I-8 West	Manzanita	Signage, Safety, and Lighting	Interchange Improvements	Crestwood Road/ I-8 Interchange	n/a	n/a		Caltrans/Tribe	Tribe Only	Concept/Planning	2018 ITTS
122	I-8 West	Manzanita	TDM	Rideshare Service	TBD	N/A	N/A	Improve access to employment centers and local destinations (e.g. grocery store)	TBD	Tribe Only	Concept/Planning	2018 ITTS

Linear Projects (Mesa Grande)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
112	SR-79	Mesa Grande	Bike; Geometrics; Paving	Bike Lane; Shoulder Widening; Paving	Black Canyon Road	Pile St	Mesa Grande Rd		County/Tribe	Tribe Only	Concept/Planning	2018 ITTS
114	SR-79	Mesa Grande	Paving	Paving	Rancho Ballena Rd	SR-78	Mesa Grande Reservation		County/Tribe	Tribe Only	Concept/Planning	2018 ITTS
116	SR-79	Mesa Grande	Signal, Signage, and Lighting	Safety; Signage	Black Canyon Road	Pile St	Mesa Grande Rd	Install guardrails, improve signage	County/Tribe	Tribe Only	Concept/Planning	2018 ITTS
117	SR-79	Mesa Grande	Bike; Pedestrian	Construct Trail	n/a	n/a	n/a	Need support from private property owners along route	Tribe	Tribe Only	Concept/Planning	2018 ITTS
174	SR-78	Mesa Grande	Geometrics	Widening; Paving; Signage	Sutherland Dam Rd	SR-78	Black Canyon Rd	Widen roadway, pave, and update signage	County/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Point Projects (Mesa Grande)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
113	SR-79	Mesa Grande	Signal, Signage, and Lighting	Traffic Signal	Rancho Ballena Rd / SR-78	SR-78	Rancho Ballena Rd	Add traffic signal	County/Tribe	Caltrans; County Mobility Element	Concept/Planning	2018 ITTS
115	SR-79	Mesa Grande	TDM	Rideshare Service	Black Canyon Rd	N/A	N/A	Improve access to health and employment centers	County/Tribe	Tribe Only	Concept/Planning	2018 ITTS

Linear Projects (Pala)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
34a	SR-76	Pala	Bike; <u>Pedestrian</u>	Add Bike Lane; <u>Add Sidewalk</u>	Pala Mission Rd and Pala Temecula Pala Temecula Rd	Arouba	SR-76	<u>Improve active transportation conditions by adding bike lane and missing sidewalks; Sidewalks on main roads in village</u>	Tribe Caltrans	Tribe Only	Concept/ <u>Planning</u>	<u>2018 ITTS with modifications from 2021 Update</u>
34b	SR-76	Pala	Bike	Add Bike Lane	SR-76	<u>Western Reservation Boundary</u>	<u>Eastern Reservation Boundary</u>		Caltrans Tribe	County Mobility Element	Concept/ <u>Planning</u>	<u>2018 ITTS with modifications from 2021 Update</u>
38	SR-76	Pala	Paving	Paving	Lilac Rd/ Lilac Rd Extension	SR-76	Reservation Boundary		County	County Mobility Element	Concept/ <u>Planning</u>	<u>2018 ITTS with modifications from 2021 Update</u>
39	SR-76	Pala	Paving	Paving	<u>Lilac Rd Extension Various Roads</u>	<u>SR-76N/A</u>	<u>Reservation BoundaryN/A</u>		Tribe	Tribe Only	Concept/ <u>Planning</u>	<u>2018 ITTS with modifications from 2021 Update</u>
40	SR-76	Pala	Pedestrian	Add Sidewalk	Pala Mission Rd / Temecula Rd			Sidewalks on main roads in village	Tribe; County	Tribe		Removed and consolidated with Project ID 34a
108	SR-76	Pala	Geometrics	Straightening	SR-76	Rice Canyon Rd	Pala Reservation	<u>Straighten cCurves on highway 76 west of Pala</u>	Caltrans	County Mobility Element	Concept/ <u>Planning</u>	<u>2018 ITTS</u>
<u>176</u>	<u>SR-76</u>	<u>Pala</u>	<u>Geometrics</u>	<u>Roadway Widening</u>	<u>SR-76</u>	<u>Western Reservation Boundary</u>	<u>Eastern Reservation Boundary</u>	<u>Widen shoulders to enhance safety for emergency response vehicles</u>	<u>Caltrans</u>	<u>Tribe Only</u>	<u>Concept/ Planning</u>	<u>Newly Added (Safety Plan)</u>
<u>177</u>	<u>SR-76</u>	<u>Pala</u>	<u>General Roadway Improvements</u>	<u>Drainage</u>	<u>Pala-Temecula Road</u>	<u>Arouba</u>	<u>SR-76</u>	<u>Drainage Improvements</u>	<u>Tribe</u>	<u>Tribe Only</u>		<u>Newly Added (Safety Plan)</u>

Point Projects (Pala)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
35	SR-76	Pala	Bridge	Bridge Construction	San Luis Rey River Bridge	N/A	N/A	Construct bridge over San Luis Rey River	Tribe	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
36	SR-76	Pala	Geometrics	Add Turn Lanes	SR-76 / Magee Rd / Pala Raceway	SR-76	Magee Rd / Pala Raceway	Provide left turn lanes	Tribe	County CIP; County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
37	SR-76	Pala	Paving	Paving	Multiple Locations	N/A	N/A	Paving on dirt residential roads throughout reservation	Tribe	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
41	SR-76	Pala	Transit	Ride Share	To be determined	N/A	N/A	Ride sharing or shuttles for casino employees	Casino, NCTD, or specific residential development	Tribes Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
109	SR-76	Pala	Geometrics	Intersection Improvements	SR-76/ Pala Mission Rd	SR-76	Pala Mission Rd East	Realign Intersection to improve line of sight Realign the intersection of Pala Mission Road to the east where it connects with highway 76 to improve line of sight	Caltrans; Tribe	SANDAG; County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
110	SR-76	Pala	Signal, Signage, and Lighting	Intersection Improvements	Pala Mission Rd/Pala Temecula Rd	Pala Mission Rd	Pala Temecula Rd	Install a traffic signal at the intersection of Pala Mission and Pala Temecula Roads Add traffic signal	Tribe	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
111	SR-76	Pala	Geometrics Signal, Signage, and Lighting	Roadway Safety Improvements	Pala Temecula Rd	N/A Pala Temecula Rd	N/A	Add digital speed signs on Pala Temecula Road to alert drivers of their speed	Tribe	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
128	SR-76	Pala	Bridge	Pedestrian bridge	Henderson Rd	N/A	N/A	Add pedestrian bridge to connect two key destinations for the tribe (cemetery and sports complex)	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
129	SR-76	Pala	Bridge	Bridge or box culvert	Pala Mission Rd above Trujillo Creek	N/A	N/A	Construct bridge over Trujillo Creek along Pala Mission Road	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
130	SR-76	Pala	Bridge	Bridge or box culvert	Pala Mission Rd above Pala Creek	N/A	N/A	Construct bridge over Pala Creek along Pala Mission Road	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Point Projects (Pala)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
131	SR-76	Pala	Bridge	Bridge or box culvert	Pala Temecula Rd above Pala Creek	N/A	N/A	Construct bridge over Pala Creek along Pala Temecula Road	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
132	SR-76	Pala	Pedestrian	Sidewalk and crosswalk	Pala Mission Rd/ Pala Temecula Rd	Pala Mission Rd	Pala Temecula Rd	Construct sidewalk, ramps, and crosswalk improvements	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
133	SR-76	Pala	Pedestrian	Crosswalk	Pala Mission Rd/ Pala Mission Circle	Pala Mission Rd	Pala Mission Circle	Add crosswalk to connect two key destinations for the tribe (cemetery and convenience store)	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
134	SR-76	Pala	Pedestrian	Crosswalk	Pala Temecula Rd	N/A	N/A	Add crosswalk to connect two key destinations for the tribe (cemetery and Cultural Center)	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
143	SR-76	Pala	Signal, Signage, and Lighting	Intersection Safety Improvements	SR-76	N/A	N/A	Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes	Caltrans	Tribe Only	Concept/Planning	Newly added (Safety Plan)
144	SR-76	Pala	Signal, Signage, and Lighting	Intersection Safety Improvements	Pala Mission Rd	N/A	N/A	Add traffic control signage at residential intersections along Pala Mission Road	Tribe	Tribe Only	Concept/Planning	Newly added (Safety Plan)

Linear Projects (Pauma)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
42	SR-76	Pauma	General Roadway Improvements	General Roadway Improvements	Adams Dr	Adams Dr	Reservation Rd	Shoulder work needed to prevent debris flow	Tribe	Tribe Only	Concept/Planning	2018 ITTS
43	SR-76	Pauma	General Roadway Improvements	General Roadway Improvements	Reservation Rd	Reservation Rd	Pala Rd	Road improvement/maintenance to repair ag damage	Tribe	Tribe Only	Concept/Planning	2018 ITTS
45	SR-76	Pauma	Signal, Signage, and Lighting	Street Lights	Reservation Rd	Pala Rd	Reservation Rd	Street lights needed for pedestrians	County	Tribe Only	Concept/Planning	2018 ITTS

Point Projects (Pauma)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
44	SR-76	Pauma	Geometrics	Add Turn Lane	SR 76 / Pala Rd	N/A	N/A	A turn lane is needed on the right side	Caltrans	County CIP; County Mobility Element	Concept/Planning	2018 ITTS
46	SR-76	Pauma	Signal, Signage, and Lighting	Traffic Signal	Cole Grade Rd / Pala Rd	N/A	N/A	Stop light needed at intersection	Caltrans	County CIP; County Mobility Element	Concept/Planning	2018 ITTS

Linear Projects (Rincon)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
48	SR-76	Rincon	Geometrics	Safety	SR 76	Pala Casino	Just west of Rice Canyon Rd	Add curb on SR-76 from Casino to Rice Canyon Rd	StateCaltrans	County Mobility Element	Concept/Planning	2018 ITTS
49	SR-76	Rincon	Safety; Bike	Traffic Calming; Add Bike Lane	Valley Center Road	SR-76	North Lake Wohlford Rd	Speed reduced from 55 to 45 mph and add bike lane	County	Tribe Only	Concept/Planning	2018 ITTS
71	SR-76	La Jolla Rincon	Geometrics	Straightening	Valley Center Road	SR-76	North Lake Wohlford Rd		County	County/Tribe	Tribal Transportation Program	Concept/Planning

Point Projects (Rincon)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
47	SR-76	Rincon	Geometrics	Roundabout	SR 76 / S6	N/A	N/A	Not needed; lack of justification; costly	Caltrans	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
50	SR-76	Rincon	Signal, Signage, and Lighting	Safety	Charter School	School Zone	N/A	Child safety measure 200 feet from school	County	Tribe Only	Concept/Planning	2018 ITTS
51	SR-76	Rincon	Transit	Increased transit service	N/A	N/A	N/A	Increase Route 388	NCTD	Tribe Only	Concept/Planning	2018 ITTS

Linear Projects (San Pasqual)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
52	SR-76	San Pasqual	Bike; Pedestrian	Construct Trail	Oos Road	East Canal Road	East Canal Road		Tribe	Tribe Only	Concept/Planning	2018 ITTS
53	SR-76	San Pasqual	Bike; Pedestrian	Construct Trail	Canal Road	East of Water Tank	Paradise Mountain Road		Tribe	Tribe Only	Concept/Planning	2018 ITTS
54	SR-76	San Pasqual	Bike; Pedestrian	Construct Trail	Kunyaaw Path	Kunyaaw Path	Cool Water Ranch Road		Tribe	Tribe Only	Concept/Planning	2018 ITTS
55	SR-76	San Pasqual	Bike; Pedestrian	Construct Trail	Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road	Kunyaaw Path	Kunyaaw Path	Loop	Tribe; County	Tribe Only	Concept/Planning	2018 ITTS
56	SR-76	San Pasqual	Bike; Pedestrian	Construct Trail	San Pasqual Rd	Nyemii Pass	Kumeyaay Way	Roadway widening, striping improvements, drainage improvements,	Tribe	Tribe Only	Concept/Planning	2018 ITTS
57	SR-76	San Pasqual	Bike; Pedestrian	Construct Trail	Nyemii Pass Place	West End	Casino		Tribe	Tribe Only	Concept/Planning	2018 ITTS
60	SR-76	San Pasqual	Geometrics	Turn Lanes General Roadway Improvements	Lake Wohlford Rd	Valley Center Road	Valley Center Road / S6	Road is narrow; need passing and turn lanes Roadway widening, striping improvements, drainage improvements	County	County Mobility Element	Concept/Planning	2018 ITTS with modifications from 2021 Update
61	SR-76	San Pasqual	Geometrics	Widening	Woods Valley Rd	Valley Center Road	Lake Wohlford Rd	Road is narrow; no shoulder	County	Tribe Only	Concept/Planning	2018 ITTS
62a	SR-76	San Pasqual	Geometrics	Widening	Valley Center Road	Cole Grade	.75 east of Cole Grade	Road is narrow; no shoulder; improve lighting	County	County CIP	Complete	2018 ITTS
62b	SR-76	San Pasqual	Geometrics	Widening	Valley Center Road	Cole Grade Rock Hill Ranch Rd	Lake Wohlford Rd	Road is narrow; no shoulder; improve lighting	County	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
63	SR-76	San Pasqual	Geometrics	Widening	Paradise Mountain Rd	Canal Road	Paradise Meadow Lane	Road is narrow; no shoulder	County	County Mobility Element	Concept/Planning	2018 ITTS
181	SR-76	San Pasqual	Bike; Pedestrian	Construct Trail	N Lake Wohlford Rd	Kumeyaay Way	Valley Center Rd	Construct trail to connect pedestrians and cyclists to government center, school facilities and other popular community destinations	County	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
182	SR-76	San Pasqual	General Roadway Improvements	Designate truck route and improve roadway	Lake Wohlford Rd	Valley Center Road	Valley Center Road / S6	Designate Lake Wohlford as a truck route to assist in goods movement to reservation an incorporate signage and pavement improvements such as rumble strips	County	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
183	SR-76	San Pasqual	Geometrics	Straightening	Duro Rd	Lake Wohlford Rd	N/A	Straighten Curves	County	Tribe Only	Concept/Planning	Newly Added (TTSP)
184	SR-76	San Pasqual	Geometrics	Straightening	Kunyaaw Path	Kewaak Way	Old San Pasqual Rd	Straighten Curves	Tribe	Tribe Only	Concept/Planning	Newly Added (TTSP)

Point Projects (San Pasqual)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
58a	SR-76	San Pasqual	Geometrics	Realignment	Canal Rd / Paradise Mountain Rd	Canal Rd	Paradise Mountain Rd	Poor visibility at intersection	County/Tribe	County Mobility Element	Concept/Planning	2018 ITTS
58b	SR-76	San Pasqual	Geometrics	Signage; Restriping	Canal Rd / Paradise Mountain Rd	Canal Rd	Paradise Mountain Rd	Restripe roadway and install signage improvements	County/Tribe	County Mobility Element	Concept/Planning	Newly added (one-on-one meeting)
59	SR-76	San Pasqual	Geometrics	Turn Lanes	Duro Rd / Lake Wohlford Rd	Duro Rd	Lake Wohlford Rd	Turn/acceleration lane	County/Tribe	County Mobility Element	Complete	2018 ITTS with modifications from 2021 Update
64	SR-76	San Pasqual	Signal, Signage, and Lighting	Signage and Lighting	Various	N/A	N/A	Poor lighting and signage on all streets within Tribal Lands	County/Tribe	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
65	SR-76	San Pasqual	Transit	New Bus Stop	N/A	N/A	N/A	Stop at Wohlford Rd and Kumeyaay Way	NCTD	Tribe Only	Concept/Planning	2018 ITTS
66	SR-76	San Pasqual	Transit	New Bus Stop	N/A	N/A	N/A	Stop at government center	NCTD	Tribe Only	Concept/Planning	2018 ITTS
185	SR-76	San Pasqual	TDM	Mobility hub enhancements	Lake Wohlford Rd/Valley Center Rd	N Wohlford Rd	Valley Center Rd	Create a designated mobility hub to provide service for reservation	County/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
186	SR-76	San Pasqual	Transit	EV Fleets	N/A	N/A	N/A	Convert some of the existing approximate 20 vehicle fleet to EV	County/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
187	SR-76	San Pasqual	TDM	Rideshare/Shuttle	N/A	N/A	N/A	Implement a tribal microtransit system to transport community members to key destinations such as doctor's offices and popular community facilities	County/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
188	SR-76	San Pasqual	TDM	E-bike and NEV	N/A	N/A	N/A	Implement E-bikes and NEV infrastructure which may accompany new trail system	County/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
189	SR-76	San Pasqual	Transit	New Bus Turnaround	N Lake Wohlford Rd/Kumeyaay Way	N Lake Wohlford Rd	Kumeyaay Way	Construct new bus turnaround to promote pedestrian safety near school zone	County/Tribe	Tribe Only	Concept/Planning	Newly added (TTSP)

Linear Projects (Santa Ysabel)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
83	SR-79	Santa Ysabel	Bike	Add Bike Lane	SR-78 / SR-79	Deer Canyon Dr	San Felipe Rd	Existing narrow lanes	Caltrans	County Mobility Element	Concept/Planning	2018 ITTS
85	SR-79	Santa Ysabel	Geometrics	Turn Lanes	SR-78	Deer Capnyon Dr	Santa Ysabel	High accident and fatality rate	Caltrans	County CIP; County Mobility Element	Concept/Planning	2018 ITTS
86a	SR-79	Santa Ysabel	Pedestrian	Add Sidewalk	Schoolhouse Canyon Rd / BIA 52	SR-79	SR-79	Connect housing developments with trail/path	Tribe	Tribe Only	Concept/Planning	2018 ITTS
86b	SR-79	Santa Ysabel	Pedestrian	Add Sidewalk	SR-79	BIA 52	BIA 52	Connect housing developments with trail/path	Caltrans	County Mobility Element	Concept/Planning	2018 ITTS

Point Projects (Santa Ysabel)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
84	SR-79	Santa Ysabel	Geometrics	Turn Lanes	SR 79 / Schoolhouse Canyon Road	SR-79	Schoolhouse at Cyn Road	Construct left/right turn lanes	Caltrans/Tribe	County Mobility Element	Concept/Planning	2018 ITTS
87	SR-79	Santa Ysabel	Transit	New Bus Stop	N/A	N/A	N/A	Install weather protected bus stop at tribal government facility	MTS	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
145	SR-79	Santa Ysabel	Geometrics	Add turn Lanes	SR-79/Epie Rd	SR-79	Epie Rd	Construct left/right turn lanes	Caltrans/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
146	SR-79	Santa Ysabel	Geometrics	Add turn Lanes	SR-79/Driveway 0.26 miles north of Epie Hill Rd	SR-79	Driveway 0.26 miles north of Epie Hill Rd	Construct left/right turn lanes	Caltrans/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
147	SR-79	Santa Ysabel	Geometrics	Add turn Lanes	SR-79/SR-76/Beresford Ln	SR-79	SR-76/Beresford Ln	Construct left/right turn lanes	Caltrans/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
148	SR-79	Santa Ysabel	Signal, Signage, and Lighting	Signage	SR-79/Angels Crossing	SR-79	Angels Crossing	Install mile marker signage	Caltrans/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
149	SR-79	Santa Ysabel	Geometrics	Add turn Lanes	Mesa Grande Rd/Angel Mountain Rd	Mesa Grande Rd	Angel Mountain Rd	Construct left/right turn lanes	Tribe/County	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
150	SR-79	Santa Ysabel	Geometrics	Intersection Improvements	SR-79/Santa Ysabel Mission Driveway	SR-79	Santa Ysabel Mission Driveway	Construct intersection improvements including adding left/right turn lanes	Caltrans/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
151	SR-79	Santa Ysabel	Signal, Signage, and Lighting	Signage	SR-79/Santa Ysabel Mission Driveway	SR-79	Santa Ysabel Mission Driveway	Add speed feedback signage approaching Santa Ysabel Mission Driveway	Caltrans/Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
152	SR-79	Santa Ysabel	Geometrics	Add turn Lanes	Mesa Grande Rd/Quail Springs Rd	Mesa Grande Rd	Quail Springs Rd	Construct left/right turn lanes	Tribe/County	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
153	SR-79	Santa Ysabel	Signal, Signage, and Lighting	Signage	Mesa Grande Rd	N/A	N/A	Install wayfinding signage along roadway	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
154	SR-79	Santa Ysabel	Signal, Signage, and Lighting	Signage	Mesa Grande Rd/Mesa Truck Trail	Mesa Grande Rd	Mesa Truck Trail	Install "slow down" signage and fire department signage approaching Mesa Grande Truck Trl/Fire department driveway	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
155	SR-79	Santa Ysabel	General	Fiber optic	N/A	N/A	N/A	Install fiber optic lines in Tracks 1, 2, and 3	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Linear Projects (Sycuan)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
106	SR-94	Sycuan	Paving	Paving	Sycuan Rd	Dehesa Rd	Guard Gate on Sycuan Rd		Tribe; County	Tribe	Concept/Planning	2018 ITTS
144	SR-94	Sycuan	Geometrics	Construct Roadway	New Road	Sloane Canyon Rd	N/A	Connect residential neighborhoods via a new road east off of Sloane Canyon Road	Tribe; County	Tribe	Concept/Planning	Newly added (one-on-one meeting)
152	SR-94	Sycuan	Geometrics	Construct Roadway	New Road	Dehesa Rd	N/A	New residential road to access future housing development east of Dehesa Rd south of Quail Haven Ln	Tribe; County	Tribe	Concept/Planning	Newly added (one-on-one meeting)

Linear Projects (Viejas)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	From	To	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
24	I-8 West	Viejas	Geometrics	Reconstruction Add shoulders	Browns Rd	Viejas Grade Rd	Willows Rd	Reconstruction with shoulders and improved drainage to complete improvement of loop road Add shoulders to complete improvement of loop road	Tribe	Tribe Only	<u>Concept/Planning</u>	<u>2018 ITTS</u>
28	I-8 West	Viejas	Geometrics	Reconstruction	Viejas Grande Rd	Willows Rd	Conejos Valley Rd	Reconstruction with shoulders and improve drainage	County/Tribe	Tribe Only	<u>Concept/Planning</u>	<u>2018 ITTS</u>
29	I-8 West	Viejas	Geometrics	Widening	Willows Rd	West Willow Rd Interchange	East Willow Rd Interchange	Widen from 2 to 4 lanes for trucks	County	Tribe Only	<u>Concept/Planning</u>	<u>2018 ITTS</u>
<u>191</u>	<u>I-8 West</u>	<u>Viejas</u>	<u>Geometrics</u>	<u>Signage; Restriping</u>	<u>Browns Rd</u>	<u>Viejas Grade Rd</u>	<u>Willows Rd</u>	<u>Replace warning signage approaching 5 horizontal curves, restripe roadway, install rumble strips</u>	<u>Tribe</u>	<u>Tribe Only</u>	<u>Concept/Planning</u>	<u>Newly added (Safety Plan)</u>

Point Projects (Viejas)

ID	Corridor	Tribal Nation	Improvement Category	Improvement Description	Street or Intersection	Cross Street 1	Cross Street 2	Notes	Road Ownership	Overlap with Jurisdictional Project	Project Readiness	Source
21	I-8 West	Viejas	Bridge	Bridge Repair	N/A	N/A	N/A	Repair bridge on Willows Rd; in poor condition	County	Tribe Only	Concept/Planning	2018 ITTS
22	I-8 West	Viejas	Comment	Remove Bike Plan	N/A	N/A	N/A	Remove Anderson Rd trail alignment from plan	County	Tribe Only	Concept/Planning	2018 ITTS
23	I-8 West	Viejas	Comment	Remove Trail Plan	N/A	N/A	N/A	Remove CRHT trail alignment from plan	County	Tribe Only	Concept/Planning	2018 ITTS
25	I-8 West	Viejas	Geometrics	Interchange Improvements	I-8/ West Willows Rd interchange	I-8	West Willows Rd	Enhance capacity at interchange/nearby roads	Caltrans/County	Caltrans; County Mobility Element	Concept/Planning	2018 ITTS
26	I-8 West	Viejas	Geometrics	Interchange Improvements	I-8 / East Willows Rd interchange	I-8	East Willows Rd	Enhance capacity at interchange/nearby roads	Caltrans/County	Caltrans; County Mobility Element	Concept/Planning	2018 ITTS
27	I-8 West	Viejas	Geometrics	New Interchange	I-8/ Casa De Roca Way	I-8	Casa De Roca Way	New interchange at Casa De Roca Way	Caltrans	Tribe Only	Concept/Planning	2018 ITTS
30	I-8 West	Viejas	Realignment	Realign Intersection	Willows Rd / Viejas Grande Rd	Willows Rd	Viejas Grande Road	Dangerous intersection	County/Tribe	Tribe Only	Completed	2018 ITTS with modifications from 2021 Update
31	I-8 West	Viejas	TDM	Vanpool Program	N/A	N/A	N/A	Vanpool program at casino	Tribe	Tribe Only	Concept/Planning	2018 ITTS
32	I-8 West	Viejas	Transit	Service	N/A	N/A	N/A	Enhanced Route 864s 838 and 888	MTS	Tribe Only	Concept/Planning	2018 ITTS with modifications from 2021 Update
156	I-8 West	Viejas	TDM	EV charging	N/A	N/A	N/A	Install EV charging stations to meet CalGreen requirements	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
157	I-8 West	Viejas	Transit	EV Fleets	N/A	N/A	N/A	Convert some of the existing shuttle fleet to EV	Tribe	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)
158	I-8 West	Viejas	TDM	Mobility hub enhancements	N/A	N/A	N/A	Install mobility hub enhancements including signage, at the El Cajon Trolley Station to connect travelers during the last mile	MTS	Tribe Only	Concept/Planning	Newly added (one-on-one meeting)

Intraregional Tribal Transportation Strategy Update

Strategy #1: Support partnerships/collaboration

Align and coordinate efforts of tribes, federal agencies, the state, SANDAG, County of San Diego, and others to implement priority tribal issues/projects through the Working Group.

Focuses:

1. Serve as an interagency forum for collaboration on tribal transportation issues
2. Facilitate dialogue with agencies external to the region to ensure that tribal transportation issues are considered in a timely/meaningful manner
3. Collaborate with jurisdictional decision makers to evaluate project opportunities and priorities
4. Pursue and monitor legislation that supports tribal transportation in the region
5. Annually review the Working Group's charter and update as needed to facilitate implementation of the Strategy
6. Periodically review progress made toward implementation of the strategies and actions

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
Maintain regular meetings of the Working Group – Regular meetings will help the spread of actionable information to tribal leaders, such as funding opportunities and lessons learned from the project delivery process, and allow for coordination of partnering efforts.	SANDAG; individual tribal governments	Individual tribal governments	Caltrans, BIA, County, MTS, NCTD	Quarterly	<ul style="list-style-type: none"> • Very effective • Should be maintained/ continued 	No modifications; Leave as is
Pursue strategic periodic meetings with jurisdictional decision and policy makers – The Working Group should <u>will</u> request periodic meetings with decision makers of potential from <u>jurisdictional partners. These meetings would allow the tribes</u> to communicate tribal priorities, <u>identify discuss</u> overlapping <u>regional goals/projects</u> , and build trust and understanding with decision <u>and policy</u> makers. <u>To effectively identify key jurisdictional decision and policy makers, a contact list will be</u>	Working Group	Working Group	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Varies	<ul style="list-style-type: none"> • Slightly to moderately effective • Should be refined to engage with policy and decision makers • Important to maintain contact list of jurisdictional decision makers • Need to strategize on tribal objectives and projects to discuss with decision makers • Staff helpful for the technical assessment • Check-ins with agencies (both in the region and external to the region) to ensure tribal transportation issues and needs are considered 	Modified language of action

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p><u>developed and maintained. The Working Group will leverage staff at partner agencies to organize meetings with the decision and policy makers when tribal specific funding opportunities arise.</u></p>					<ul style="list-style-type: none"> Continue to provide incentives for partnership participation (e.g., leveraging tribal specific funding & grant opportunities) 	
<p>Highlight information in the Biannual Monitoring Report – Successes, priorities, action items, and discussion of projects that are of importance to the tribes can be highlighted in the Biannual Monitoring Report. <u>To streamline the process, the Working Group will include components of the Biannual Monitoring Report as standing Working Group agenda items to be able to pull and compile from.</u></p>	SANDAG; <u>Working Group Task Force</u>	Working Group; corridor Task Forces, SCTCA	Caltrans, County of San Diego, BIA, FHWA	Every two years	<ul style="list-style-type: none"> Slightly to moderately effective Should streamline and adjust level of effort due to limited resources (e.g., staff and time) to complete Consider changing lead agency to a specific committee made of individuals from the Working Group 	Modified language of action, lead agency, and responsible party
<p>Enhance Tribal Representation at Partner Agency Meetings and Projects – <u>Working Group members will attend agency committee meetings to keep up to date with the projects and goals of partner agencies to identify potential partnership opportunities. This is especially important during the Regional Plan development. Information will be reported back to the Working Group using an on-going agenda item of “Partnerships & Collaborations.”</u></p>	<u>Volunteers from the Working Group</u>	<u>Working Group</u>	<u>SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA</u>	<u>Varies</u>	<ul style="list-style-type: none"> Discussed at workshop; Project team recommended action Engagement of working members in relevant regional projects such as the Comprehensive Multimodal Corridor Plans Attendance and active participation in outside agency meetings that can impact the working group Limited knowledge of the resources and expertise that can be provided by working group members and potential agency partners (e.g., SANDAG, NCTD, MTS, County of San Diego) Assign working group members to monitor and/or attend meetings of agencies in the region that may impact tribal transportation needs 	New action for consideration

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
					<ul style="list-style-type: none"> Enhanced representation during RTP technical development No dissenting comments received 	
<p><u>Share success stories and lessons learned for Partnerships and Collaborations among the Working Group – The Working Group will include an on-going agenda item of “Partnerships & Collaborations.” This item would be an opportunity for members to share existing and future partnerships and collaborations. Individual tribal governments will be encouraged to announce partnerships and collaborations during the Working Group meeting and through an email. This allows documentation and sharing of partnerships.</u></p>	SANDAG	Individual tribal governments	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Quarterly	<ul style="list-style-type: none"> Discussed at workshop; Project team recommended action Initiated several projects in partnership with other agencies in region (e.g., SR 94 Multi-Use Pathway Feasibility Study, Pala Tribal Resiliency Plans, Safety Plans) Sharing of partnership opportunities and contacts with all members of the working group No dissenting comments received 	New action for consideration

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on “what went well,” “what could be improved,” and “recommended actions.”

Intraregional Tribal Transportation Strategy Update

Strategy #2: Coordinate collaborative planning

Coordinate information on transportation plans/programs that affect tribal nations to ensure compatibility and identify synergies.

Focuses:

1. Annually review federal, state, regional, and county plans to ensure consideration of tribal concerns
2. Liaison with other agencies to identify collaborative opportunities
3. Share/coordinate information on transportation projects in the project screening tool with other agencies
4. Form corridor coalitions to prioritize projects and programs for implementation
5. Cooperatively identify tribal transportation projects with best opportunities for funding from the unconstrained list of projects in the Tribal Mobility Needs Assessment Survey

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p>Develop corridor-a Working Group Task Forces of the Working-Group to identify partnership and funding opportunities to implement Tribal projects—The Working Group will leverage planning efforts completed by partner agencies such as community plans and corridor plans to include Tribal projects. Many of the tribes and tribal transportation needs are concentrated around specific regional arterials throughout the county. Because these arterials represent the cornerstones of the local transportation networks, it is recommended that task forces specific to each corridor are created to focus planning efforts on the unique needs of each corridor. As new funding and partnership opportunities arise, the task forces should will use the project screening tool to identify projects that could be worth advancing. The</p>	Volunteers from the Working Group	Working Group	Caltrans, County of San Diego, BIA, FHWA	Report out quarterly to the Tribal TWG	<ul style="list-style-type: none"> • Slightly to moderately effective • Task force meetings held to discuss and report to Working Group about potential opportunities for tribal projects • Held series of workshops after the completion of the previous ITTS to break Working Group members into corridor groups • There may be another mechanism to group tribes and implement projects • Tribes working together but not necessarily using corridors • Regular sharing of project inventory with Caltrans • Limitations with how “live”/editable/ collaborative the project screening tool is in its current format • Consider moving the project screening tool into online interactive dashboard with map component 	Modified language of action

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
corridor task forces can <u>will</u> cooperatively annually review federal, state, regional and county plans. <u>It is recommended for the task group to look at projects along identified corridors in the region that provide regional connection between Tribal communities and the rest of the region.</u>					that the working group members have access to	
Develop near-term or quick build actions projects that are critical to the success of tribal transportation and align with regional and state goals – The corridor task forces should <u>will</u> discuss and identify projects that have a higher likelihood of finding funding and jurisdictional partners to focus on as “near-term action ” projects. <u>These projects will align with regional and state goals, typical funding criteria such as safety and multi-modal connectivity, and be located on roads that Tribes identified as important in their LRTPs. These projects will clearly communicate the early actions of the Working Group. Longer term priorities should also be identified and considered for “early action” status as funding and partnership opportunities change.</u>	Volunteers from the Working Group	Working Group, corridor <u>Task Forces</u>	SANDAG, SCTCA, Caltrans, County of San Diego, BIA, FHWA	Annually	<ul style="list-style-type: none"> • Slightly to moderately effective • Every project is important to the tribe and should avoid ranking projects • Identify important roads in their Tribal LRTPs • Identify projects that are a cut above the rest and provide the most benefit to tribes • Clearly communicate what the early action projects of the Working Group • Create a short list of projects that are critical to the success of tribal transportation 	Modified language of action and responsible party
Monitor partner agency websites, meeting agendas, and project lists to identify “parallel” efforts that may impact or align with tribal transportation needs and projects - <u>The Working Group will monitor the</u>	<u>Volunteers from the Working Group</u>	<u>Working Group, task force</u>	<u>SANDAG, SCTCA, Caltrans, County of</u>	<u>Varies</u>	<ul style="list-style-type: none"> • Discussed at workshop • Knowledge of process and timeline for new and/or updated federal, state, regional, and county plans • Assign working group members to monitor agency websites and/or 	New action for consideration

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p><u>activities of partner agencies by reviewing their website, meeting agendas, and published project lists to identify projects that align with tribal transportation needs and represent an opportunity for collaborative planning. Information will be reported back during the Working Group meetings using the on-going agenda item "Parallel Efforts." When an opportunity for collaborative planning is identified, the Working Group will pursue a meeting with jurisdictional staff and/or decision makers.</u></p>			<p><u>San Diego, BIA, FHWA</u></p>		<p>meeting agendas identify efforts that may impact tribal transportation needs</p> <ul style="list-style-type: none"> • Include a "Parallel Efforts" as an on-going agenda item for working group • Partner with working group members to educate and identify opportunities for emerging mobility technology implementation (e.g., EV charging, microtransit, mobility hubs) • No dissenting comments received 	

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on "what went well," "what could be improved," and "recommended actions."

Intraregional Tribal Transportation Strategy Update

Strategy #3: Share data supporting tribal transportation (data = dollars)

Collect and disseminate data to support priority issues and implement projects.

Focuses:

1. Identify transportation-related data pertinent to implementation tribal transportation projects and programs
2. Share data with other agencies to determine areas of mutual benefit
3. Modify the SANDAG tribal webpage to facilitate use of the project screening tool and links to relevant transportation data sources
4. Update the Tribal Mobility Needs Inventory and relevant data sources as transportation needs change over time

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p><u>Develop and maintain an online project screening tool that Working Group members can access and edit in “real-time” – The project screening tool will live as an online interactive map with dashboard stat components that all the Working Group members have access to. The online tool will allow members to add new transportation projects from L RTPs and other Tribal transportation documents. Phasing will be a component of each project that members can edit/update as projects progress towards implementation. The tool will also include other components that allow members to filter projects quickly and efficiently to identify projects for funding and partnership opportunities. Projects considered to be “near-term” or quick build will also be identified.</u></p>	SANDAG	Working Group; <u>Individual Tribes</u>	Caltrans, County of San Diego	Varies; A review for <u>quality control should be completed</u> every two years	<ul style="list-style-type: none"> • Slightly to moderately effective • Identified resources to update the ITTS and its components • Incorporated most tribal transportation related documents (e.g., L RTPs) • Need to continue the incorporation of tribal specific transportation plans (e.g., Tribal Safety Plans, Tribal L RTPs) into the project screening tool as these continue to be developed/updated • Include “Plan Status Check” as an on-going agenda item for working group members to report out the status/need of tribal transportation documents • Easy for tribes to keep track of their own projects if the inventory was an online instead of PDF maps, attached 	Modified language of action, responsible party, and action timeline

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
					shapefiles, and attached excel file <ul style="list-style-type: none"> • Continue completing LRTPs and get projects from LRTPs included into the project inventory • Projects are on different timelines so need an inventory that allows flexibility/real-time maintenance • Funding available for different project phases. Ideally, project inventory can identify projects for the different funding opportunities out there (E.g., planning, environmental, design) • Develop and maintain phasing for project inventory 	
<p>Make strategy updates – Periodic updates of the Strategy will keep it current and effective.</p>	<p>SANDAG</p>	<p>SANDAG/SCTCA</p>	<p>Working Group</p>	<p>Coincide with the update of the RTP</p>	<ul style="list-style-type: none"> • Slightly to moderately effective • Identified resources to update the ITTS and its components • Timeline should be in advance of the RTP update/regional planning process • Strategy Update is the mechanism for updating the project inventory/screening tool • ITTS project inventory from 2018 included into the 2021 Regional Plan and that the update will be for the next regional planning effort 	<p>No modifications; Leave as is</p>

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p><u>Develop and incorporate completed and updated Tribal Long-Range Transportation Plans (LRTPs) into the project screening tool</u> – Each tribe should complete a current LRTP to formally document the needs of their communities <u>using available resources/tools and funding opportunities. Available resources, tools, and potential funding sources will be periodically distributed to the Tribes or be accessible through an online webpage.</u> <u>The LRTP is a requirement of the BIA to obtain federal funds and provides a starting point for future planning efforts. The Working Group will maintain the status of each tribe’s LRTP by including a “Plan Status Check” as an on-going Working Group agenda item for working group members to report out the status and need of tribal transportation documents such as the LRTP. The status of the LRTPs and its integration into the project inventory will be reviewed and updated periodically.</u></p>	<p>SANDAG; <u>Working Group Task Force</u></p>	<p>Individual tribal governments will update LRTPs</p>	<p>BIA, FHWA</p>	<p>Incorporate LRTP into the screening tool every two years (note: LRTP are updated typically every five years)</p>	<ul style="list-style-type: none"> • Slightly to moderately effective • Identifying resources (e.g., funding and staff) for all the tribes to develop a comprehensive Tribal Long-Range Transportation Plans (LRTPs) • Tribes should continue to complete LRTPs and get the projects identified through the LRTP process into the project inventory • Include “Plan Status Check” as an on-going agenda item for working group members to report out the status/need of tribal transportation documents • Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their importance in obtaining funding opportunities • Consider the creation of an online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update) 	<p>Modified language of action and lead agency</p>
<p><u>Create an online resource library for data resources, online tools, and applicable Tribal planning documents</u> – <u>The Working Group will</u></p>	<p>SANDAG</p>	<p><u>Individual tribal governments</u></p>	<p><u>SCTCA, BIA</u></p>	<p><u>Varies</u></p>	<ul style="list-style-type: none"> • Presented at workshop • Sharing of tribal transportation related documents (E.g., Tribal Safety Plan) and their 	<p>New action for consideration</p>

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p><u>consider having a central location of relevant transportation planning resources and documents. The online resource library will list out readily available data and resources that the Tribe can filter and use to support tribal transportation projects in grant applications and other funding opportunities. This online library will also act as a library for Tribes to store their relevant transportation plans such as Tribal Transportation Safety Plans and LRTPs.</u></p>					<p>importance in obtaining funding opportunities</p> <ul style="list-style-type: none"> • Consider the creation of an online document library where tribes can upload their tribal transportation documents, maintain the relevant status their documents (e.g., in progress, not applicable, needs update) • Create an online data library that working group members can readily access for grant applications and project development • Access to data and evidence that can be used to support tribal transportation projects in grant applications and other funding opportunities • Online library should not include grant applications to avoid direct replication • Online library should be a resource of readily available data and tools to help with funding opportunities and project identification/justification 	

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on “what went well,” “what could be improved,” and “recommended actions.”

Intraregional Tribal Transportation Strategy Update

Strategy #4: Create opportunities to fund priority tribal transportation projects and programs

Create opportunities for pooling/leveraging transportation funding for mutually beneficial projects.

Focuses:

1. Pool resources to expand funding opportunities available to the San Diego region for tribal transportation projects and programs
2. Maintain and update funding opportunities on the SANDAG tribal webpage
3. Seek funding to provide technical assistance to tribes in order to support the development of tribal transportation plans and projects
4. Modify SANDAG tribal webpage sandag.org/?subclassid=105&fuseaction=home.subclasshome, to include links to relevant funding sources

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p>Implement partnership strategies – Once an early action project aligns with a funding and/or partnership opportunity, the agency processes in Section 2.4 should be followed.</p>	Working Group corridor -task forces	Working Group corridor -task forces	Caltrans, County of San Diego, BIA, FHWA	Annually	<ul style="list-style-type: none"> • Slightly effective • Tribes have and should continue leveraging funding opportunities • No early action project list developed; however, tribes are secured funding for several projects and brought in partners when applicable • Leveraged opportunities to program enhancements for transportation concurrent with other agency infrastructure projects (e.g., SR 67 Fiber) • Continue/improve monitoring of early action projects (once developed) and funding opportunities • Develop of near-term projects (low hanging fruit) that have a higher likelihood of finding funding and jurisdictional partners 	No modifications to action; Modified lead agency and responsible party
<p>Regularly attend SANDAG Policy Advisory Committees – The tribes should have regular attendance at</p>	Tribal representatives	Tribal representatives	SANDAG	Monthly	<ul style="list-style-type: none"> • Slightly to moderately effective • Gained representation on other SANDAG committees 	No modifications; Leave as is

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
<p>SANDAG Policy Advisory Committees to advocate for issues that are meaningful to their communities and learn about efforts across the region.</p>						
<p><u>Update SANDAG webpage to provide information on funding opportunities Research and identify funding opportunities that align with Tribal projects and share funding opportunity with Tribal members –Maintain and update funding opportunities on the SANDAG tribal webpage-The Working Group should review the funding matrix in the ITTS as well as research potentially new funding opportunities that align with projects in the inventory. These funding opportunities should be shared with the Working Group members through an on-going agenda item called “Funding Opportunities.” Tribal members should attend relevant grant workshops to increase the successes of their application. If an application is successful, Tribal members should share their experience and process for developing the application with other members, especially for re-occurring funding opportunities.</u></p>	<p>SANDAG; <u>Working Group Task Force</u></p>	<p>SANDAG</p>	<p>Caltrans, BIA, FHWA</p>	<p>Quarterly</p>	<ul style="list-style-type: none"> • Slightly to moderately effective • Funding opportunities not listed on the tribal webpage but mentioned during the Working Group meetings • Capacity issues to pursue funding opportunities • Difficult to go after new opportunities due to lacking knowledge on the level of effort and what needs to be done • Would be good if fellow tribal members could do a walk-through/workshop of opportunities they were successful at (e.g., “Step by step” presentation of the process, what was required in each section, and what the Tribe member did) • Online resource sharing successful grants would be good but possibility of people replicating word by word → Determined it would be more useful for a “step by step” presentation of the process • Identify reoccurring funds that align with top tribal projects • Make funding matrix in the ITTS that identifies tribal specific 	<p>Modified language of action and lead agency</p>

Intraregional Tribal Transportation Strategy Update

Short term and on-going actions	Lead agency	Responsible Party	Other Agencies	Action Timeline	Workshop Feedback ¹	Recommendation
					funding opportunities readily available for Tribes to access <ul style="list-style-type: none"> • Include Funding Opportunities as an on-going agenda item for working group meetings • Assign working group members to research potential funding opportunities and alignment with project screening tool • Assign working group members to attend upcoming grant workshops 	

Notes: (1) Tribal working group members and staff were invited to the August 2021 Strategy Workshop where they were engaged in an effectiveness scale activity and discuss how effective previously identified strategy actions were. People in attendance also discussed an assessment of each strategy developed by the project team where the assessment included info on “what went well,” “what could be improved,” and “recommended actions.”

A6. Tribal Early Action Project Development Process

Potential Paths Forward
Tribal Transportation Project Selection

Objective

SCTCA is considering several tactics for the expenditure of up to \$5 million to advance tribal transportation goals. The tactics listed below highlight possible paths forward that range between full implementation of new infrastructure for small-sized projects to final design for large-sized projects.

Potential Paths Forward

Tactic ¹	Pros	Cons	Potential Funding Opportunities
1. Fund full implementation (environmental, final design, and construction) of a medium-sized project	<ul style="list-style-type: none"> • Immediate and positive impact (seeing the results) • Less administrative resource needs (Staff and tribal working group able to focus on one project) 	<ul style="list-style-type: none"> • Smaller scale of community • Fewer tribal members will benefit • May be difficult to select based on multiple priorities (regional and tribal) • High risk of putting funds in one bucket (e.g., delay in project schedule) 	<ul style="list-style-type: none"> • Not applicable for tactics 1 to 3.
2. Fund full implementation (environmental, final design, and construction) of 2 small-sized projects <ul style="list-style-type: none"> - One in north - One in south 	<ul style="list-style-type: none"> • Immediate and positive impact (seeing results) • Increase regional reach (1 project north and 1 project south) • Greater likelihood to positively impact more tribal members • Can implement multiple projects identified in the ITTS database 	<ul style="list-style-type: none"> • Reduce overall project-specific benefit due project size • Additional administrative resource needs 	

¹ Notes: Large-sized project over \$5 million dollars. Medium-sized project \$2-5 million dollars. Small-sized project less than \$2 million dollars.

Potential Paths Forward
Tribal Transportation Project Selection

Tactic ¹	Pros	Cons	Potential Funding Opportunities
3. Fund full implementation of multiple small-sized safety projects	<ul style="list-style-type: none"> • Larger regional coverage of projects • Can implement projects that wouldn't be necessarily competitive in safety funding opportunities (e.g., HSIP) • Can implement multiple projects identified in the ITTS database • Higher likelihood of project completion 	<ul style="list-style-type: none"> • Additional administrative resource needs • Reduce overall project-specific benefit due to project size • May not implement a larger size project identified in the 2021 Regional Plan 	
4. Fund up to environmental and final design for 1 or 2 large-sized projects	<ul style="list-style-type: none"> • Could get projects to be shovel ready and be more competitive for outside funding • Bring more outside dollars to the region • Increased overall project-specific benefit due to project size 	<ul style="list-style-type: none"> • Additional administrative resource needs • Delayed project implementation • Community members won't see direct immediate benefit 	<p>Potential Funding Opportunities for Option 4 to 6:</p> <ul style="list-style-type: none"> • FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) • Safety projects: <ul style="list-style-type: none"> ○ Highway Safety Improvement Program (HSIP) ○ Tribal Transportation Program Safety Fund (TTPSF)
5. Fund up to environmental and final design for multiple small/medium-sized projects	<ul style="list-style-type: none"> • Could get projects to be shovel ready and be more competitive for outside funding • Bring more outside dollars to the region • More regional coverage 	<ul style="list-style-type: none"> • Additional administrative resource needs • Delayed project implementation • Community members won't see direct immediate benefit 	<ul style="list-style-type: none"> • Active Transportation projects: <ul style="list-style-type: none"> ○ Active Transportation Program (ATP) ○ Recreational Trails and Greenways Grant Program
6. Add tribal project to an on-going project being led by a partner agency	<ul style="list-style-type: none"> • Could get projects to be shovel ready and be more competitive for outside funding 	<ul style="list-style-type: none"> • Delayed project implementation • Community members won't see direct immediate benefit 	

Potential Paths Forward
Tribal Transportation Project Selection

Tactic ¹	Pros	Cons	Potential Funding Opportunities
such as Caltrans and County of San Diego	<ul style="list-style-type: none"> • Bring more outside dollars to the region • More regional coverage • Less tribal administrative resource needs 		<ul style="list-style-type: none"> • Bipartisan Infrastructure Investment and Jobs Act: <ul style="list-style-type: none"> ○ Tribal Transportation Program (\$2.9 billion) ○ Tribal Transportation Facility Bridge set-aside (\$110 million) ○ Tribal High Priority Projects (\$150 million) ○ Tribal Transportation Program Safety Fund ○ Road Maintenance under BIA ○ Climate Resilience and Adaption (\$216 million) ○ Tribal Broadband Connectivity Program (\$2 billion) ○ Water Infrastructure (\$3.5 billion)

Next Steps

1. Tribal Taskforce/Working Group to determine tactic or blend of tactics (e.g., tactic 3 and tactic 5).
2. Review project list from 2021 Regional Plan and ITTS database to identify potential projects
3. Vetting of potential projects to confirm feasibility and opinion of probable costs.
4. Final selection of projects and present proposal to SANDAG

Potential Projects by Tactic Table

Typically, large-sized projects are over \$5 million dollars. Medium-sized project are \$2-5 million dollars. Small-sized projects are less than \$2 million dollars.

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
AT092	-	I-8 Corridor – Lake Jennings Park Road to Dunbar Lane	On-Street	I-8	\$23	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
AT093	1	I-8 Corridor – Olde Highway 80 to Willows Road	On-Street	I-8 East	\$55	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
AT095	-	I-8 Corridor – Willows Road to SR 79	On-Street	I-8	\$22	Draft 2021 Regional Plan Rural Corridors	--	--	--	✓	--
CC047	25	I-8 (I-8 to West Willows Road)	Interchange Improvements	I-8 West	\$11	Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	✓	--
CC048	26	I-8 (I-8 to East Willows Road)	Interchange Improvements	I-8 West	\$11	Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	✓	--
CC052	108	SR 76 (Rice Canyon Road to Pala Reservation)	Straightening	SR 76	\$60	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC055	-	SR 76 (SR 76 to Cole Grade Road)	Intersection Improvements	SR 76	\$1	Draft 2021 Regional Plan Rural Corridors	--	✓	✓	--	✓
CC057	44	SR 76 (SR 76 to Pauma Reservation Road)	Intersection Improvements	SR 76	\$1	Draft 2021 Regional Plan Rural Corridors	--	✓	✓	--	✓
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	SR 76	\$1	Draft 2021 Regional Plan Rural Corridors	--	✓	✓	--	✓
CC051	68	SR 76 (SR 79 to Valley Center Road)	Facility Improvements	SR 76	\$693	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC053	107	SR 76 (Harolds Road to Pauma Rancho)	Straightening	SR 76	\$21	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--

¹ Rows highlighted with yellow indicate multiple sources.

² Typically, funding up to environmental and final design for a large-sized project would be around 20% of the total costs. Due to this, projects above \$22 million were not considered for option 4.

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
CC054	109	SR 76 (SR 76 to Pala Mission Road)	Intersection Improvements	SR 76	\$1	Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020)	--	✓	✓	--	✓
CC056	34b	SR 76 (West Reservation Boundary to East Reservation Boundary)	Shoulder Widening	SR 76	\$40	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC145	-	SR 76	SIS	SR 76	\$55	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC144	-	SR 76	ATDM	SR 76	\$159	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC060	84	SR 79 (SR 79 to Schoolhouse Canyon Road)	Intersection Improvements	SR 79	\$1	Draft 2021 Regional Plan Rural Corridors	--	✓	✓	--	✓
CC059	-	SR 79 (Deer Canyon Road to San Felipe Road)	Shoulder Widening	SR 79	\$226	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC147	-	SR 79	SIS	SR 79	\$14	Draft 2021 Regional Plan Rural Corridors	--	--	--	✓	--
CC146	-	SR 79	ATDM	SR 79	\$40	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC049	97	SR 94 (SR 94 to Melody Road/Daisy Drive)	Intersection Improvements	SR 94	\$8	Draft 2021 Regional Plan Rural Corridors	--	--	--	✓	--
CC062	101a	SR 94 (Jamul Reservation to Tecate Road)	Shoulder Widening/ Straightening	SR 94	\$252	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
CC050	12ab	SR 67 (Mapleview to Dye Road)	Shoulder Widening/ Straightening	SR 67	\$206	Draft 2021 Regional Plan Rural Corridors	--	--	--	--	--
--	71	Valley Center Road from Lake Wohlford to SR 76	Shoulder Widening	SR 67	\$17.5	ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	--	--
--	69	Senge Oaks Road / SR-76	Roundabout; Traffic Calming	SR 67	\$2.3	ITTS N-S Tribal Corridor Sublist (February 2020)	✓	--	--	--	✓
--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	SR 67	\$1.5	ITTS N-S Tribal Corridor Sublist (February 2020)	--	✓	✓	--	✓

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
--	38	Lilac Road/Lilac Road extension from SR 76 to reservation boundary	Paving	SR 67	\$8.5	ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	✓	--
--	60	Lake Wohlford Road from Valley Center Road to Valley Center Road /S6	Roadway widening, striping improvements, drainage improvements	SR 76	\$150	ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	--	--
--	62b	Valley Center from Rock Hill Ranch Rd to Lake Wohlford Road	Shoulder Widening with lighting improvement	SR 76	\$15.3	ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	✓	--
--	90	Steele Canyon Road from State Route 94 to Willow Glen Drive	Bike lane	SR 94	\$10	ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	✓	--
--	105	New bus stop at gaming facility on Jamul Indian Village	Transit facility	SR 94	\$0.15	ITTS N-S Tribal Corridor Sublist (February 2020)	--	✓	✓	--	✓
--	2a	Improve drainage at Interstate 8 (I-8) and roads on Camp Reservation	Drainage Improvements	I-8 East	\$3	ITTS N-S Tribal Corridor Sublist (February 2020)	✓	--	--	--	✓
--	14	Ashwood Rd from Mapleview Rd to Willow Rd	Widening/ Straightening	I-8 West	\$19	ITTS N-S Tribal Corridor Sublist (February 2020)	--	--	--	--	--
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	I-8 West	\$0.77	ITTS N-S Tribal Corridor Sublist (February 2020)	--	✓	✓	--	✓
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	I-8 East	\$0.75	ITTS N-S Tribal Corridor Sublist (February 2020)	--	✓	✓	✓	✓
--	111	Add digital speed signs along Pala Temecula Road to alert drivers of their speed	Roadway Safety Improvements	SR 76	\$0.40	ITTS Safety Projects (June 2020)	--	--	✓	--	✓
--	53	Construct Trail along Canal Road, East of Water Tank to Paradise Mountain Road	Trail	SR 76	\$0.25	ITTS Safety Projects (June 2020)	--	--	✓	--	✓

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
--	64	Various intersections and roads on tribal lands for San Pasqual	Signal, Signage, and Lighting	SR 76	\$0.18	ITTS Safety Projects (June 2020)	--	--	✓	--	✓
--	125	Camino San Ignacio from Camino Ortega to Sukat Rd	Signal, Signage, and Lighting	SR 79	\$0.75	ITTS Safety Projects (June 2020)	--	--	✓	--	✓
--	4	Add sidewalk from SR-80 to SR-94	Pedestrian Improvements	I-8 East	\$0.75	ITTS Safety Projects (June 2020)	--	--	✓	--	✓
--	98	Re-striping from SR-94/Jamacha Rd.	Roadway Reconfiguration	SR 94	\$0.6	ITTS Safety Projects (June 2020)	--	--	✓	--	✓
	34a	Pala Mission Rd and Pala Temecula Rd from Arouba to SR 76	Improve active transportation conditions by adding bike lane and missing sidewalks	SR 76	\$30	ITTS Database 2021 Update	--	--	--	--	--
	40	Pala Mission Rd / Temecula Rd from Pala's Reservation Boundary to SR 76	Add sidewalk on main roads	SR 76	\$3.8	ITTS Database 2021 Update	✓	--	--	--	✓
	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	SR 76	\$0.5	ITTS Database 2021 Update	--	✓	✓	--	✓
	128	Pedestrian bridge at Henderson Rd	Add pedestrian bridge to connect two key destinations for Pala	SR 76	\$10	ITTS Database 2021 Update	--	--	--	✓	--
	129	Pala Mission Rd above Trujillo Creek	Construct bridge over Trujillo Creek along Pala Mission Road	SR 76	\$18	ITTS Database 2021 Update	--	--	--	✓	--
	130	Pala Mission Rd above Pala Creek	Construct bridge over Pala Creek along Pala Mission Road	SR 76	\$18	ITTS Database 2021 Update	--	--	--	✓	--
	131	Pala Temecula Rd above Pala Creek	Construct bridge over Pala Creek along Pala Temecula Road	SR 76	\$18	ITTS Database 2021 Update	--	--	--	✓	--
	132	Pala Mission Rd/Pala Temecula Rd from Pala Mission Road to Pala Temecula Road	Construct sidewalk, ramps, and crosswalk improvements	SR 76	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	133	Pala Mission Rd/Pala Mission Circle from Pala Mission Rd to Pala Mission Circle	Add crosswalk to connect two key destinations for Pala	SR 76	\$0.3	ITTS Database 2021 Update	--	✓	--	--	✓

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	143	SR 76	Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes	SR 76	\$4	ITTS Database 2021 Update	✓	--	--	--	--
	144	Add traffic control signage at residential intersections along Pala Mission Road	Intersection Safety Improvements	SR 76	\$3.5	ITTS Database 2021 Update	✓	--	--	--	✓
	42	Adams Dr from Adams Dr to Reservation Rd	Shoulder work needed to prevent debris flow	SR 76	\$0.4	ITTS Database 2021 Update	--	✓	✓	--	✓
	43	Reservation Rd from Reservation Rd to Pala Rd	Road improvement/maintenance to repair ag damage	SR 76	\$8.5	ITTS Database 2021 Update	--	--	--	✓	--
	45	Street Lights along Reservation Rd (Pala Rd and Reservation Rd)	Street Lights	SR 76	\$0.46	ITTS Database 2021 Update	--	✓	✓	--	✓
	46	Traffic Signal at Cole Grade Rd / Pala Rd	Traffic Signal	SR 76	\$0.6	ITTS Database 2021 Update	--	✓	✓	--	✓
	49	Traffic Calming; Add Bike Lane along Valley Center Road (SR-76 and North Lake Wohlford Rd)	Traffic Calming; Add Bike Lane	SR 76	\$50	ITTS Database 2021 Update	--	--	--	--	--
	52	Construct Trail along Oos Road (East Canal Road and East Canal Road)	Construct Trail	SR 76	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓
	54	Construct Trail along Kunyaaw Path (Kunyaaw Path and Cool Water Ranch Road)	Construct Trail	SR 76	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓
	55	Construct Trail along Kunyaaw Path / Kumeyaay Way / Lake Wohlford Road (Kunyaaw Path and Kunyaaw Path)	Construct Trail	SR 76	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	56	Construct Trail along San Pasqual Rd (Nyemii Pass and Kumeyaay Way)	Construct Trail	SR 76	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	57	Construct Trail along Nyemii Pass Place (West End and Casino)	Construct Trail	SR 76	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	58a	Realignment along Canal Rd / Paradise Mountain Rd (Canal Rd and Paradise Mountain Rd)	Realignment	SR 76	\$3	ITTS Database 2021 Update	✓	--	--	--	✓
	58b	Signage; Restriping along Canal Rd / Paradise Mountain Rd (Canal Rd and Paradise Mountain Rd)	Signage; Restriping	SR 76	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓
	59	Turn Lanes along Duro Rd / Lake Wohlford Rd (Duro Rd and Lake Wohlford Rd)	Turn Lanes	SR 76	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓
	61	Shoulder Widening along Woods Valley Rd (Valley Center Road and Lake Wohlford Rd)	Shoulder Widening	SR 76	\$38	ITTS Database 2021 Update	--	--	--	--	--
	63	Shoulder Widening along Paradise Mountain Rd (Canal Road and Paradise Meadow Lane)	Shoulder Widening	SR 76	\$17	ITTS Database 2021 Update	--	--	--	✓	--
	185	Mobility hub enhancements along Lake Wohlford Rd/Valley Center Rd (N Wohlford Rd and Valley Center Rd)	Mobility hub enhancements	SR 76	\$30	ITTS Database 2021 Update	--	--	--	--	--

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	189	New Bus Turnaround along N Lake Wohlford Rd/Kumeyaay Way (N Lake Wohlford Rd and Kumeyaay Way)	New Bus Turnaround	SR 76	\$30	ITTS Database 2021 Update	--	--	--	--	--
	70	Roundabout/Traffic calming at Palomar Mountain Road/SR-76	Roundabout/Traffic calming	SR 76	\$8	ITTS Database 2021 Update	--	--	--	✓	--
	75	Paving along Campground Road (SR 76 and Zip-Line tower)	Paving	SR 76	\$8.5	ITTS Database 2021 Update	--	--	--	✓	--
	76	Paving along Church Road (BIA Road 40 and SR-76)	Paving	SR 76	\$8.5	ITTS Database 2021 Update	--	--	--	✓	--
	83	Add Bike Lane along SR-78 / SR-79 (Deer Canyon Dr and San Felipe Rd)	Add Bike Lane	SR 79	\$170	ITTS Database 2021 Update	--	--	--	--	--
	85	Turn Lanes along SR-78 / Deer Canyon Dr (Deer Canyon Dr and Santa Ysabel)	Turn Lanes	SR 79	\$2.8	ITTS Database 2021 Update	--	✓	✓	--	✓
	86a	Add Sidewalk along Schoolhouse Canyon Rd / BIA 52 (SR-79 and SR-79)	Add Sidewalk	SR 79	\$9	ITTS Database 2021 Update	--	--	--	✓	--
	86b	Add Sidewalk along SR-79 (BIA 52 and BIA 52)	Add Sidewalk	SR 79	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓
	145	Add turn Lanes along SR-79/Epie Rd (SR-79 and Epie Rd)	Add turn Lanes	SR 79	\$4	ITTS Database 2021 Update	--	✓	✓	--	--
	146	Add turn Lanes along SR-79/Driveway 0.26 miles north of Epie Hill Rd (SR-79 and Driveway 0.26 miles north of Epie Hill Rd)	Add turn Lanes	SR 79	\$4	ITTS Database 2021 Update	--	✓	✓	--	--

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	147	Add turn Lanes along SR-79/SR-76/Beresford Ln (SR-79 and SR-76/Baresford Ln)	Add turn Lanes	SR 79	\$4	ITTS Database 2021 Update	--	✓	✓	--	--
	148	Signage along SR-79/Angels Crossing (SR-79 and Angels Crossing)	Signage	SR 79	\$2	ITTS Database 2021 Update	--	✓	✓	--	--
	149	Add turn Lanes along Mesa Grande Rd/Angel Mountain Rd (Mesa Grande Rd and Angel Mountain Rd)	Add turn Lanes	SR 79	\$4	ITTS Database 2021 Update	--	✓	✓	--	--
	150	Intersection Improvements along SR-79/Santa Ysabel Mission Driveway (SR-79 and Santa Ysabel Mission Driveway)	Intersection Improvements	SR 79	\$8	ITTS Database 2021 Update	--	--	--	✓	--
	151	Signage along SR-79/Santa Ysabel Mission Driveway (SR-79 and Santa Ysabel Mission Driveway)	Signage	SR 79	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓
	152	Add turn Lanes along Mesa Grande Rd/Quail Springs Rd (Mesa Grande Rd and Quail Springs Rd)	Add turn Lanes	SR 79	\$3	ITTS Database 2021 Update	--	✓	✓	--	✓
	154	Signage along Mesa Grande Rd/Mesa Grande Truck Trail (Mesa Grande Rd and Mesa Grande Truck Trail)	Signage	SR 79	\$2	ITTS Database 2021 Update	--	✓	✓	--	✓
	112	Bike Lane; Shoulder Widening; Paving along Black Canyon Rd (Pile St and Mesa Grande Rd)	Bike Lane; Shoulder Widening; Paving	SR 79	\$130	ITTS Database 2021 Update	--	--	--	--	--

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	113	Add Traffic Signal along Rancho Ballena Rd / SR-78 (SR-78 and Rancho Ballena Rd)	Add Traffic Signal	SR 79	\$0.5	ITTS Database 2021 Update	--	✓	✓	--	✓
	114	Paving along Rancho Ballena Rd (SR-78 and Tribe)	Paving	SR 79	\$8.5	ITTS Database 2021 Update	--	--	--	✓	--
	116	Signage; Safety along Black Canyon Road (Pile St and Mesa Grande Rd)	Signage; Safety	SR 79	\$2.5	ITTS Database 2021 Update	--	✓	✓	--	✓
	174	Widening; Paving; Signage along Sutherland Dam Rd (SR-78 and Black Canyon Rd)	Widening; Paving; Signage	SR 79	\$28	ITTS Database 2021 Update	--	--	--	--	--
	123	Fill cracks; Restripe along Camino San Ignacio (Camino Ortega and Sukat Rd)	Fill cracks; Restripe	SR 79	\$40	ITTS Database 2021 Update	--	--	--	--	--
	124	Drainage Improvements along Camino San Ignacio (Camino Ortega and Sukat Rd)	Drainage Improvements	SR 79	\$4	ITTS Database 2021 Update	--	✓	✓	--	--
	126	Shoulder reconstruction along Camino San Ignacio (Camino Ortega and Sukat Rd)	Shoulder reconstruction	SR 79	\$7	ITTS Database 2021 Update	--	--	--	✓	--
	2b	Improve Drainage along SR-94 (Reservation Boundary and Reservation Boundary)	Improve Drainage	I-8 East	\$3	ITTS Database 2021 Update	--	✓	✓	--	✓
	2c	Improve Drainage along All roads (N/A and N/A)	Improve Drainage	I-8 East	\$54	ITTS Database 2021 Update	--	--	--	--	--

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	3	Realignment along Golden Acre Way / SR 80 (N/A and N/A)	Realignment	I-8 East	\$1	ITTS Database 2021 Update	--	✓	✓	--	✓
	9	Shoulder Widening; Safety Improvements; Evacuation along Crestwood Rd (Tusil Rd and Blackwood Rd)	Shoulder Widening; Safety Improvements; Evacuation	I-8 East	\$3	ITTS Database 2021 Update	--	✓	✓	--	✓
	11	Intersection Improvements along SR 67 / Maplevue Rd (N/A and N/A)	Intersection Improvements	I-8 West	\$30	ITTS Database 2021 Update	--	--	--	--	--
	13	Shoulder Widening; Repairs along Wildcat Canyon Rd (Willow Rd and San Vicente Rd)	Shoulder Widening; Repairs	I-8 West	\$18	ITTS Database 2021 Update	--	--	--	✓	--
	168	Add Bike Lane along Wildcat Canyon Rd (Willow Rd and San Vicente Rd)	Add Bike Lane	I-8 West	\$12	ITTS Database 2021 Update	--	--	--	✓	--
	24	Reconstruction along Browns Rd (Viejas Grade Rd and Willows Rd)	Reconstruction	I-8 West	\$38	ITTS Database 2021 Update	--	--	--	--	--
	28	Reconstruction along Viejas Grande Rd (Willows Rd and Conejos Valley Rd)	Reconstruction	I-8 West	\$92	ITTS Database 2021 Update	--	--	--	--	--
	30	Realign Intersection along Willows Rd / Viejas Grande Rd (N/A and N/A)	Realign Intersection	I-8 West	\$0.3	ITTS Database 2021 Update	--	✓	✓	--	✓
	160	Signage along Willows Rd/Hillcrest Drive (N/A and N/A)	Signage	I-8 East	\$3	ITTS Database 2021 Update	--	✓	✓	--	✓
	88	Add Bike Lane along Proctor Valley Rd / Melody Rd (SR-94 and Northwoods Dr)	Add Bike Lane	SR 94	\$60	ITTS Database 2021 Update	--	--	--	--	--

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	89	Add Bike Lane along Willow Glen Dr (Dehesa Rd and Jamacha Rd)	Add Bike Lane	SR 94	\$46	ITTS Database 2021 Update	--	--	--	--	--
	94	Intersection Improvements along SR 94 / Steele Canyon Rd (SR 94 and Steele Canyon Rd)	Intersection Improvements	SR 94	\$3	ITTS Database 2021 Update	--	✓	✓	--	✓
	95	Add Turn Lanes along SR 94 / Millar Ranch Rd (SR 94 and Millar Ranch Rd)	Add Turn Lanes	SR 94	\$1	ITTS Database 2021 Update	--	✓	✓	--	✓
	96	Intersection Improvements along SR 94 / Vista Diego Dr (SR 94 and Vista Diego Dr)	Intersection Improvements	SR 94	\$0.5	ITTS Database 2021 Update	--	✓	✓	--	✓
	99	Shoulders along Otay Lakes Rd (SR-94 and Wuseste Rd)	Shoulders	SR 94	\$85	ITTS Database 2021 Update	--	--	--	--	--
	101b	Shoulder Widening; Straightening along Tecate Rd (SR-94 and Tecate border crossing)	Shoulder Widening; Straightening	SR 96	\$10.5	ITTS Database 2021 Update	--	--	--	✓	--
	102	Paving; Straightening along Proctor Valley Rd (Echo Valley Rd and Northwoods Dr)	Paving; Straightening	SR 94	\$100	ITTS Database 2021 Update	--	--	--	--	--
	103	Install Traffic Signal along SR 94 / Lyons Valley Rd (SR 94 and Lyons Valley Rd)	Install Traffic Signal	SR 94	\$0.5	ITTS Database 2021 Update	--	✓	✓	--	✓
	135	Add turn Lanes along SR-94/Vista Sage Ln (SR 94 and Vista Sage Ln)	Add turn Lanes	SR 94	\$8	ITTS Database 2021 Update	--	--	--	✓	--

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	136	Intersection Improvements along SR-94/Indian Springs Dr/ Lyons Valley Rd (SR 94 and Lyons Valley Rd)	Intersection Improvements	SR 94	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	138	Intersection Improvements along SR-94/Jamacha Blvd (SR 94 and Jamacha Blvd)	Intersection Improvements	SR 94	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	139	Intersection Improvements along SR-94/Maxfield Rd (SR 94 and Maxfield Rd)	Intersection Improvements	SR 94	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	140	Intersection Improvements along SR-94/Otay Lakes Rd (SR 94 and Otay Lakes Rd)	Intersection Improvements	SR 94	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	141	Intersection Improvements along SR-94/Honey Spring Rd (SR 94 and Honey Spring Rd)	Intersection Improvements	SR 94	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	142	Intersection Improvements along SR-94/Jefferson St/Proctor Valley (SR 94 and Jefferson St)	Intersection Improvements	SR 94	\$5	ITTS Database 2021 Update	✓	--	--	--	--
	118	Interchange Improvements along Crestwood Road/ I-8 Interchange (n/a and n/a)	Interchange Improvements	I-8 West	\$8.5	ITTS Database 2021 Update	--	--	--	✓	--

Potential Paths Forward
Tribal Transportation Project Selection

Project ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source ¹	Tactic 1: Full Implementation of Medium-Sized Project	Tactic 2: Full Implementation of 2 Small-Sized Projects	Tactic 3: Full Implementation of Multiple Small-Sized Safety Projects	Tactic 4: Environmental and Final Design for 1-2 Large-Sized Projects ²	Tactic 5: Environmental and Final Design for Multiple Small/Medium-Sized Projects
	119	Grading; Signage along Manzanita Rd/ Live Oak Trail (Old Hwy 80 and Manzanita Cottonwood Rd)	Grading; Signage	I-8 West	\$34	ITTS Database 2021 Update	--	--	--	--	--
	120	Grading; Signage along Ribbonwood Road (Old Hwy 80 and Lost Valley Rd)	Grading; Signage	I-8 West	\$25	ITTS Database 2021 Update	--	--	--	--	--
	121	Grading; Signage along McCain Valley Road (Old Hwy 80 and End of McCain Valley Road)	Grading; Signage	I-8 West	\$65	ITTS Database 2021 Update	--	--	--	--	--

Tribal Early Action Project Selection

Tribal Taskforce

December 15, 2021

Potential Project List Development

2021 Regional Plan Rural Corridors

- Projects lifted from 2018 ITTS Effort

N-S Tribal Corridor List

- Projects identified by Tribal Working Group in February 2020
- List of projects identified for North & South
- Taskforce utilizing list to identify potential funding sources

Safety Projects

- Query projects from ITTS database related to safety
- No cap on probable cost

Tribal Task Force

- Review & discussion with tribal task force members

Taskforce Feedback

- **ITTS Code 25: I-8 (I-8 to West Willows Road)**
 - Benefits about 7 tribes due to tribal medical facility nearby
- **ITTS Code 108: SR 76 (Rice Canyon Road to Pala Reservation)**
 - Consider breaking into a smaller project to make curve more accessible for larger vehicles at Deadman's Curve
 - Reviewed with group and group is unsure of what can be done with the amount of funding currently being suggested
- 3 key intersections along SR 76
 - **ITTS Code 109: SR 76 (SR 76 to Pala Mission Road)**
 - **ITTS Code 110: Pala Mission Road/Pala Temecula Road**

Tactics for Selection

- 1** Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project
- 2** Tactic #2: Fund *full implementation* (environmental, final design, and construction) of 2 small-sized projects (*e.g., One in north & One in south*)
- 3** Tactic #3: Fund *full implementation* of multiple small-sized safety projects

- 4** Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects
- 5** Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects
- 6** Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

Notes: Large-sized project over \$5 million dollars. Medium-sized project \$2-5 million dollars. Small-sized project less than \$2 million dollars.

Early Action Priority Scan (Higher to Lower)

- Help refine project list further using a higher to lower scale after considering the following factors:
 - Potential Tribe Impact
 - Potential Environmental Issues
 - Potential Right-of-Way Concerns
 - Funding Resources Availability
 - Potential Outside Funding Sources
 - Previous Recommendation from Taskforce

Tactics for Selection

1

Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project

Pros:

- Immediate and positive impact (seeing the results)
- Less administrative resource needs (Staff and tribal working group able to focus on one project)

Cons:

- Smaller scale of community
- Fewer tribal members will benefit
- May be difficult to select based on multiple priorities (regional and tribal)
- High risk of putting funds in one bucket (e.g., delay in project schedule)

Tactics for Selection

1

Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Scan Category
--	69	Senge Oaks Road / SR-76	Roundabout; Traffic Calming	\$2.30	Lower
--	2a	Improve drainage at Interstate 8 (I-8) and roads on Campo Reservation	Drainage Improvements	\$3	Lower

Notes: *Does not include recent surge in costs reported by stakeholders.

Tactics for Selection

2

Tactic #2: Fund full implementation (environmental, final design, and construction) of 2 small-sized projects (*e.g., One in north & One in south*)

Pros:

- Immediate and positive impact (seeing results)
- Increase regional reach (1 project north and 1 project south)
- Greater likelihood to positively impact more tribal members
- Can implement multiple projects identified in the ITTS database

Cons:

- Reduce overall project-specific benefit due project size
- Additional administrative resource needs

Tactics for Selection

2

Tactic #2: Fund *full implementation* (environmental, final design, and construction) of 2 small-sized projects (*e.g., One in north & One in south*)

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Scan Category
CC055	-	SR 76 (SR 76/Cole Grade Road)	Intersection Improvements	\$1	Higher
CC057	44	SR 76 (SR 76/Pauma Reservation Road)	Intersection Improvements	\$1	Higher
CC054	109	SR 76 (SR 76/Pala Mission Road)	Intersection Improvements	\$1	Higher
--	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$0.50	Higher
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	\$1	Medium
--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	\$1.50	Medium
CC060	84	SR 79 (SR 79/Schoolhouse Canyon Road)	Intersection Improvements	\$1	Medium
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	\$0.75	Medium
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77	Medium
--	105	New bus stop at gaming facility on Jamul Indian Village	Transit facility	\$0.15	Lower

Notes: *Does not include recent surge in costs reported by stakeholders.

Tactics for Selection

3

Tactic #3: Fund *full implementation* of multiple small-sized safety projects

Pros:

- Larger regional coverage of projects
- Can implement projects that wouldn't be necessarily competitive in safety funding opportunities (e.g., HSIP)
- Can implement multiple projects identified in the ITTS database
- Higher likelihood of project completion

Cons:

- Additional administrative resource needs
- Reduce overall project-specific benefit due to project size
- May not implement a larger size project identified in the 2021 Regional Plan

Tactics for Selection

3

Tactic #3: Fund *full implementation* of multiple small-sized safety projects

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Scan Category
CC055	-	SR 76 (SR 76/Cole Grade Road)	Intersection Improvements	\$1	Higher
CC057	44	SR 76 (SR 76/Pauma Reservation Road)	Intersection Improvements	\$1	Higher
CC054	109	SR 76 (SR 76/Pala Mission Road)	Intersection Improvements	\$1	Higher
--	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$0.50	Higher
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	\$1	Medium
--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	\$1.50	Medium
CC060	84	SR 79 (SR 79/Schoolhouse Canyon Road)	Intersection Improvements	\$1	Medium
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	\$0.75	Medium
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77	Medium
--	105	New bus stop at gaming facility on Jamul Indian Village	Transit facility	\$0.15	Lower

Notes: *Does not include recent surge in costs reported by stakeholders.

Tactics for Selection

4

Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects

Pros:

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- Increased overall project-specific benefit due to project size

Cons:

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

Tactics for Selection

4

Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Scan Category
CC047	25	I-8 (I-8/West Willows Road)	Interchange Improvements	\$11	Higher
CC147	-	SR 79	SIS	\$14	Higher
AT095	-	I-8 Corridor – Willows Road to SR 79	On-Street	\$22	Medium
CC048	26	I-8 (I-8/East Willows Road)	Interchange Improvements	\$11	Medium
CC049	97	SR 94 (SR 94 to Melody Road/Daisy Drive)	Intersection Improvements	\$8	Medium
--	38	Lilac Road/Lilac Road extension from SR 76 to reservation boundary	Paving	\$8.50	Medium
--	71	Valley Center Road from Lake Wohlford to SR 76	Shoulder Widening	\$17.50	Lower
--	62b	Valley Center from Rock Hill Ranch Rd to Lake Wohlford Road	Shoulder Widening with lighting improvement	\$15.30	Lower
--	90	Steele Canyon Road from State Route 94 to Willow Glen Dr	Bike lane	\$10	Lower

Notes: *Does not include recent surge in costs reported by stakeholders.

Tactics for Selection

5

Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects

Pros:

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage

Cons:

- Additional administrative resource needs
- Delayed project implementation
- Community members won't see direct immediate benefit

Tactics for Selection

5

Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Scan Category
CC055	-	SR 76 (SR 76/Cole Grade Road)	Intersection Improvements	\$1	Higher
CC057	44	SR 76 (SR 76/Pauma Reservation Road)	Intersection Improvements	\$1	Higher
CC054	109	SR 76 (SR 76/Pala Mission Road)	Intersection Improvements	\$1	Higher
--	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$0.50	Higher
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	\$1	Medium
--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	\$1.50	Medium
CC060	84	SR 79 (SR 79/Schoolhouse Canyon Road)	Intersection Improvements	\$1	Medium
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	\$0.75	Medium
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77	Medium
--	69	Senge Oaks Road / SR-76	Roundabout; Traffic Calming	\$2.30	Lower
--	105	New bus stop at gaming facility on Jamul Indian Village	Transit facility	\$0.15	Lower
--	2a	Improve drainage at Interstate 8 (I-8) and roads on Campo Reservation	Drainage Improvements	\$3	Lower

Notes: *Does not include recent surge in costs reported by stakeholders.

Tactics for Selection

6

Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

Pros:

- Could get projects to be shovel ready and be more competitive for outside funding
- Bring more outside dollars to the region
- More regional coverage
- Less tribal administrative resource needs

Cons:

- Delayed project implementation
- Community members won't see direct immediate benefit

Tactics for Selection

6

Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Scan Category
CC047	25	I-8 (I-8/West Willows Road)	Interchange Improvements	\$11	Higher
CC048	26	I-8 (I-8/East Willows Road)	Interchange Improvements	\$11	Medium
CC060	84	SR 79 (SR 79/Schoolhouse Canyon Road)	Intersection Improvements	\$1	Medium
--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	\$0.77	Medium
--	14	Ashwood Rd from Maplevue Rd to Willow Rd	Widening/ Straightening	\$19	Lower

Notes: *Does not include recent surge in costs reported by stakeholders.

Refined Project List

Discussion

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Area	Recommendation	Recommended Funding
CC047	25	I-8 (I-8/West Willows Road)	Interchange Improvements	\$11	South	<i>Project Initiation Document</i>	
CC054	109	SR 76 (SR 76/Pala Mission Road)	Intersection Improvements	\$1	North	<i>Implement in Full</i>	
CC052	108	SR 76 (Rice Canyon Road to Pala Reservation)	Straightening	\$60	North	<i>Individual CMCP to break project into smaller feasible projects</i>	
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	\$0.75	South	<i>Implement in Full</i>	

Notes: *Does not include recent surge in costs reported by stakeholders.

Alternative Project List

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions) *	Area	Tactic 1	Tactic 2	Tactic 3	Tactic 4	Tactic 5	Tactic 6
CC055	46	SR 76 (SR 76/Cole Grade Road)	Intersection Improvements (Traffic Signal)	\$1	North		✓	✓		✓	
CC057	44	SR 76 (SR 76/Pauma Reservation Road)	Intersection Improvements (Turn Lane)	\$1	North		✓	✓		✓	
--	110	Pala Mission Rd/Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$0.50	North		✓	✓		✓	
					South						
					South						

Notes: *Does not include recent surge in costs reported by stakeholders.

Next Steps

- Bring forward refined EAP list to SCTCA Board
- Collaborate with SANDAG on identifying funding

Tribal Early Action Project Selection

SCTCA

December 21, 2021

Opportunity

- Identify a tribal project(s) for potential accelerated funding
- Test case for a reoccurring tribal-specific funding

Potential Project List Development

2021 Regional Plan Rural Corridors

- Projects lifted from 2018 ITTS Effort

N-S Tribal Corridor List

- Projects identified by Tribal Working Group in February 2020
- List of projects identified for North & South
- Taskforce utilizing list to identify potential funding sources

Safety Projects

- Query projects from ITTS database related to safety
- No cap on probable cost

Tribal Task Force

- Review & discussion with tribal task force members

Tactics for Selection

- 1** Tactic #1: Fund *full implementation* (environmental, final design, and construction) of a medium-sized project
- 2** Tactic #2: Fund *full implementation* (environmental, final design, and construction) of 2 small-sized projects (*e.g., One in north & One in south*)
- 3** Tactic #3: Fund *full implementation* of multiple small-sized safety projects

- 4** Tactic #4: Fund up to *environmental and final design* for 1 or 2 large-sized projects
- 5** Tactic #5: Fund up to *environmental and final design* for multiple small/medium-sized projects
- 6** Tactic #6: Add tribal project to an on-going project being led by a partner agency (County CIP, SHOPP Project)


Notes: Large-sized project over \$5 million dollars. Medium-sized project \$2-5 million dollars. Small-sized project less than \$2 million dollars.

Early Action Scan (Higher to Lower)

- Help refine project list further using a higher to lower scale after considering the following factors:
 - Potential Tribe Impact
 - Potential Environmental Issues
 - Potential Right-of-Way Concerns
 - Funding Resources Availability
 - Potential Outside Funding Sources
 - Previous Recommendation from Taskforce

Refined Project List

Discussion


 Task Force Recommendation

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions)*	Area	Status	Agency	Project Planning	Environment (PAED)	Design (PS&E)	Construction	Total
CC047	25	I-8 (I-8/West Willows Road)	Interchange Improvements	\$11	South	Proposal	Caltrans	\$0.8	\$1.7	\$1.7	\$13.2	\$17.3
CC054	109	SR 76 (SR 76/Pala Mission Road)	Intersection Improvements (Realignment)	\$1.25	North	Proposal	Caltrans	\$0.1	\$0.2	\$0.2	\$1.5	\$2.0
CC052	108	SR 76 (Rice Canyon Road to Pala Reservation)	Straightening	\$60	North	Proposal	Caltrans	\$4.2	\$9.0	\$9.0	\$72.0	\$94.2
--	5	Church Rd and SR 80	Intersection improvements (Traffic Signal/Lighting)	\$1.25	South	Proposal	Caltrans	\$0.1	\$0.2	\$0.2	\$1.5	\$2.0

Notes: *Does not include recent surge in costs reported by stakeholders.

Recommendation

Discussion

 Task Force Recommendation

RP ID	ITTS Code	Project Name	Project Description	Area	Status	Agency	Recommendation	Recommended Amount
CC047	25	I-8 (I-8/West Willows Road)	Interchange Improvements	South	Proposal	Caltrans	<i>Project Planning</i>	\$0.8
CC054	109	SR 76 (SR 76/Pala Mission Road)	Intersection Improvements (Realignment)	North	Preliminary Designs	Caltrans	<i>Implement in Full</i>	\$2.0
--	5	Church Rd and SR 80	Intersection improvements (Traffic Signal/Lighting)	South	Proposal	Caltrans	<i>Implement in Full</i>	\$2.0
CC052	108	SR 76 (Rice Canyon Road to Pala Reservation)	Straightening	North	Proposal	Caltrans	<i>Refine Location/Scope</i>	\$0.2
<i>Total Amount Recommended</i>								\$5.0

Alternative Project List

RP ID	ITTS Code	Project Name	Project Description	Opinion of Probable Cost (Millions) *	Area	Status	Agency
CC055	46	SR 76 (SR 76/Cole Grade Road)	Intersection Improvements (Traffic Signal)	\$1	North	Proposal	Caltrans
CC057	44	SR 76 (SR 76/Pauma Reservation Road)	Intersection Improvements (Add Turn Lane)	\$1	North	Preliminary Designs	Caltrans
CC147	-	SR 79	SIS	\$14	North	Proposal	Caltrans
--	110	Pala Mission Rd/ Pala Temecula Rd	Intersection Improvements (Traffic Signal, Signage, and Lighting)	\$1.25	North	Proposal	County
AT095	-	I-8 Corridor (Willows Road to SR 79)	On-Street	\$22	South	Proposal	Caltrans
CC048	26	I-8 (I-8/East Willows Road)	Interchange Improvements	\$11	South	Proposal	Caltrans
CC049	97	SR 94 (SR 94 to Melody Road/Daisy Drive)	Intersection Improvements	\$8	South	Preliminary Designs	Caltrans

Notes: *Does not include recent surge in costs reported by stakeholders.

Tribal Early Action Project Selection

Project ID	ITTS Code	Project Name	Project Description	Details	Notes	Opinion of Probable Cost (Millions)	Area	Source	Proposed Scan Category	Tactic 1: Full Implementation (Medium)	Tactic 2: Full Implementation (2 Small)	Tactic 3: Full Implementation (Multiple Small Safety)	Tactic 4: Environmental/Final Design (Large)	Tactic 5: Environmental/Final Design (Multiple Small-Medium)	Tactic 6: Agency Project Alignment
AT095	-	I-8 Corridor – Willows Road to SR 79	On-Street	None	None	\$22	South	Draft 2021 Regional Plan Rural Corridors	Medium				Y		
CC048	26	I-8 (I-8/East Willows Road)	Interchange Improvements			\$11	South	Draft 2021 Regional Plan Rural Corridors; ITTS N-S Tribal Corridor Sublist (February 2020)	Medium				Y		Y
CC049	97	SR 94 (SR 94 to Melody Road/Daisy Drive)	Intersection Improvements	Intersection Improvements	Realignment; Traffic Signal; Additional Lanes	\$8	South	Draft 2021 Regional Plan Rural Corridors	Medium				Y		

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