



Interagency Technical Working Group on Tribal Transportation Issues

Item: **5**

December 1, 2021

Action: **Discussion/Possible Action**

Tribal Transportation Early Action Project Selection

Introduction

Tribal mobility needs were an integral part of the development of the 2021 Regional Plan. To address historic inequities in the incorporation of tribal needs in the Regional Plan, SANDAG and the Southern California Tribal Chairmen’s Association (SCTCA) partnered on an innovative effort to develop a [Intra-regional Tribal Transportation Strategy](#) (ITTS) documenting the mobility needs of the region’s tribal nations and a strategy for addressing those needs, including partnering for pursuing funding opportunities to advance projects forward.

SANDAG has committed to identify up to \$5 million to advance one or more priority transportation projects identified by the tribal nations. The Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG) is asked to consider the approach and recommend possible projects from the ITTS that were highlighted through previous Tribal TWG efforts.

Discussion

Intra-regional Tribal Transportation Strategy

The ITTS 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 has served as a guide for addressing the transportation needs of tribal communities. All tribal nations in the region participated in the effort to define goals, identify projects of importance to their individual transportation system, and strategies for working together to pursue opportunities for funding. The project inventory is a searchable database cross-referenced with multiple variables including cost estimates, potential funding sources, and project readiness.

Implementation

Tribal Transportation Taskforce: A taskforce was formed to facilitate moving forward on the implementation of the ITTS including a tribe from the north and one from the south with public agency staff who impact tribal transportation. The Tribal TWG is ultimately the full forum for implementing the ITTS as it is made up of the tribes and public agencies who influence transportation.

2021 Regional Plan - SANDAG staff analyzed the projects identified in the Strategy to ensure that any project with regional significance would be considered in the network. Rural corridor projects include infrastructure and technology improvements for enhanced safety and evacuation. The proposed Rural Corridors of the 2021 Regional Plan incorporates key projects identified by the tribes consistent with the Vision in 5 Big Moves (Attachment 1).

Caltrans District 11 – Caltrans staff has analyzed the ITTS Project Inventory and assisted in both supporting grant applications for state funding, identifying synergies with SHOPP projects, and identifying programs that can support the implementation of smaller projects. Caltrans headquarters developed a tribal set aside for Highway Safety Improvement Program (HSIP) lowering the barriers to application and supporting tribal applications.

County of San Diego - Various projects in the ITTS Project Inventory are in the County Improvement Program (CIP) and the County is using its Transnet allocation to advance projects on County Improvement Program (5 year).

Bureau of Indian Affairs (BIA) - Supporting tribes in completing updates to Long Range Transportation Plans and including them in the 2021 Regional Plan.

Tribal Transportation Early Action

Building on that success, SANDAG developed a Memorandum of Understanding with the SCTCA for implementation of the Regional Plan, including funding to support the prioritization and initial planning of priority projects. The SCTCA has been conducting an update of the 2021 ITTS to capture additional projects and update the status of projects originally identified.

On November 4, 2021, the SCTCA and SANDAG leadership met to discuss how to advance priority projects identified by the tribal nations. With equity at the forefront, SANDAG has committed to identifying up to \$5 million for one or more projects identified by the tribal nations as their highest priority.

The Tribal Transportation Taskforce has developed a set of alternative options/tactics to facilitate the most effective identification of high priority projects (Attachment 2). SCTCA is considering several tactics for the expenditure of up to \$5 million to advance tribal transportation goals. The tactics listed in Attachment 2 highlights possible paths forward that range between full implementation of new infrastructure for small-sized projects to final design for large sized projects. The Taskforce has taken the prioritized projects identified previously through the Working Group in workshops for the northern and southern tribal corridors and matched them with the possible tactics (Attachment 3). The Tribal TWG is asked to review the project list and discuss both the tactical approach and highlighted projects in a facilitated session.

Next Steps

Based on the discussion at this special session of the Tribal TWG the resulting recommendation will be taken to the SCTCA Board for consideration and relayed to SANDAG for further action.

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- Attachment(s):
1. Draft 2021 Regional Plan – Rural Corridors with ITTS reference
 2. Tribal EAP Project Selection Tactical Approaches
 3. Tribal EAP Project Candidate List by Tactic

Draft 2021 Regional Plan Rural Corridors (with ITTS project IDs)							
Project ID	ITTS Code	Year Built	Category	Project Name	Tribe	Description	Cost (\$2020) Millions
AT092	-	2050	Active Transportation	I-8 Corridor – Lake Jennings Park Road to Dunbar Lane		On-Street	\$23
AT093	1	2050	Active Transportation	I-8 Corridor – Olde Highway 80 to Willows Road		On-Street	\$55
AT095	-	2050	Active Transportation	I-8 Corridor – Willows Road to SR 79		On-Street	\$22
CC047	25	2035	Complete Corridor: Rural	I-8 (I-8 to West Willows Road)	Viejas	Interchange Improvements	\$11
CC048	26	2050	Complete Corridor: Rural	I-8 (I-8 to East Willows Road)	Viejas	Interchange Improvements	\$11
CC052	108	2035	Complete Corridor: Rural	SR 76 (Rice Canyon Road to Pala Reservation)	Pala	Straightening	\$60
CC055	-	2035	Complete Corridor: Rural	SR 76 (SR 76 to Cole Grade Road)		Intersection Improvements	\$1
CC057	44	2035	Complete Corridor: Rural	SR 76 (SR 76 to Pauma Reservation Road)	Rincon	Intersection Improvements	\$1
CC058	48	2035	Complete Corridor: Rural	SR 76 (Pala Casino to Rice Canyon Road)	Rincon	Facility Improvements	\$1
CC051	68	2050	Complete Corridor: Rural	SR 76 (SR 79 to Valley Center Road)		Facility Improvements	\$693
CC053	107	2050	Complete Corridor: Rural	SR 76 (Harolds Road to Pauma Rancho)	La Jolla	Straightening	\$21
CC054	109	2050	Complete Corridor: Rural	SR 76 (SR 76 to Pala Mission Road)	Pala	Intersection Improvements	\$1
CC056	34b	2050	Complete Corridor: Rural	SR 76 (West Reservation Boundary to East Reservation Boundary)	Pala	Shoulder Widening	\$40
CC145	-	2025	Complete Corridor: ATDM/SIS	SR 76		SIS	\$55
CC144	-	2035	Complete Corridor: ATDM/SIS	SR 76		ATDM	\$159
CC060	84	2035	Complete Corridor: Rural	SR 79 (SR 79 to Schoolhouse Canyon Road)	Santa Ysabel	Intersection Improvements	\$1
CC059	-	2050	Complete Corridor: Rural	SR 79 (Deer Canyon Road to San Felipe Road)		Shoulder Widening	\$226
CC147	-	2025	Complete Corridor: ATDM/SIS	SR 79		SIS	\$14

CC146	-	2035 Complete Corridor: ATDM/SIS	SR 79		ATDM	\$40
CC049	97	2035 Complete Corridor: Rural	SR 94 (SR 94 to Melody Road/Daisy Drive)	Jamul	Intersection Improvements	\$8
CC062	101a	2050 Complete Corridor: Rural	SR 94 (Jamul Reservation to Tecate Road)	Jamul	Shoulder Widening/ Straightening	\$252
CC050	12ab	2035 Complete Corridor: Rural	SR 67 (Mapleview to Dye Road)	Barona	Shoulder Widening/ Straightening	\$206

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

21 RP Proj ID	ITTS Code	Project Name	Project Description	Corridor Benefit	Opinion of Probable Cost (Millions)	Source	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	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				Y	
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)				Y	
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)				Y	

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CC055	-	SR 76 (SR 76 to Cole Grade Road)	Intersection Improvements	SR 76	\$1	Draft 2021 Regional Plan Rural Corridors		Y	Y		Y
CC057	44	SR 76 (SR 76 to Pauma Reservation Road)	Intersection Improvements	SR 76	\$1	Draft 2021 Regional Plan Rural Corridors		Y	Y		Y
CC058	48	SR 76 (Pala Casino to Rice Canyon Road)	Facility Improvements	SR 76	\$1	Draft 2021 Regional Plan Rural Corridors		Y	Y		Y
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					
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)		Y	Y		Y
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					

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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		Y	Y		Y
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				Y	
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				Y	
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					
--	69	Senge Oaks Road / SR-76	Roundabout; Traffic Calming	SR 67	\$2.30	ITTS N-S Tribal Corridor Sublist (February 2020)	Y				Y

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--	36	SR-76 / Magee Rd / Pala Raceway	Add Turn Lanes	SR 67	\$1.50	ITTS N-S Tribal Corridor Sublist (February 2020)		Y	Y		Y
--	38	Lilac Road/Lilac Road extension from SR 76 to reservation boundary	Paving	SR 67	\$8.50	ITTS N-S Tribal Corridor Sublist (February 2020)				Y	
--	62b	Valley Center from Rock Hill Ranch Rd to Lake Wohlford Road	Shoulder Widening with lighting improvement	SR 76	\$15.30	ITTS N-S Tribal Corridor Sublist (February 2020)				Y	
--	90	Steele Canyon Road from State Route 94 to	Bike lane	SR 94	\$10	ITTS N-S Tribal Corridor Sublist (February 2020)				Y	
--	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)		Y	Y		Y
--	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)					Y

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--	15	Willow Road and Ashwood Road	Traffic signal/ Intersection improvements	I-8 West	\$0.77	ITTS N-S Tribal Corridor Sublist (February 2020)		Y	Y		Y
--	5	Church Rd and SR 80	Traffic signal/Lighting/ Intersection improvements	I-8 East	\$0.75	ITTS N-S Tribal Corridor Sublist (February 2020)		Y	Y	Y	Y
--	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) (June 2020)			Y		Y
--	53	Construct Trail along Canal Road, East of Water Tank to Paradise Mountain Road	Trail	SR 76	\$0.25	ITTS Safety Projects (June 2020)			Y		Y
--	64	Various intersections and roads on tribal lands for San Pasqual	Signal, Signage, and Lighting	SR 76	\$0.18	ITTS Safety Projects (June 2020)			Y		Y

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--	125	Camino San Ignacio from Camino Ortega to Sukat Rd	Signal, Signage, and Lighting	SR 79	\$0.75	ITTS Safety Projects (June 2020)			Y		Y
--	4	Add sidewalk from SR-80 to SR-94	Pedestrian Improvements	I-8 East	\$0.75	ITTS Safety Projects (June 2020)			Y		Y
--	98	Re-striping from SR-94/Jamacha Rd.	Roadway Reconfiguration	SR 94	\$0.60	ITTS Safety Projects (June 2020)			Y		Y
--		SR-78 PM 37.2-60.0	Pavement, Culvert rehab, ADA upgrade, Complete Streets (enhanced crosswalk visibility) earliest start construction mid-2026	SR 78	\$0.43	SHOPP 2022			Y		
--		SR-79 PM 11.2-44.7	Pavement, Culvert rehab, Complete Streets (enhanced crosswalk visibility) earliest start construction late-2025	SR 79	\$0.43	SHOPP 2022			Y		
--		I-8 PM R0.4-R39.0	Vehicle detection, worker safety, complete streets, Bridge Preservation, earliest start construction mid-2026	I-8	\$0.43	SHOPP 2022			Y		