La Jolla 2014 ATP Application

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ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

For Caltrans use only: ____TAP ____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name: La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) La Jolla Band of Luiseno Indians	2. PROJECT FUNDING ATP funds Requested $ 4,111,000.00 Matching Funds (If Applicable) $ Other Project funds $ 744,869.55 TOTAL PROJECT COST $ 4,855,869.55
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Adam Geisler, Tribal Secretary	
4. APPLICANT CONTACT (Address & zip code) 22000 Hwy 76, Pauma Valley, CA 92025	5. PROJECT COUNTY(IES): San Diego
6. CALTRANS DISTRICT #- Click Drop down menu below District 12	7. Application # 1 of – (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SANDAG San Diego Assiciation of Governments
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Rural (pop = or < 5,000)

Master Agreements (MAs):

11. ☐ Yes, the applicant has a FEDERAL MA with Caltrans. Tribal MA-See 13.
12. ☐ Yes, the applicant has a STATE MA with Caltrans. Tribal MA- See 13.

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☒ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☐ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☒

Project name: La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☐ Crossing Improvement ☒ Multi-use facility

    Other: sidelwalks and multi-use trail

23. ☒ Non-Infrastructure (Non SRTS)

24. ☒ Recreational Trails*- ☒ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
NA
27. SCHOOL DISTRICT NAME & ADDRESS:
NA

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
NA		
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name: La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD	Hwy76/La Jolla				
Project Title:	La Jolla Active Transportation Project 2014					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		350,000						350,000	We place the Non Infrastructure cost ($140,000) in the Con SUP (CT) line item. This amount doesn't incluce the Indirect cost at 18.97% ($546,341.48) and 5% (contingency on infrastructure porjects ($198,528.07)
PS&E		591,000						591,000	
R/W SUP (CT)		150,000						150,000	
CON SUP (CT)		139,000						139,000	
R/W									
CON			2,880,000					2,880,000	
TOTAL		1,230,000	2,880,000					4,110,000	

Fund No. 1:	Infrastructure								Program Code
Proposed Funding ($1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		350,000						350,000	State
PS&E		591,000						591,000	
R/W SUP (CT)		150,000						150,000	
CON SUP (CT)									
R/W									
CON			2,880,000					2,880,000	
TOTAL		1,091,000	2,880,000					3,971,000	

Fund No. 2:	Non Infrastructure								Program Code
Proposed Funding ($1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									We placed the non infrastructure cost ($140,000) in the Con SUP (CT) line item. This amount doesn't include the additional Indirect Cost at 18.97% ($546,341.48) and 5% contingency on infrastructure projects ($198,528.07)
R/W SUP (CT)									
CON SUP (CT)		139,000						139,000	
R/W									
CON									
TOTAL		139,000						139,000	

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name:	La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)		**Amount**
PE Phase (includes PA&ED and PS&E)	$	941,000
Right-of-Way Phase	$	150,000
Construction Phase-Infrastructure	$	2,880,000
Construction Phase-Non-infrastructure	$	139,000
Total for ALL Phases	**$**	4,110,000

All Non-ATP fund types on this project* (to the nearest $1000)		**Amount**
NA Disadvantaged Community	$	0
Indirect Cost @ 13.25%-See Box 2 "Other Funds"	$	546,000
5% Contingency for Constuction-See Box 2 "Other Funds"	$	199,000
	$	
	$	
	$	

*Must indicate which funds are matching

Total Project Cost	$	4,855,000
Project is Fully Funded	Yes	

ATP Work Specific Funding Breakdown (to the nearest $1000)		**Amount**
Request for funding a Plan	$	0
Request for Safe Routes to Schools Infrastructure work	$	0
Request for Safe Routes to Schools Non-Infrastructure work	$	0
Request for other Non-Infrastructure work (non-SRTS)	$	139,000
Request for Recreational Trails work	$	525,000

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P	08/01/2014	08/01/2015
PS&E	08/01/2014	08/01/2015
Right-of-Way	08/01/2014	08/01/2015
Construction	08/01/2015	08/01/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
08/01/2014	08/01/2015	Bike Rodeos
08/01/2014	08/01/2015	Ped Safe Assembly/Materials/Give Aways and Raffle Items with VCPU Scho
08/01/2014	08/01/2015	Ped Safe Assembly/Materials/Give Aways and Raffle with All Tribes Charter (
08/01/2014	08/01/2015	LawEnforcement/CHP and Tribal
08/01/2014	08/01/2015	Non Infrastructure Project Administration @ 15%

Project name: La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: LaVonne Peck
Name: LaVonne Peck
Title: Tribal Chair, La Jolla Tribal Council

Date: 5-16-14
Phone: (760)742-3771
e-mail: lavonne.peck@lajolla-nsn.gov

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Adam Geisler
Name: Adam Geisler
Title: Secretary, La Jolla Tribal Council

Date: 5/16/2014
Phone: (760)742-3771
e-mail: Adam.Geisler@lajolla-nsn.gov

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:
Name: Not Applicable (Non SRTS Program)
Title:

Date:
Phone:
e-mail:

Person to contact for questions:

Name:
Title:

Phone:
e-mail:

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: In Process w/ CalTrans
Name: Karen Jewel
Title: CalTrans Dist 11 Traffic Operations

Date: Tribe is in process with Dist 11/ Need additi
Phone: (619)688-6640
e-mail: Need additional Time for Approval letter

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
La Jolla Band of Luiseño Indians - Active Transportaton Project 2014

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- [x] Vicinity/Location Map- **REQUIRED for all IF Projects**
  - [x] North Arrow
  - [x] Label street names and highway route numbers
  - [x] Scale
- [x] Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - [x] Minimum of one labeled color photo of the existing project location
  - [x] Minimum photo size 3 x 5 inches
  - [ ] Optional video and/or time-lapse
- [ ] Preliminary Plans- **REQUIRED for Construction phase only**
  - [ ] Must include a north arrow
  - [ ] Label the scale of the drawing
  - [ ] Typical Cross sections where applicable with property or right-of-way lines
  - [ ] Label street names, highway route numbers and easements
- [ ] Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - [ ] Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - [ ] Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - [ ] Must identify all items that ATP will be funding
  - [ ] Contingency is limited to 10% of funds being requested
  - [ ] Evaluation required under the ATP guidelines is not a reimbursable item
- [ ] Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- [ ] Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- [x] Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- [ ] Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- [x] Documentation of the public participation process (required)
- [x] Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- [x] Additional documentation, letters of support, etc (optional)

II. PROJECT INFORMATION

1. **Project Location** La Jolla Reservation, Pauma Valley CA

   Project Coordinates Latitude 33°16'33.988"N/ Longitude 116°52'35.48"W

2. **Project Description**

The La Jolla Band of Luiseno Indians Active Transportation Project will create safety, transportation, and health-oriented channels with the Tribal Community partners in order to:

- Create a Reservation-wide multi-purpose trail;
- Install traffic signage to increase safety for non-motorized users on the Reservation and at closest local public school;
- Install sidewalks on arterial roads on the Reservation;
- Through community outreach and education, augment Tribal and wider public health and knowledge;
- Address the need for reduction in childhood obesity through increased exercise venues;
- Reduce Tribal community greenhouse gas emmissions;
- Create facilities and education that ensure the disadvantaged community is the goal of all program benefits.

3. **Project Status**

The La Jolla Active Transportation Project completed the planning/assessment phase in 2012. The Tribe completed the following tasks to prepare to transition to the implementation phase of recommendations found in the Active Transportation and Healthy Communities Assessments (see Attachment A):

1. La Jolla partnered with Healthy Works, the U.S. Health and Human Services, and SANDAG in order to complete a formal *Active Transportation Assessment (ATA)*

and Healthy Communities Assessment (HCA) in 2012. “Short and Long Term Solutions” were identified. This is included in the attachments.

2. In 2011, the Tribe received an opportunity to work with the California Department of Health Ped-Safe Department to initiate a walk-audit of the arterial roads and host a community training on pedestrian safety. The audit allowed La Jolla to identify areas of high pedestrian traffic, danger zones, and traffic risk areas on the Reservation.
3. The Tribe completed HHS training on how to conduct a pedestrian safety audit and education campaign. The Tribe launched a pedestrian education safety campaign in partnership with Federal Highways Administration (See Attachments E, H and I).
4. The Tribe conducted Tribal meetings to survey community members about their health and safety concerns, from 2011 to the present. Survey results can be found on age – in the Assessment. (See Attachment A – Healthy Communities).
5. The Tribe conducted surveys at several public events gathering data regarding safety, youth access to schools, bus stops, Tribal transportation needs, and to gauge the community’s desire for a walking trail system on the Reservation (See Attachment A – *HCA*).
6. The Tribe is collaborating with California Highway Patrol and CalTrans to identify the safety risks Highway 76 currently poses to pedestrians and school children (See Attachment D).
7. The Tribe is collaborating with the local Valley Center/Pauma Unified School District to identify student access and transportation issues, to best educate students about transportation safety in school-wide assemblies (See Attachment D).
8. The Tribe is collaborating with the local public charter school, All Tribes American Indian Charter School (Warner’s Springs School District). It serves many youth on the Reservation and because of its location on a Highway, shares many of the safety

concerns pertaining to the Reservation (See Attachment D).The Tribe installed speed lumps as identified as a long term solution in the Tribe's Active transportation Assessment - "*ATA*" (See Attachment A).

9. The Tribe collaborated with SANDAG on a Regional Transportation Plan (See Attachment E).
10. The Tribe collaborated with CalTrans District 11 Tribal Liaison.
11. The Tribe outreached to California Conservation Core to collaborate on the various applicable projects (See Attachment C).
12. The Tribe conducted a preliminary cost analysis for all activates identified in the Tribes "*ATA*", and identified long and short-term solutions as the preliminary plan (See Attachment A).
13. The Tribe has conducted Emissions Inventories since 2001; these includes traffic study and collision data (See Attachment F).

II. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

La Jolla is a non-gaming Tribe located on Palomar Mountain, a rural area in Pauma Valley, CA with a population less than 5,000. Currently, there are no sidewalks and no established walking/hiking/biking trails on the La Jolla Reservation. It has a rough, mountainous terrain that is home to cactus, boulders, trees and abundant wildlife. In regards to public transportation, there is one Highway - CA State Highway 76 - that runs through the Reservation. Hwy 76 bisects the Reservation, limiting opportunities for community cohesion and the kind of travel the community can use. Hwy 76 provides the only ingress and egress for all people on the Reservation, visitors, truck traffic, agriculture, intense desert traffic and those with recreations vehicles who visit the campground and motor park. There are little to no shoulders on SR76. The Reservation is 12 miles from the bottom of Palomar Mountain, 15 miles from the nearest

school, and 27 miles from the nearest grocery store. Daily, the 1200 residents drive or walk up and down the mountain for health care, groceries, and other errands decreasing air quality and increasing greenhouse emissions.

Public transportation does not exist on the Reservation. There are five public school bus stop “areas” on Highway 76 servicing two separate school districts. No identifying markings or signage for the bus stops exist. There are no shelters, signage, or speed reduction facilities. Public school buses pick up and drop off youth on the limited shoulder of Highway 76. Because the location is rural and the Reservation roads are single-lane and steep, school buses cannot drop students off closer to their homes. Every day, students in grades K-12 walk over 1.5 miles each way to get to the bus stops. Over the past 10 years, La Jolla’s students have witnessed their mothers, fathers, and family members become seriously injured, and in some instances die in pedestrian vs vehicle accidents on the Highway. Because there are no sidewalks or trails along the Highway or tribal arterials, children and adults walk and bike within limited and vanishing shoulders of the communities Highway and roadways. While creating the *ATA* and *HCA* a young mother of three was fatally struck by a truck, as a result of walking in a blind poorly marked area of the Highway.

As reported by U.S. Health and Human Services data, 74% of American Indians suffer from obesity and obesity-related conditions that include diabetes, heart disease, high cholesterol and blood pressure. Indian Health Services 2006 data suggests that American Indians die at a rate 189% higher than other population; this incident rate is attributed to factors that include poor access to healthy foods and lack of physical exercise. Many of La Jolla’s Tribal people suffer from edema, loss of mobility, and vitamin D deficiencies -- all as a result of limited physical exercise and outdoor exposure. When asked by the local Indian health Council about their use of outdoor exercise, many La Jolla citizens report they have no safe, clear, established space on the Reservation to be active.

In the past two years community members of all ages have repeatedly attended Tribal General Council meetings, Tribal public safety, and Native Health events in the area to express their intense desire for programs that will create spaces for them to walk, bike, and access essential areas providing goods and services. The Tribes Elders program, White Oaks, recently developed a request for walking trails to achieve their wellness goals on the Reservation, rather than having to drive to a facility with treadmills 15 miles away, which in turn impacts greenhouse gas emissions and air quality within the community.

In 2011 the Tribe conducted a “La Jolla Healthy Community Assessment Public Survey” as part of the Health Communities Assessment. Survey results identified “Pedestrian Safety” and “Access to Bus Stops” as two of the highest priorities for the community’s safety concerns. In addition, 80% of those surveyed felt that walking paths would greatly benefit the community. Census data reveals an overall Tribal poverty rate at 55%. 75% of the students receive free or reduced lunches at school. As a result, La Jolla feeds 40-60 students on a daily basis through the Generations after school program, funded by the state of California Food Nutrition At-Risk After School Feeding Program, which through the U.S. Census has designated the Tribe and region as an eligible “Free/Reduced Price Lunch” Region (See Attachment C). All Tribes Charter currently has a 95% rate of students receiving free lunch. Although the Tribe has a small EPA office and a Tribal transportation department of one full time employee, it does not have sufficient funding or the resources needed to realize a majority of the transportation, safety and community health initiatives alone. With over 1200 people who live on the Reservation, the traffic safety and transportation needs of the community are immediate and imperative.

This application requests funding in the form of both infrastructure and non-infrastructure assistance in order to 1) support La Jolla’s collection of relevant transportation, safety and health data to evidence the critical needs and measure the progress of the quality of life of the

people; 2) increase signage, formal bus stop structures, and transportation safety mechanisms on the Reservation and signage in front of All Tribes American Indian Charter School (the closest Native-serving K-12 school); 3) increase the number of individuals who walk and bike on the Reservation on a regular basis in an effort to confront the diabetes and obesity epidemic in the people, and to reduce local greenhouse gas emissions; and 4) educate the people and the communities served in the closest schools and districts - the All Tribes American Indian Charter School (in Warners Springs School District) and Valley Center/Pauma Unified School District – through education outreach, pedestrian safety trainings, youth bicycling workshops/rodeos, and traffic safety information sessions.

2. Consistency with Regional Transportation Plan

SANDAG's Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS), adopted in October 2011, states "planning for future patterns of density, how people get around, and how land is used is really driven by one goal: creating great places to live, work, and play." (SANDAG 2050 RTP 3-2) This project is consistent with and contributes to this goal because the La Jolla community will be able to: 1) walk, bike and travel more safely to their destinations; 2) derive the health benefits from a more walkable community; and 3) contribute to reducing greenhouse gas emissions along the Highway 76 corridor.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING,

A. Describe how the project encourages increased walking and bicycling, especially among students.

Infrastructure: La Jolla's ATP infrastructure activities encourage walking and biking with the development and maintenance of approximately 10 miles of multi-use trails and sidewalks to connect the Tribes largest housing regions to State Highway 76 where the majority of students catch the school bus. The addition of Tribal trails and bike paths will target the students and

families who are currently utilizing non-delineated pedestrian trails and sidewalks along narrow roads and Highways with no shoulder. Due to the dangerous conditions, families drive their youth more than twice a day, increasing greenhouse gas emissions and unsafe road and Highway traffic conditions.

This infrastructure portion of the project at La Jolla involves the PS&E and the CE to develop and establish safe transportation areas for pedestrians and travelers and includes the construction capital outlay for: bus stop shelters and bike stands, 31,000 ft of sidewalks, 35,000 ft of multi-purpose trail, 70,000 ft of fencing, trail signage and installation, and 12 pedestrian signs with radar. With proper signage, safe walking and biking routes, increased law enforcement presence, and families will decrease the amount of trips generated reducing greenhouse gas emissions that have a negative impact on air quality. The Tribe has been working with the California Conservation Corps and CALCC regarding the La Jolla Reservation Trail, a walking/riding/hiking trail that would extend from mile markers 37-42 along Hwy 76, connecting both sides of the Reservation where safe walking access is currently unavailable. Through the proposed La Jolla Trail, community connectivity will increase through a non-motorized alternative form of healthy transportation. In addition, the community will enjoy the mental and physical health benefits and safety features of a groomed, multi-use trail. This new trail will increase community connectivity to the Tribal Hall, the Generations after school education program, bus stops, Tribal Environmental Offices, La Jolla Recycling Center, Court Services and Community Outreach, federal commodities disbursement, local community gardens, out-door learning centers, community parks, baseball/basketball facilities, the Tribal Law Enforcement Offices, the La Jolla Indian Campground and La Jolla gas station (employment centers), and Tribal Administration Facilities.

Non-Infrastructure: The non-infrastructure components of the project include education and outreach that includes 2 bike rodeos to both Reservation citizens and school districts youth,

staff, and parents by increasing their knowledge of and exposure to bicycle and pedestrian safety. The Tribe has partnered with both Valley Center/Pauma Unified School District (VC/PUSD) and the All Tribes American Indian Public Charter School (Warner's Springs School District) and local law enforcement to conduct 8 total assemblies for the students and families living in the school districts. The assembly curriculum will include biking, pedestrian safety and the environmental and health benefits of such activities. In a disadvantaged community, incentives are highly successful when Tribal citizens and community members when they come to learn about changes and improvements on the Reservation. La Jolla will host community education events featuring giveaways, raffles, "Walking to the School Bus" trainings, and two bicycle rodeos. Also included is the overtime for a CHP and Tribal law enforcement official overtime on HWY 76 during the peak school traffic time on the Reservation. For reporting and overall projects coordination, a Project Administrator is included at 15% time.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of the project. Data collection methods should be described.

The community to be served under the both infrastructure and non-infrastructure projects include the 1,200 La Jolla Community members of the Reservation, the 4,100 students, staff and parents within the VC/Pauma Unified School District, the 120 students of the All Tribes American Indian Charter School (Warner Springs District), and the general public utilizing the La Jolla Indian Campground and Reservation. Based upon survey data in the *La Jolla Healthy Communities Assessment* conducted in 2012, 80% of those surveyed felt walking pathways would benefit the community, and if available, trails and sidewalks would be used. In addition, the community does not have access to non-motorized connectivity between the community/education areas, recreational areas, businesses, and government facilities. New trails and sidewalks would provide access to a healthier, walkable alternative transport mode.

Based upon La Jolla Tribal enrollment statistics, La Jolla learned that a large percentage of the population is of driving age between the ages of 18 and 60, resulting in motorized vehicles as the preferred form of transportation on the Reservation. Due to lack of safe non-motorized alternatives, community members make daily trips along the Highway and the Tribal Hall for events and programs, up and down the mountain for healthcare, school, employment and errands. The destinations the Tribal members travel to on a daily basis include the nearest town of Escondido (27 miles) for groceries and errands, the Indian Health Clinic (in Rincon, 12 miles away), and the local schools in the area (approx. 12, 17, and 21 miles away).

Upon funding, data collection will be conducted by the ATP Project Director who will administer surveys, create and maintain a transportation database, and work with Tribal Council, community members and project partners to collect data on safety, traffic incidents, traffic rates of change, types of travel used on the Reservation, rate of trail use and density, and review La Jolla emissions inventory updates. At the completion of the project, La Jolla anticipates a 75% increase in the number of community members who walk the trails as a healthy active form of transit, a 75% increase in youth and families who walk the trail to the bus areas. In addition, approximately 5,000 students and will be further educated on bicycle and pedestrian safety and the environmental benefits of these forms of transportation. Data will be uploaded to the National Center for Safe Routes to School, and will be retained at the Tribe for future use by the Project Director as mandated in the funding requirements.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

As identified in the Tribes *ATA* and *HCA*, the proposed comprehensive transportation safety project brings together trails, signage, community transit safety, and education. The projects interconnect La Jolla residential areas to the main Highway (a state designated scenic

Highway), interconnect students' homes to established safe and recognizable bus stop facilities, and provides bicycle racks that assist in safely connecting youth during their commute to school and across out Trail. With the addition of bus shelters and adequate signage, parents will no longer feel uncomfortable having students wait on wet or dark Highway roads for buses that cannot see children clearly. The La Jolla Tribal Trail, located on the side of Palomar Mountain and the Cleveland National Forest, is similar to a state park trail system as it will offer the scenic pleasures and health benefits to trail users in a rural, natural setting. The Tribe is located in an area with both cultural and geographic points of interest: mountains, valleys, trees, and the San Luis Rey River. The Trail and interconnecting sidewalks will also serve as a conduit between the Reservation and community/education areas, recreational areas, businesses, and government facilities. The signage in front of All Tribes Charter (2 radar signs) will help to increase the safety of pedestrians and motorists traveling to and near the school.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

As recommended in the 2014 *Transportation and Decision Making* online publication from the *DOT ATP Guidelines*, infrastructure projects must reflect the desires of communities, and take into account the impacts on both the natural and human environments (13). These aspects are central to Tribal value systems in general and to La Jolla's traditions in particular that are actively practiced. Over many generations the Tribe has made decisions together as a community to address critical needs and consider the impacts of meeting those needs in sustainable ways for both Tribal people and their land into the future. This project offers a set of new walking trails and sidewalks in a safe and minimally-invasive manner. Walk San Diego, a partner in the La Jolla *ATA*, reports that when new communities are exposed to the presence of new multi-purpose trails, the local population can greatly increase its percentage in physical

activity. This is a goal of the La Jolla Active Transport Project. The trails and sidewalks on the Reservation will offer the La Jolla community closure in the current bicycle and pedestrian safety gap, as youth and families will be able to travel across the Reservation on established trails and sidewalks. Through increased connectivity to key Reservation areas via non-motorized transportation, La Jolla will also be closing the gap in its goal to reduce emissions.

V. NARRATIVE QUESTIONS- continued

2. **POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES.**
   A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

As indicated in the La Jolla *ATA*, the community has identified its strategies for enhancing pedestrian safety and increasing physical activity. Through the long and short term solutions identified in the La Jolla *ATA*, La Jolla is confident that the number of Pedestrian and Bicycle fatalities and injuries will be greatly reduced with the implementation of the infrastructure and non-infrastructure projects contained in this application. During the creation of the *ATA*, community members and trained staff conducted a Walk Audit targeting specific Hazard and areas of high risk. As La Jolla does not have Highway signage or designated stop areas that protect the citizens and visitors, the community is at risk daily of injuries and fatalities. In the identified "Target Areas" (7 Sec III. of *ATA*) Poomacha Harold's Road, Church Road, Red Gate Road, were identified as areas posing high safety risks to pedestrians and bicyclists. The "Target Areas" exhibit the highest rate of accidents and near-collisions on the Reservation. The 5 public school bus stops are also located in these areas, and amplify the need for efforts to increase pedestrian and bicycle safety in each of these locations. As identified in the La Jolla *ATA* and *HCA*, the creation of the walking trails, sidewalks will offer opportunities for non-motorized vehicles and walkers to reduce pedestrian and bicycle injuries and fatalities.

B. Describe if/how the project will achieve any or all of the following:

1. The project *reduces speed or volume of motor vehicles and addresses inadequate traffic control devices* by introducing adequate signage and safety measures onto the Highway 76 in 5 specified areas, and in front of All Tribes Charter School.
2. The project *improves sight distance and visibility* by furnishing Highway drivers with well-lit solar radar and pedestrian signage.
3. The project *improves compliance with local traffic laws* by increasing the relationship between Tribal Law Enforcement and CA Highway Patrol in the Reservation area of Highway 76, and by supplying the funding to increase the amount of patrol hours dedicated to these identified areas on the Highway during peak traffic hours.
4. The project *addresses inadequate bicycle facilities, sidewalks, and trails* by adding bike stands (bus stop areas, trail heads), sidewalks (tribal arterial roads) in the community and trails along the Highway 76.

5. Describe the location's history of events and the sources(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Please refer to the Attachments section of this application, in the Active Transportation Assessment for the La Jolla Indian Reservation, pages 7-12 for narrative and images of the targeted high-risk of collision and fatality areas on the Reservation. In the support letter from CHP, Commander Mangan specifically notes "Over the past 5 years, …La Jolla has averaged over 481 traffic collisions per year…ranging from property damage to more serious collisions involving fatalities." The Assessment is the basis of the plan for short and long term goals in this project proposal. Each of the issues or concerns is identified in the assessment (including data on safety, barriers to active transportation, risk areas on the Reservation), as well as the suggestions for short and long-term solutions to the safety risks. The community survey is included in the "Healthy Community Assessment", on pages 10-12. In it, community member observations are shared outlining a desire for walking trails and traffic concerns. Please refer

to pages 13-17 of the "Healthy Community Assessment" in order to access information regarding the traffic safety, logistics, and areas of traffic concern on the Reservation, including the targeted geographic areas and Highway 76. As Commander Mangan further emphasizes, "The remoteness of the area limits the department's resources in providing adequate coverage at critical times, including when the school buses pick up or drop off students." The Walk Audit findings are included in the Active Transportation Assessment.

IV. NARRATIVE QUESTIONS- continued

3. **PUBLIC PARTICIPATION and PLANNING**
   A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The impetus of this application is the overall safety and wellness of La Jolla and the surrounding community. In addition to finding ways to address La Jolla's health disparities, the transportation safety of the community has been at the forefront of La Jolla's initiatives over the past 5 years. La Jolla Tribal Council conducted meetings from 2011-2014 resulting in a community desire to update and reform the public safety measures on the Reservation. In April 2014 La Jolla approved the "*La Jolla Peace and Security Ordinance"*, in which criminal and civil codes have been created to address transportation safety needs. As child safety was identified as a key concern through community meetings, surveys and outreach, La Jolla subsequently engaged in 2011-14 ATP project planning measures (included in attachments). La Jolla completed the partnership with the SANDAG Healthy Communities Grant, resulting in the creation of the *ATA* and *HCA*, community training and completion of the Ped-Safe Walk Audit, the community created their own community wide media campaign in partnership with Federal Highways and California Department of Public Health to address pedestrian safety in the assessment-identified "Target Areas." La Jolla has also regularly engaged with local CalTrans District 11 office and their Trial Liaison regarding pedestrian safety along the

Highway speed reduction through residential areas, and regarding ongoing Highway improvements and maintenance.

Although La Jolla receives a limited amount of Bureau of Indian Affairs funding for the Reservation roads, we continue to advocate for increased funding from multiple sources because the current community infrastructure lacks additional resources needed to address safety concerns. This project enhances the relationship between CA Highway Patrol and the Reservation. CHP maintains jurisdiction over Highway 76, and the Tribe has jurisdiction over the arterial roads throughout the Reservation. For traffic and safety-related questions and incidents, both CHP and the Tribal Law Enforcement are contacted, and work together on a regular basis. This project will bring law enforcement efforts together to determine the best ways to enforce “smart mobility” on the Reservation and in the school districts. Through strong partnership between La Jolla and the Valley Center/Pauma Unified school districts, La Jolla has been able to identify the safety and educational needs of the students and drivers and will address those needs through proposed transportation safety assembly activities with 8 schools.

CalTrans’ *Smart Mobility 2010: A Call to Action* identifies 7 principles for smart community mobility. Through developing the La Jolla *ATA* and *HCA*, the community discussed and identified strategies to encourage the Smart Mobility principles of location efficiency, reliable mobility, community health and safety, environmental stewardship, social equity and the support of local economy. La Jolla is creating more reliable mobility by increasing pedestrian access and interconnection on the Reservation, and facilitating the development of design and speed suitability by placing safety signage in the previously identified high-risk areas. By offering bike rodeos and increasing pedestrian opportunities, in addition to conducting outreach and education initiatives at schools locally, La Jolla is expanding the knowledge of transportation issues to the current and next generation of transit users. La Jolla believes

strongly in an efficient use of system resources, provided by the FHWA, CCC, CalTrans, HHS, SANDAG, Walk San Diego, CHP, La Jolla Roads Department, and the La Jolla Environmental Office. Each has supported the planning, education, and support needed for La Jolla to develop and sustain an environmental and safety stewardship initiative that also serves the health and safety needs of youth and community members.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

To begin addressing chronic health disparities through changes to the physical environment, La Jolla received funding in 2011 from the San Diego Association of Governments Healthy Works Program. The project was designed to assess opportunities to increase physical activity and active transportation among resident families by providing safe pedestrian/bike paths within La Jolla residential areas. The project included workshops and Walk Audits with residents, as well as the development of recommendations for walkways, parks and economic/physical improvements in key areas of the Reservation. The Walk Audit attracted a significant number of Tribal members who wanted to participate in the walks: 20 Tribal members assisted the audit by walking specific areas of the Reservation to help collect information. The audit revealed a greater need for school bus safety, improvement in road shoulders of narrow Tribal roads, signage to encourage safer behavior of motorists, and the provision of safe places to cross busy roads on the Reservation. A series of Tribal and General Council meetings were held from 2011-2014 in order to review and discuss the findings of the assessment and audit. It was determined by Tribal Citizens that it was in the Tribe's best interest to pursue 2014 ATP funding in order to begin addressing many of the recommendations found in the La Jolla *ATA*, *HCA*, emissions updates included in attachments), surveys, reports and meetings. A Spring 2014 discussion with Commander Mangan of Oceanside CHP resulted in the statement that "funding would greatly enhance the enforcement efforts, not otherwise available."

C. Is the project cost over $1 Million? Y

The total cost of the project is $4,855,869.55

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, other publicly approved plan that incorporated elements of an active transportation plan? We are a part of SANDAG's Regional Transportation Plan.

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The Tribe reviewed the *ATA, HCA*, and emissions data and saw the need for a comprehensive approach to traffic safety and environmental stewardship in the community. In 2011 the Tribe explored three strategies for enhancing the availability and safety of walking trails and biking transportation on the Reservation. The first was to create a network of pedestrian paths that connect each of the La Jolla housing communities. The least expensive, it did not address the safety needs at the highway. The second alternative was to make travel more feasible by relocating the walkways pedestrians already use informally along the side of the Highway, and bring sidewalks into the Reservation a little farther away from the busy road. This created more environmental impact that was desired. The third strategy we considered was to create sidewalks off of the shoulders of the arterial roads that pedestrians are currently walking along. This did not address cross-Reservation transportation. In Spring 2014 La Jolla took the most comprehensive approach to the planning by creating sidewalks along each of the main Reservations arterial roads: Church Road, Red Gate Road, Harold's Road and Poomacha Road -- the most frequently-used roads for accessing the Highway and 5 bus areas. These roads currently lack clear shoulders or pedestrian safety features. La Jolla created plans for a walking trail in the vicinity of the Highway that would connect community members to the critical facilities of the Reservation, as a limit to environmental impact. After

contacting the CCC, the Tribe is excited to report that CALCC has expressed strong interest in partnering with La Jolla on the development of this multi-purpose trail.

The costs identified in the development of the project were the basic yet comprehensive costs to develop the trails, signage, and sidewalks badly needed on the Reservation. The project concerns also touch upon the environmental impacts of our current transportation, and funding is needed for installing the infrastructure to afford the community a reduction in single occupancy trips generated due to “chauffeuring burdens,” energy loss, and the current greenhouse gas emissions that are created from such short distance trips. La Jolla considered the benefits of open space on the Reservation, in addition to decreasing transportation costs for families. This 2014 project offers La Jolla the opportunity to create a health initiative for our community as we work with regional partners to reduce greenhouse gas emissions and create a more livable community. This 2014 project offers us the opportunity to create a health initiative for the community as we work to reduce emissions and create a more livable community. The 2009 *Evaluating Active Transport Benefits and Costs* from the Victoria Transport Policy Institute describes the personal impacts (benefits and costs) of policies and projects that improve active transportation conditions and increase active mode use. It describes the impacts (described as benefits and costs) of “policies and projects that improve active transport conditions and increase active mode use,” suggesting one of the most important advantages La Jolla has identified: improved public fitness and health which leads to increased community cohesion.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and

Safety Signage, sidewalks, increased non-motorized mobility, trails where there never has been any/ Total Cost: $4,855,869.55

Improved disadvantaged community wellness, local school transportation safety and public safety education/ Requested Amount: $4,855,869.55

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The American Heart Association research has shown that the benefits of walking and moderate physical activity for at least 30 minutes a day can help communities reduce the risk of coronary heart disease, improve blood pressure and blood sugar levels, improve blood lipid profiles, maintain body weight and lower the risk of obesity, and reduce the risk of non-insulin dependent (Type 2) diabetes. The La Jolla Active Transportation Project will improve public health by exposing all of the Tribal membership to an increase in hiking/walking trails, by offering them an opportunity to acquire a bicycle, and by creating strategic pathways which offer them alternative transportation avenues to motor use. Physically, economically, and socially disadvantaged people often rely on walking and cycling, therefore improving active transport can help achieve social equity and economic opportunity objectives (Litmann, *Evaluating Active Transport*, 3). As identified by the American Medical Association, 74% of Reservation-based American Indians are obese in the United States, and a significant percentage of American Indians additionally experience high blood pressure diabetes, and other obesity-related complications. The Association also stresses repeatedly, however, that many obesity-related conditions are treatable, if not reversible, with an increase in exercise. The Assessment reveals that walking trails and sidewalks are among the most desirable benefits for the community. Survey responses from the White Oaks Elders Group report La Jolla has a large group of Elders who are ready for exercise opportunities outside their doors. The youngest community members, youth 0-17, will benefit from the program as this effort is geared to counteract the effects of youth inactivity and poor diets, also prevalent in the community. Through the bike rodeos, educational outreach in schools, and through the development of walking trails accessible from residential areas, rural Reservation youth will

have an important opportunity to access the outside and exercise in a way they never have before.

IV. NARRATIVE QUESTIONS- continued

6. **BENEFIT TO DISADVANTAGED COMMUNITIES**

A. **I. Is the project located in a disadvantaged community? Y**

II. Does the project significantly benefit a disadvantaged community? Y

- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 72 % Pauma School (serves much of the middle school-ers); 95% All Tribes. La Jolla also runs a 100% funded CA at Risk Nutrition Program for all its youth, after school.

a. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? We are a non-gaming rural Tribe, with a 98% percentage of community members who qualified for HUD homes last year.

B. **Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community,**

A Tribal community with over 200 homes and approximately 1200 people, La Jolla is a rural, non-gaming federally recognized nation. 80% of the project funding will primarily benefit the disadvantaged citizens of the community. Family incomes are very low, and many of the citizens are seasonally employed by the Tribal Campground, the only source of non-grant funding. Approximately 75% of the students receive reduced or free school lunch, and the Education department is active in Title VII programming in the school district. This project is a clear benefit to the Tribal community in that there are currently no safety features available to the youth who board the bus daily, individuals who enter or pass through the Reservation on a daily basis, and there are no protection measures or formal trails that community members can use to walk from one area of the Reservation to another. There are no safety measures that have been taken to protect pedestrians on Highway 76, which is the only way to leave or enter the Reservation, the campground, or to pass through the community.

The schools affected by this project benefit from the educational outreach that is offered through outreach and assemblies developed in this project, in addition to the signage outside All Tribes Charter – the closest school to the Tribe. In an April discussion with the VC/PUSD Superintendent and the principal of All Tribes, it was agreed that traffic safety awareness education was paramount for all of the students. With the community education pieces, bicycle rodeo and walking trails, community members will have a greater opportunity to take control of their health and safety.

NARRATIVE QUESTIONS- continued

7. **USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS**
   A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. y
      a. Name, e-mail, and phone #: Virginia Clarke: Virginia.clark@ccc.ca.gov; 619-409-4382
         Project materials sent: 04/29/14, accepted proposal 5-12-14, included in attachments.

   B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y
      a. Contacted Steve Kirsch @ CCC 04/23/14 #619-250-5799 – He told LJ to send application materials to V. Clark for review. Urban Corps, Leah Healy has now expressed interest (5/14/14): Attachment C.
      b. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y
      c.

   I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on: See email documentation, Attachment C for ***La Jolla Tribal Trail.***

IV. NARRATIVE QUESTIONS- continued

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS**

   This is not applicable under the application.

LaVonne Peck
Tribal Chair

Fred Nelson Jr.
Vice Chairperson

Adam Geisler
Secretary

Cody Schlater
Treasurer

Jack Musick Sr.
Council Member

LA JOLLA BAND OF LUISEÑO INDIANS

22000 Hwy 76 * Pauma Valley, CA. 92061

(760) 742-3771 * Fax (760) 742-1704

May 19, 2014

RE: Tribal Council Resolution TC 2014-05 Authorization to apply to the Active Transportation Program on behalf of the La Jolla Band of Luiseno Indians.

Whereas, the La Jolla Band of Luiseno Indians is a sovereign federally recognized Tribe established in 1875 by the United States Government, and governs itself according to our Constitution and by-laws, and

Whereas, the La Jolla Band of Luiseno Indians is acknowledging and approving to submit an application under the 2014 Active Transportation Program; and

Whereas, the La Jolla Band of Luiseno Indians has reviewed the data and findings from the 2012 La Jolla Active Transportation Assessment and 2012 Healthy Communities Assessment; and

Whereas, the La Jolla Band of Luiseno Indians is committed to creating a safe environment for pedestrians within the community through increased safety features and adequate signage and bus facilities for youth, and to reduce Reservation emissions levels, and to improve the health and wellbeing of its community members and visitors; and

Whereas, the La Jolla Band of Luiseno Indians will work closely with the Valley Center Pauma Unified School District and All Tribes American Indian Charter School to ensure our youth and families have safety transportation education at the highest level; and

Whereas, the La Jolla Band of Luiseno Indians Tribal Council acknowledges and agrees that the
Tribal chairperson has the authority to sign the application letter.

Now Therefore Be It Resolved That, the La Jolla Band of Luiseno Indians Tribal Council approves the submission of this proposal for the **2014 Active Transportation Program.**

2012

Active Transportation Assessment for the La Jolla Band of Luiseño Indians

A "Healthy Works" Project prepared by WalkSanDiego for the La Jolla Band of Luiseño Indians

I. INTRODUCTION

To begin addressing chronic health disparities through changes to the physical environment, the La Jolla Band of Luiseño Indians received funding in 2011 from the San Diego Association of Governments' (SANDAG) Healthy Works program. Healthy Works was launched in cooperation with the County of San Diego Health and Human Services Agency, through the federal Centers for Disease Control and Prevention's "Community Putting Prevention to Work". The grant project is designed to assess opportunities to increase physical activity and active transportation among resident families by providing safe pedestrian/bike paths within tribal residential areas.

Purpose of this Report

An initial phase of this project included workshops and walk audits with residents, as well as initial recommendations regarding potential Outdoor Learning Environment (playground) sites, an existing, under-construction Ballfield/basketball court/garden and affiliated uses in the Poomacha neighborhood, roadway constraints, relative traffic volumes, and other considerations. This report builds on that work to provide preliminary recommendations for (a) providing feasible and economic physical improvements in key areas, and (b) relevant policy language for possible adoption.

Pathway Assessment and Recommendations

Tribal stakeholders identified four primary targets for walking/biking safety assessment/improvement, including bus stop access, as follows:

1. Poomacha residential area, including access to Tribal Hall/Gas Station
2. Harold's Road residential area
3. Church Road residential area, including access to Tribal Hall/Gas Station
4. Red Gate residential area

Following General Recommendations, specific recommendations address challenges in each of the four areas. In addition, accompanying maps show *initial* suggestions for locations of traffic calming treatments and walking path enhancements. Exact locations and design details are beyond the scope of this report, but using the approaches suggested below, could be carried out by tribal members in close consultation with residents.

Funding Sources

Appendix A of this report lists multiple funding sources available for active transportation projects at the federal, state and local levels.

Policy Recommendations

In addition to specific facility recommendations, the report lists possible policies the tribe could adopt to incorporate active transportation as future infrastructure and health programs are considered.

Walk Audit Results

In a previous phase of this project, nine tribal members participated in a "Walk Audit" – a facilitated, on-the-ground assessment of walking conditions. In general, participants concluded the reservation is not currently very safe for pedestrians. However, participants emphasized their interest in creating strong partnerships to help create safer conditions.
Following the walk audit, the group prioritized pedestrian safety improvements for the reservation, based on the perceived level of threat and the feasibility of implementing changes. The top areas were as follows:

- School bus stop safety – travel to the stops, and safety of waiting areas.
- Improving road shoulders of the narrow tribal roads, to incorporate walkways
- Providing signage to encourage safer behavior by motorists
- Improving visibility of pedestrians by controlling brush that blocks views
- Providing more substantial curbs
- Providing safe places to cross busy roads

A primary objective identified by participants was providing more safety for children, who could benefit from both reduced risk of injury and increased opportunities for outdoor physical activity. Accordingly, a top concern of parents is providing greater safety along roads within each residential area, as well as from the residential areas to school bus stops located on SR76, the major artery to and through the community. With safer conditions, participants expressed an interest in conducting walk-to-school campaigns and pedestrian safety education for children.

Barriers to Active Transportation

Tribal stakeholders have identified several barriers to walking and bicycling ("active transportation"), all of which are addressed in more detail in the Recommendations Chapter. The primary barriers and potential solutions are as indicated in the following table.

Barriers to Active Transportation on the La Jolla Reservation

Barriers to Active Transportation	Potential Solutions
Speeding traffic, inattentive driving	Traffic calming treatments, signage, education campaigns
Narrow roads with no side paths	Provision of safer roads, side paths, and separate trails as needed
Lack of safe crossings of SR76	Work with Caltrans to provide safer crossings

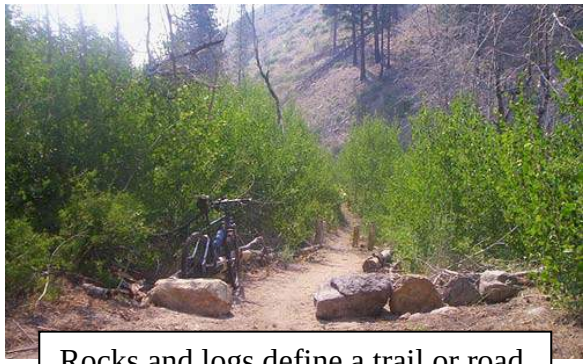
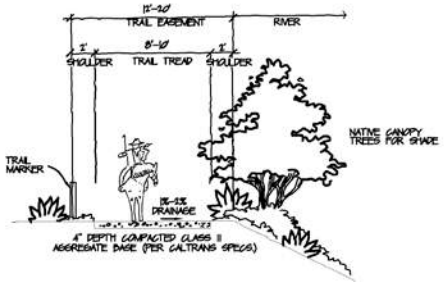
Traffic and weather exposure at bus stops	Bus stop shelters
Lack of curbs protecting side paths	“Natural” barriers such as large logs and rocks alongside key roads
Lack of recreation opportunities near homes	Development of playgrounds near housing clusters
Low bicycle ownership rates among residents	Donations or grants for bicycles and helmets
Perception of threat from loose dogs	Dog leash policies, enforcement
Need for promotion of routine active transportation	Physical activity education and promotion

II. General Recommendations for Increasing Physical Activity

Consistent with grant objectives, WalkSanDiego considered various ways to couple physical environmental changes with programmatic initiatives to increase physical activity among tribal members. While not an exhaustive list, the following table is meant to stimulate ideas by tribal stakeholders to offer programs and induce behavioral change toward a more active community.

General Recommendations

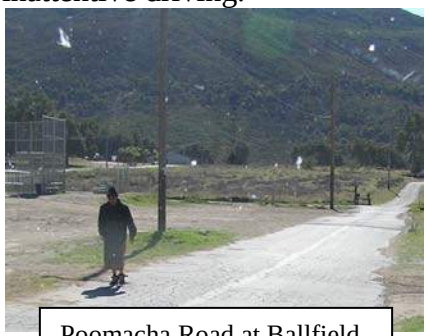
Issue	Short-Term Solutions	Long-Term Solutions
Need for a cultural shift to prioritize physical activity.	Prioritizing physical activity is difficult with any population. Starting with children is a long-term strategy that also helps engage their parents, and ultimately the rest of the tribal members.	Communicate the health and economic benefits of physical activity through education events, fun activities such as dances and traditional games.[i] Reinforce safety with road signage and other physical changes in each residential area.
Unsafe vehicle speeds	- Undertake a speed education campaign aimed at all tribal members. California Highway Patrol provides excellent presentations at no cost. - Couple education campaigns with installation of warning signs on approaches to a small number of key areas.	Install traffic calming devices in key areas (See Poomacha recommendations)
Few opportunities for physical activity Lack of safe bus access = vehicle conflicts	- Prioritize **walking to *marked* bus stops** by improving safety and convenience of walking routes and encouraging their regular use. - Restore the **basketball court** in the Church Road area. (Provide basketballs if necessary.) - Start a weekend or afternoon **Hiking Club** for children and their parents. Emphasize "training" for hikes through routine walking and other fitness activities. - Establish a **Walking Program**, such as setting a tribal goal of 100,000 miles walked; support with paper or online trip tracking,[ii] give-away pedometers and prizes for most	- Map where students live and consider establishing new bus stops at locations that are more safe/convenient to pedestrians. - Seek grants from Kaboom.org, etc. to fund development of playgrounds in each residential area. - Focus on walking to safe bus stops by improving walking safety per residential area recommendations, improving trail and roadside path links to bus stops, and providing benches and/or shelters at each bus stop waiting area to make them visible to motorists and create a sense of the bus stop as

	miles walked in a year. - Seek **donated mountain bicycles** and bicycle helmets from Wal-Mart or other vendor, and distribute to children who attend a **"Bicycle Rodeo"** safety training. Contact San Diego County Bicycle Coalition or County Sheriff for volunteer trainers.	a normal pedestrian destination. Rural bus shelter
Safe walking/biking facilities	In rural areas, roadway shoulders usually serve walking/biking. This should generally be the case for the various tribal residential areas. However, where speeds are a factor, simple traffic calming devices (Road Lumps and/or protective barriers) may be sufficient to slow traffic and make walking/biking safe. Simple surface treatments can reduce winter mud. *Lowest-cost solutions should be pursued first, evaluated, and others added as needed until pedestrians/bicyclists feel safe and well-accommodated.*  Rocks and logs define a trail or road	Separate paths should be considered where vehicles remain a hazard. Given the rural context and lower costs, trails are appropriate and feasible facilities. Where roads provide direct access, trails can be built alongside the road. Where roads are winding and indirect, separate trails that provide a more direct route should be considered. The image below depicts the County of San Diego's typical trail section[iii] (which is probably wider than necessary for tribal purposes).  SECTION A-A TYPICAL MULTI-USE TRAIL (COUNTY TYPE A – URBAN/ SUBURBAN TRAIL) NOT TO SCALE
Loose dogs	Establish and enforce tribal policies for keeping dogs penned or leashed.	Reinforce through ongoing tribal communications, emphasizing the impediment loose dogs pose, especially to children seeking physical activity.

III. Active Transportation Assessment in Target Areas

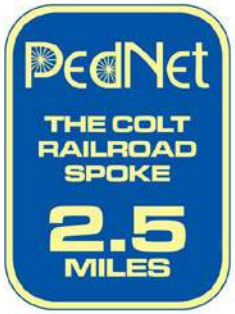
This section summarizes the findings in each target area, and provides recommended short-term and long-term solutions. Short-term solutions are lower cost and should be tried first. Long-term solutions require more funding and detailed design by qualified transportation professionals.

1a. Poomacha Area

Issue	Short-Term Solutions	Long-Term Solutions
Straight, flat road encourages unsafe vehicle speeds, inattentive driving.  Poomacha Road at Ballfield	Install speed-limit signs, and carry out speed enforcement. The effectiveness of "Children at Play" signs is unstudied. However, warning signs to slow down when approaching the Ballfield or area of dense housing is recommended, with a *speed limit specified*. Unique, eye-catching signs, such as the one seen here, or different tribal-themed designs may be more effective, and can be rotated between neighbor-hoods every 2 years to retain their novelty. However, *no signage is likely to be effective unless coupled with education campaigns* targeted at all residents.	Install Speed Lumps, also called Speed Pillows or Speed Cushions, which include wheel cut-outs matching the larger wheelbase of fire trucks. Speed Lumps slow most vehicles except fire trucks To discourage drivers from using the adjacent fields to avoid the Speed Lumps, it may be necessary to strategically place heavy logs and rocks alongside the road or extending into the field.

No designated walking or biking paths	If the short-term solutions are effective in reducing vehicle speeds, the existing streets could be used safely by pedestrians and bicyclists.	Side paths may be installed on one or both sides of roads, where the topography and available right-of-way allow. Three possible forms of side path are recommended for consideration: 1. Widen the asphalt pavement and provide a side path on the pavement, separated by a white guide stripe. 2. Install a trail-like side path using gravel, decomposed granite, or similar material, with or without an asphalt curb or lined with protective rocks or logs. This alternative requires more ongoing maintenance than asphalt. 3. Where space allows, construct a non-contiguous trail parallel to the roadway or in a separate alignment. 4. On walkable dirt roads, apply gravel as needed to reduce mud. *Note: Road widening tends to increase speeds. Therefore, physical separation of any side path is recommended if widening occurs.* Providing dedicated side paths should first be considered for the areas of greatest conflict, such as the road segments approaching and surrounding the Ballfield complex. Local residents should be closely consulted on the exact locations.
Bus-stop access via existing roadway is overly long and unsafe.	Clear and improve the existing hillside trail system and promote as school bus stop access. (Routinely walking up and down hills is one of the most fitness-promoting activities available.) May require filling depressions with gravel, or building water diversion channels to prevent muddy conditions or trail erosion caused by rain. Encourage trail use through promotional activities and native-themed signs at both ends of the trail. If desired, native plant species can also be pointed out using small signs.	Because the hilly portion of Poomacha Road from SR76 southward has very limited usable right-of-way, and because the trail alternative is shorter and more convenient, the long-term recommendation is only to consider a higher level of trail development, such as the County of San Diego trail standard,[iv] maximizing water runoff, etc. Trail to Poomacha bus stop

1b. Poomacha to Tribal Hall

Issue	Short-Term Solutions	Long-Term Solutions
Local road between Poomacha and Tribal Hall could be a convenient route for residents, particularly students to access the Tribal Hall, Education Center, and Gas Station. The road is currently blocked to vehicle use by a landowner.	Designate the roadway at least temporarily as a walking and bicycling corridor. Apply gravel as necessary to reduce mud in winter.	Depending on the wishes of Tribal members, improve the roadway for safe vehicle, pedestrian, and bicycle access per the Poomacha Area recommendations, or permanently designate the road as a pedestrian/bike corridor and emergency fire access road. For the latter option, the road could be developed as a primitive trail, and encouraged for recreational use via mile-markers, signage and education. An example of a promotional sign, from Columbia, Missouri, is shown here. 
Education Center staff is reluctant to allow children to walk home, including those from Poomacha who could use this route.	Adopt a Tribal policy encouraging families to allow children to walk or bike as much as possible, if safe conditions exist. If necessary and appropriate, ask parents to sign a hold-harmless waiver, releasing staff from liability for allowing children to walk home from the Education Center.	Work with parents to determine what safety improvements would make them comfortable enough to allow their children to walk home from the Education Center. Prioritize those improvements.

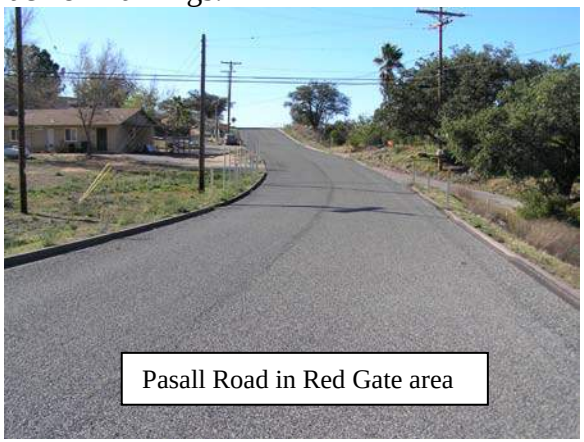
2. Harolds Road Residential Area

Issue	Short-Term Solutions	Long-Term Solutions
Unsafe vehicle speeds Harolds Road with dirt walking area	Signage (see Poomacha Recommendations)	Traffic calming devices (see Poomacha recommendations)
School bus stop access	Place rocks and/or large-diameter logs alongside the road to prevent vehicles from veering into the pedestrian path. 	Construct permanent roadside path (see Poomacha recommendations for options) and encourage children to use it. Improve any off-street short-cuts students are already using.

3. Church Road Residential Area

Issue	Short-Term Solutions	Long-Term Solutions
Unsafe vehicle speeds and lack of separate pedestrian/bike facilities	Place roadside rocks or logs at strategic locations to increase perception of a narrow roadway.	Traffic calming Speed Lumps (see Poomacha recommendations) Provide roadside trails in areas of greatest conflict, where visibility is obscured, or where road width is particularly narrow.
School bus stop access Church Road near bus stop	Improve any off-street short-cuts (trails) students are already using, including a stairway in the steep section near the bus stop. Paint side guide stripes on improved roads to create a space for walking/biking and to discouraging speeding.	Provide roadside path (see Poomacha recommendations for options) and encourage children to use it.
Church Road to Tribal Hall/Gas Station access requires crossing SR76; traffic is too fast for safe pedestrian crossings.	Warning signage on approaches from east and west, and at Tribal Hall and Gas Station crossing locations.	A pedestrian-activated HAWK signal or standard 3-way signal may be warranted per Caltrans warrant process. HAWK Signal

4. Red Gate Residential Area

Issue	Short-Term Solutions	Long-Term Solutions
Unsafe vehicle speeds, encouraged by wider, smoother roadway and longer sight-lines, and lack of markings.  Pasall Road in Red Gate area	- Repaint white side guide stripes, leaving a center width of no more than 16 feet. This will provide a perception of a narrow road and leave room for walking and bicycling. - DO NOT repaint center yellow stripe. This creates ambiguity for drivers, causing them to slow down. - Speed limit signs, if coupled with education and enforcement (signs alone accomplish very little). Rural road with guide stripes and no center line	If roadway markings, and/or signs and education fail to deter speeding, Speed Lumps (see Poomacha recommendations) are recommended near clusters of homes or on approaches to the proposed playground location, if developed.
No designated walking or biking paths	See Poomacha recommendations	See Poomacha recommendations
School bus stop access 	The current Red Gate bus stop is inconvenient and unsafe for walking. Consider moving the bus stop (or adding a bus stop) at the eastern (unpaved) intersection of Red Gate Road and SR76, and make safety improvements as needed to accommodate walking to this stop.	In the paved portion of the route to the new bus stop, calm traffic using Speed Lumps and markings, or provide a 5’ trail adjacent to the curb.

IV. Costs

The facility improvements recommended for consideration entail improvement costs that can vary considerably depending on whether abutments, retaining walls, railings, and other improvements are needed. The table below includes the estimated base cost for various side path or trail improvements.

Treatment	Approximate Cost[v]
Maintenance of existing trails to infill eroded areas, clear brush, etc.	Highly variable
5' wide trail, "Natural Tread Surface with Binder"[vi]	$15/linear ft.
Asphaltic concrete path	$10/linear ft.
Curbs	$8/linear ft.
3' high wood fencing along parts of trail	$12/linear ft.
5' standard concrete sidewalk	$25-70/linear ft.

V. Funding Sources

Funding is available for active transportation infrastructure and education programs at the federal, state and local level. As San Diego's Metropolitan Planning Organization (MPO), SANDAG plays an important role as the local manager of much of this funding. Appendix A of this report outlines funding sources available to the La Jolla Band of Luiseño Indians at these multiple levels.

V. Policy Recommendations

This section recommends policy goals and language supportive of transportation decisions that benefit all roadway users and underscore the Tribe's commitment to improving health by providing more active transportation opportunities. The purposes of the suggested policies are as follows:

- Recognition that roads serve multiple users
- Identification of goals related to safe pedestrian connections and crossings
- Encouragement of street connectivity that benefits pedestrians and bicyclists
- Use of performance standards to measure progress
- Promotion of amenities that make walking and bicycling more comfortable

- Emphasis on the relationship between active transportation and good health

Draft Policy Language

The La Jolla Tribe of Luiseño Indians has a vision to provide its residents with safe, viable transportation options that lead to safer road conditions for all users, encourage better connectivity between residential areas and local destinations, and promote better health for residents of all ages. The Tribe recognizes that walking and biking are easy ways to achieve 30 minutes (60 minutes for children) of daily physical activity, as recommended by the federal Centers for Disease Control and Prevention. Accordingly, future decisions related to infrastructure and health programs will consider the importance of walking and biking facilities to promote a healthier, more walkable environment. Related goals and policies follow.

Goal 1 **Provide safe, walkable, bikable streets that encourage more walking and bicycling.**

Policy 1.1 Design streets to be safe for all users including pedestrians, bicyclists, parents with strollers, the elderly, children, transit riders, and people with disabilities.

Policy 1.2 Construct sidewalks or trails along principal roadways with special emphasis given to roads connecting to transit, school bus stops and popular community destinations.

Policy 1.3 Require new road construction to include pedestrian and bike facilities as appropriate.

Policy 1.4 Construct traffic calming treatments along key corridors to slow traffic and promote safe walking and biking conditions.

Policy 1.5 Develop policies and enforcement techniques requiring dog owners to leash dogs in desired areas.

Goal 2 **Ensure a safe, convenient and continuous network of walking and biking facilities.**

Policy 2.1 Develop a cohesive pedestrian network of paths, sidewalks and street crossings that allow pedestrians of all ages to easily access residential areas, activity centers, and transit stops.

Policy 2.2 Prepare and maintain an inventory of all missing and incomplete walking segments.

Policy 2.3 Prioritize desired pedestrian connections to implement with future funding.

Policy 2.4 Locate key community destinations, such as playgrounds, to maximize accessibility by pedestrians and bicyclists.

Goal 3 **Provide an inviting, well-designed street environment with appropriate amenities to make walking more comfortable.**

Policy 3.1 Provide weather-protected, well-designed, comfortable bus stops.

Policy 3.2 Prioritize bus stop improvements at those stops with a higher number of users.

Policy 3.3 Supply street signage to warn drivers of the presence of pedestrians.

Policy 3.4 Keep bus stops, roads, and trails clear of brush.

Policy 3.5 Provide pedestrian-scaled lighting in key areas as appropriate.

Goal 4 Design safe crossings

Policy 4.1 Where needed, mark crosswalks consistent with Caltrans guidelines and maintain the markings over time.

Goal 5 Educate residents and leaders of the importance of walking and biking as well as designing safe walking and biking facilities.

Policy 5.1 Pursue and implement programs that educate pedestrians and drivers about safe travel behavior.

Policy 5.2 To promote physical activity in all residential areas, encourage the development of recreation opportunities, as well as a network of pedestrian walkways and streets/trails safe for cycling.

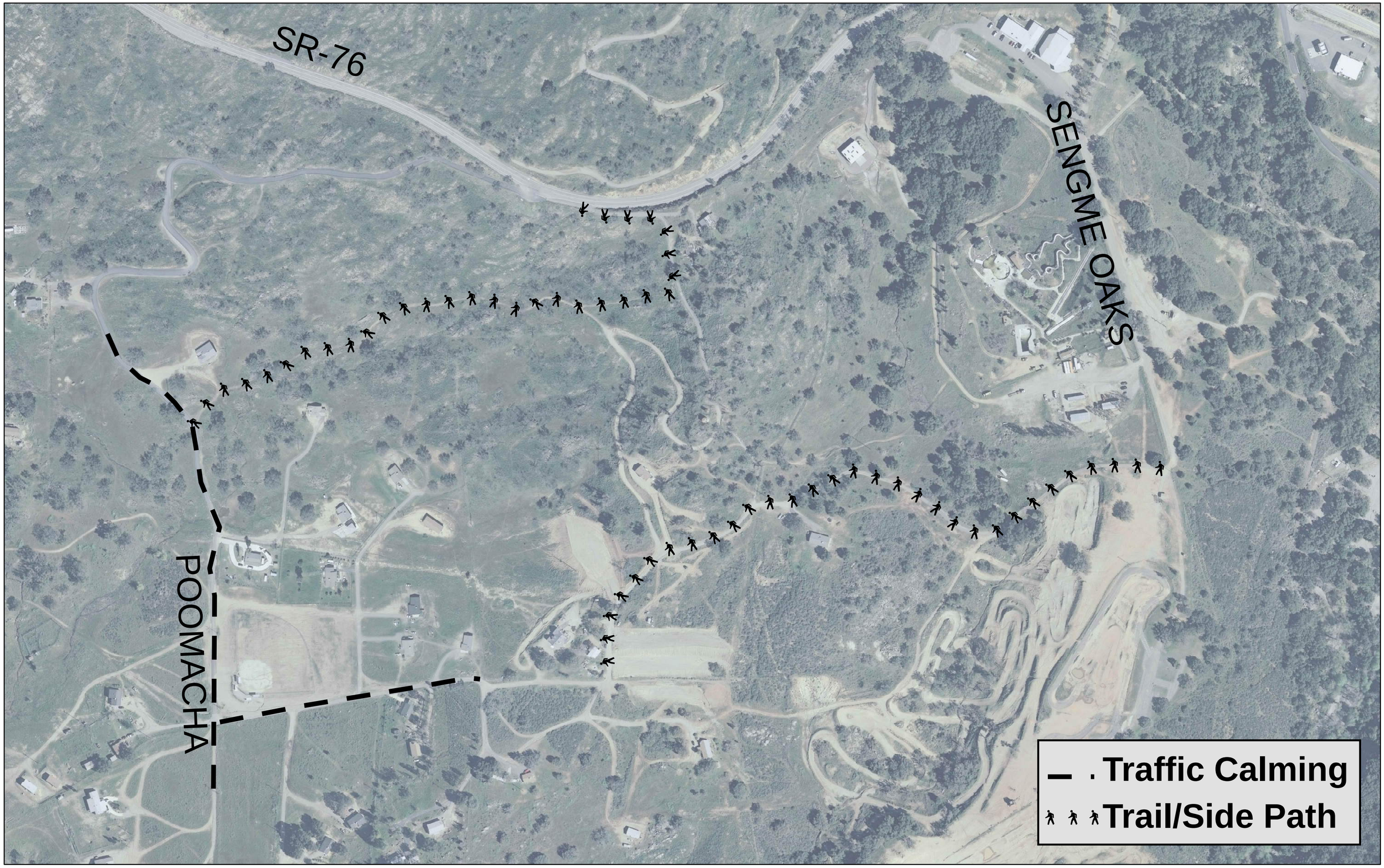
ABOUT WALKSANDIEGO

WalkSanDiego (www.walksandiego.org) is a nonprofit organization founded in 1998 and dedicated to creating and promoting walking as a fundamental opportunity for people of all ages and abilities throughout the San Diego region. The organization specializes in working closely with community residents to provide safe and inviting walking environments, address traffic safety concerns, and provide opportunities for physical activity in meeting everyday needs. This report is an example of the brief "investigate-document-analyze-recommend" reporting style we believe makes the most difference helping residents or local governments improve the walking environment.

[i] A local resource on traditional Native American games is the Barona Museum and Cultural Center (contact Cheryl Hinton, (619) 443-7003; chinton@barona-nsn.gov.)
[ii] E.g., see SANDAG's iCommute Trip Tracker webpage at http://www.icommutesd.com/Commuters/TripTracker.aspx.
[iii] County of San Diego, Department of Parks and Recreation, River Trails Plan, http://www.co.san-diego.ca.us/parks/riverway.html, accessed 12/12/11.
[iv] Ibid.
[v] Ibid.
[vi] Ibid.

Active Transportation Assessment

Poomacha Road Area



Active Transportation Assessment

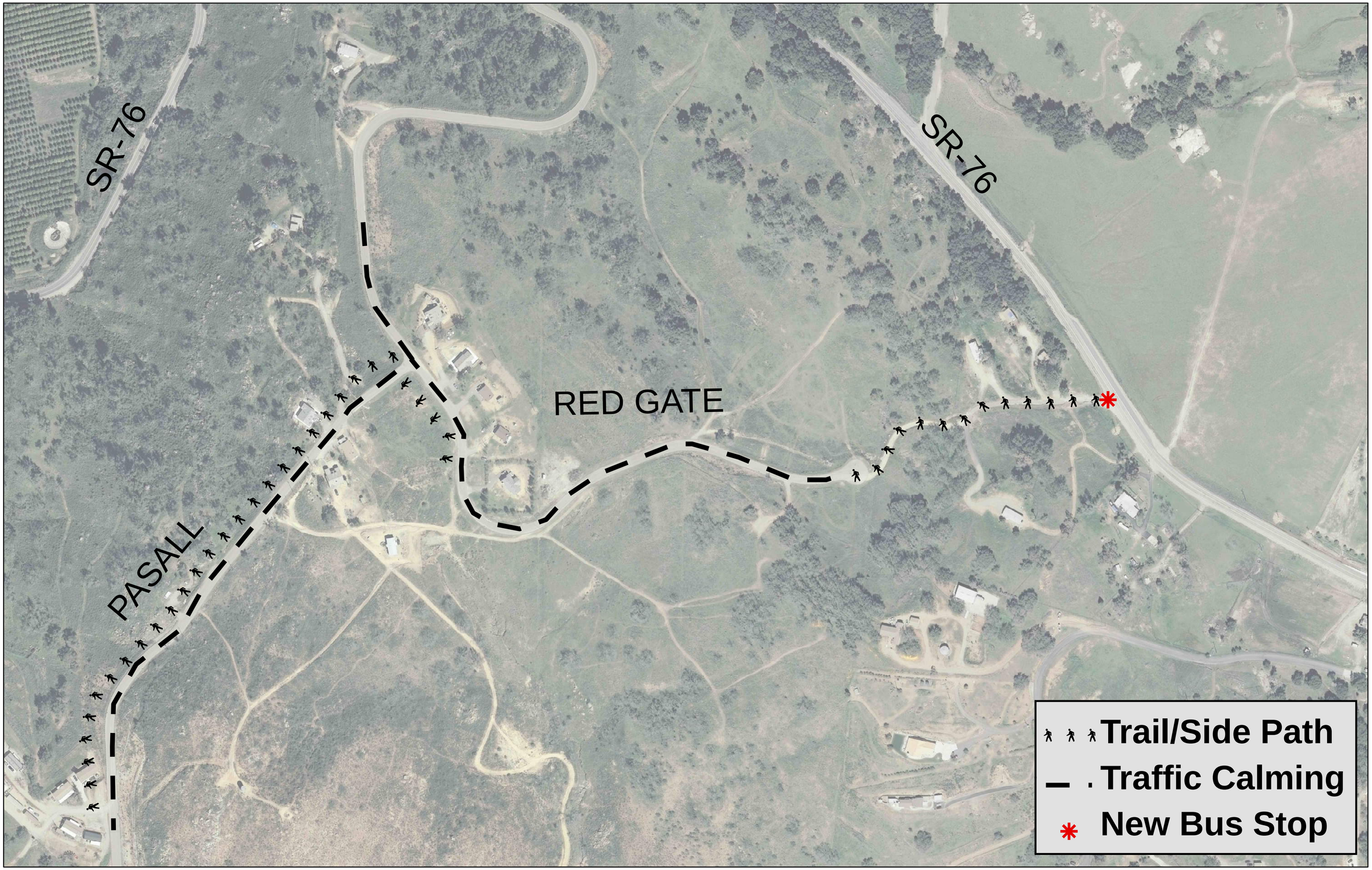
Harolds Road Area

Active Transportation Assessment

Church Road Area

Active Transportation Assessment

Red Gate Area



La Jolla Healthy Community Assessment

Prepared by: Nathan Stout

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Introduction

The La Jolla Indian Reservation is located in rural San Diego County, California at the southern base of Palomar Mountain State Park. It encompasses approximately 10,000 acres. The topography is mountainous with elevations ranging from 1,200 feet at the southwest border to more than 5,000 feet in the northeast corner. Cuca Ranch, located in the northwest quadrant of the La Jolla Reservation, occupies approximately 3,000 acres. Cuca Ranch is a private in-holding dating from a Mexican land grant in 1846 and is not included in total Reservation acreage.

As part of the La Jolla Healthy Communities Assessment the goal of this analysis is to identify opportunities for integrating outdoor learning areas and pedestrian pathways into the landscape at the La Jolla Band of Luiseño Indians Reservation. The results of this report are intended inform and guide the La Jolla community in their efforts of provide Tribal members with a safe living environment which promotes a healthy lifestyle and an enhanced quality of life.

Methods

We used multiple methods to analyze the La Jolla landscape, identify community strengths and weaknesses, and develop a palette of pedestrian safety and outdoor learning area alternatives. We used GIS and aerial photos to characterize the spatial organization of the La Jolla Reservation. We furthered our understanding of pedestrian and traffic patterns and identified priority areas using direct observations of developed areas. We gained a local perspective of community strengths and weaknesses using a survey distributed to tribal members. We also gleaned previous studies and tribal documents for any additional information which could aid our analysis. All of these methods were supplemented by informal dialog with Tribal members and our project team's intimate knowledge of the area.

Results Overview

Community Organization

Developed areas of the La Jolla Reservation are dispersed across the landscape and can be generally categorized into clusters which include seven housing communities, one administrative area, and one business area. The total resident population at the La Jolla Reservation is approximately 480, occupying 174 homes. The housing communities are referred to by Tribal members as; Red Gate/Pasall Road, Harolds Road, Yapitcha, Parcell Road, Diamond Hill, Church Road, and Poomacha. The administration area includes the La Jolla Tribal Hall, Education Center, gymnasium, waste transfer station, offices, and storage space for tools and equipment. Contained within the administrative area is a water park which is no longer operational. The commercial area includes two businesses, a gas station/general store and the La Jolla Campground.

Traffic Patterns

California Highway 76 is by far the most heavily used roadway (109.5 vehicles/hr) at the La Jolla Reservation. It is used by motorists passing through the La Jolla Reservation as well as by tribal members travelling from one La Jolla community to another. Not only does Highway 76 have high traffic volumes but vehicles also travel at speeds exceeding 55 miles per hour. South Grade Road receives a significant volume of traffic (36.25 vehicles/hr) but it affects impacts

fewer tribal members. Sengme Oaks Road, which provides access to the La Jolla Tribal Hall and offices, receives high traffic volumes as well (34.25 vehicles/hr). This road is near the La Jolla Education Center so it is a particularly high risk area for children. Sengme Oaks road as well and Poomacha road are also commonly used by all-terrain vehicles which travel both on the roadway and off-road. Another area of concern are the locations and lack of space provided for bus stops. Before and after school each week day bus stops areas are lined with parked vehicles, children, parents. Existing conditions do not provide ample space for vehicles to park or for pedestrians to wait for the bus to arrive, making the areas particularly dangerous and uncomfortable.

Walkways, Trails, and Bike Paths

Walking is a popular form of exercise for Tribal members as well as a common form of transportation. Tribal members who walk purely for exercise are less concerned with the destination of their travels but prefer a winding path in a safe area. Some tribal members walk near their homes, in their yards, or in the roadways. Tribal members who walk as a form of transportation seek the fastest and safest route. The most common destinations for pedestrians are family member's homes, bus stops, the La Jolla Tribal Hall, and the general store. Eighty percent of tribal members surveyed said walking pathways would benefit their community. Twenty percent did not think walking pathways would benefit their communities. Tribal members who participated in the survey identified pedestrian safety, bicycle safety, and separation of pedestrians from heavy traffic as areas of concern (high importance/low satisfaction).

Outdoor Learning Areas

One-hundred percent of tribal members who participated in the survey think playgrounds in their community would benefit their family. They also identified cultural and environmental education as highly important and were unsatisfied to moderately satisfied with current opportunities participating in these activities. This information highlights the need for additional playgrounds and outdoor learning areas at the La Jolla Reservation. We have focused our efforts on four housing communities, Red Gate/Pasall Road, Harolds Road, Church Road, and Poomacha. These communities were selected as being high priority areas because of their population, frequency of use, land availability, and potential overall impact. We made detailed observations in each of the priority housing communities and identified potential locations for outdoor learning areas. Options for outdoor learning areas are limitless so in an effort to narrow our range of options we create a list of potential alternatives that enhance opportunities for education, exercise, and living a healthy lifestyle. These alternatives include landform features, conventional playground equipment, outdoor fitness centers, athletic/sport fields, and gardens.

Overview of Potential Alternatives

Walkways, Trails, and Bike Paths

We explored three strategies for enhancing the availability and safety of walking and biking as alternative forms of transportation at the La Jolla Reservation. The first strategy was to create a network of pedestrian paths that connect each of the housing communities. This would make pedestrian travel a more feasible option for travel and reduce the amount of traffic within, and between, housing communities. Another strategy was to relocate pedestrian pathways, away from

roadways, and provide a safe route to the most frequently used destinations, like the La Jolla Tribal Hall and general store. The third strategy was to enhance the safety and comfort of currently used pedestrian pathways. The most frequently used pedestrian areas are the shoulders of existing roads. We have determined that, because of the lack of available space for creating new pedestrian areas, enhancing the safety and comfort of currently used pedestrian pathways is the most feasible option at this time. However, wherever possible pedestrian areas should be protected and separated from vehicular traffic. We would also like to encourage residents to walk or run to enhance their health and physical fitness. By marking distances on the roadway or with signs alongside frequently traveled routes pedestrians will know how far they have traveled. This would help them plan an exercise routine and help them track their progress toward a fitness goal.

Outdoor Learning Areas

We discussed two strategies for selecting potential locations for outdoor learning areas, a universal outdoor learning area or pocket outdoor learning areas. Pocket Outdoor learning areas are a collection of features which, when strategically placed, efficiently serve an extensive area of residents. Each pocket space would include one or several outdoor learning area features. The pocket strategy is intended to minimize the travel distance required to enjoy the benefits of an outdoor learning area while creating the maximum community impact. A universal outdoor learning area is a cluster of features intended to serve the entire La Jolla population from a central location. This strategy increases community interaction and establishes an inclusive public space. It also requires a larger public land allocation and increases the required travel distance for some community members. After considering the benefits of each strategy we chose to focus on pursuing a series of pocket outdoor learning areas located within priority areas. We feel this strategy would best serve La Jolla community members because of the organization, distribution, and isolation of the housing communities.

Each pocket outdoor learning area could contain a wide variety of features which enhance the educational value of the La Jolla landscape and increase opportunities for safe forms of exercise and play. Landform features, conventional playground equipment, outdoor fitness centers, athletic/sport fields, and gardens comprise our desired palette of outdoor learning area features. Landform features are inexpensive play/learning areas that use natural materials like soil, plants, and logs to create a place for children to explore the limits of their imaginations. They can harness the existing landforms of an area or easily be constructed to serve a desired purpose. Landform features can also be used as non-conventional exercise options for children or adults. Conventional playground equipment is a very broad category that includes slides, swings, ropes, etc. There have been a lot of advances in these types of equipment in recent years and products range from very simple to extremely complex. Playground equipment can be customized to incorporate important educational or cultural components in order to meet the La Jolla community's specific objectives. Outdoor fitness centers are like adult playground spaces dedicated to fitness and exercise. There is a wide variety of potential features which could be included in such a space. One attractive option is outdoor fitness equipment. These are similar to the fitness equipment at indoor gyms but designed for outdoor use. Outdoor fitness equipment could be clustered to allow groups of people to exercise together or they could be integrated into playground or recreational areas as a way for parents to exercise while watching their children play. Athletic/sport fields include space for sport and ball games. Basketball, baseball, and soccer are popular activities for Tribal youth and adult Tribal members. In addition, with a little creativity, conventional athletic fields can provide space for fun, healthy, and educational activities that extend beyond typical games. Gardens are a valuable option for education and production of healthy produce. They are also a great source of low impact exercise for disabled or elderly Tribal members. Community gardens could provide a shared space where people from each of La Jolla's small neighborhoods can come to socialize and garden together. The products of their efforts can be distributed amongst those who participate or across the community using a food pantry style program. Community gardens allow

Tribal members who do not have the physical ability, knowledge, or space required for gardening at home to access to fresh produce. Native plant gardens could provide a space for environmental and cultural education. These gardens could easily be designed to fit within and around other outdoor learning area features.

Education

Education is essential for the success of any initiative focused on improving health and quality of life. Education programs not only spread a shared message to the masses but can also encourage public engagement, improve collaboration, generation of novel ideas, and establish a sense of ownership and responsibility. For these reasons development of educational programs should be considered as a way to supplement future initiatives implemented by the La Jolla community. Educational efforts could take many different forms. The formation of walking groups, gardening clubs, or other community led activities could be a great way to engage people while also serving as a channel for distributing or collecting information about community health.

Observations at Priority Areas and Potential Alternatives

Red Gate/Pasall Road

The Red Gate/Pasall Road housing community is the western most housing community at the La Jolla Reservation. It contains about twelve Tribal homes and several non-tribal homes. Our observations reveal that the intersection of Highway 76 and Red Gate Road, the main access to the community, is a dangerous intersection for pedestrians and vehicular traffic. There are blind corners in both directions from the intersection. A school bus stop is located at the pullout near the intersection. Children and parents typically wait for the bus to arrive in their vehicles which are parked at the pullout or along the shoulder of Red Gate Road. Traffic volumes on Highways 76 are also heaviest during this time of day. The combination of parked cars, blind corners, waiting pedestrians, and the high volume of traffic creates a dangerous situation which could potentially lead to an accident.

To decrease the risk of an accident at the intersection of Red Gate Road and Highway 76 it would be beneficial to have spaces dedicated to vehicle parking and waiting pedestrians with lines marked on the pavement and signs to warn passing motorists of a potential hazard. Flashing lights and speed limit signs along Highway 76 may also help enhance driver's awareness and alert them that they are approaching a residential area. Another option is to limit the number of parked cars by increasing pedestrian safety and comfort along Red Gate Road and Pasall Road, therefore making walking to the bus stop a more viable travel option. An awning and benches at the bus stop could also limit the number of parked cars by giving pedestrians a protected space to wait for the bus's arrival.

A pedestrian travelling along Red Gate Road is most likely to walk along the road's shoulder. Although Red Gate Road is one of the widest and most pedestrian friendly roads at the La Jolla Reservation, several dangers are still present. There are several blind corners that limit a driver's ability to observe pedestrians and a pedestrian's ability to see oncoming vehicles. There is also no separation of pedestrian space from vehicular traffic which makes the walking experience uncomfortable and unsafe. Red Gate Road ends at a cul-de-sac surrounded by open fields. This is an area with low traffic volumes and tribal teens have found it is a good place to gather.

Pasall Road intersects with Red Gate Road southeast 0.5 miles off Highway 76. It is a wide roadway like Red Gate Road. It is less winding and has greater pedestrian visibility. Pasall Road currently ends at a cul-de-sac and there are plans to extend the road in the near future in order to provide access to five new homes. Separation of pedestrians from vehicular traffic is the main concern along Pasall Road.

To increase pedestrian safety and enhance the walking experience along Red Gate Road and Pasall Road it may be possible to mark the road's shoulder with paint. This would create a visual separation between vehicles and pedestrians and discourage motorists from driving where pedestrians may be present. Ideally a pedestrian path could be constructed in a space completely separate from traffic, however, because of the lack of available land it would be beneficial to educate pedestrians and motorist about safety issues and encourage safe sharing of space along the roadway.

Red Gate/Pasall Road currently has no space dedicated to outdoor learning areas or recreation. The nearest playground is located at the La Jolla Tribal Hall 5.0 miles away. Constructing a playground in this housing community would provide children with a safe place to exercise and explore the limits of their imagination. Two areas, located near the intersection of Red Gate Road and Pasall Road have been identified as potential playground locations. These areas are near the center of the community, making it universally accessible to all residents living in the Red Gate/Pasall Road community. There is a leach field near the southern location which would need to be fenced to separate it from usable space. The educational value and health benefits of a playground in this community could be enhanced by constructing additional outdoor learning area alternatives such as a community garden, outdoor fitness area, or educational landscaping that teaches community members about the environment or Luiseño language.

Harolds Road

Harolds Road is one of the most challenging housing communities to incorporate outdoor learning areas and safe pedestrian pathways because of the lack of space available to implement alternatives. There is a school bus stop where Harolds Road intersects with Highway 76. This is a hazardous bus stop location because there is very little space for the bus to pull away from traffic, vehicles to park, and children and parents to safely wait for the bus to arrive. In addition, there are many dogs in this community that follow people to the bus stop and often run into the road creating a distraction to passing motorists.

This area would benefit from the same improvements as the Red Gate Road bus stop. Painted lines and signs designating space for vehicle parking and waiting pedestrians, flashing lights and speed limit signs along Highway 76, and an awning and benches at the bus stop would warn passing traffic of a potential hazard and increase the comfort and safety of waiting pedestrians. In addition, this intersection needs additional space for the bus to pull away from passing traffic and for pedestrians and vehicles to wait for the bus to arrive.

Harolds Road is a narrow road with a minimal space for pedestrians to walk safely. In most places pedestrians travelling along Harolds Road share the same space as vehicular traffic. This makes the walking unsafe and uncomfortable. Motorists also drive at high speeds in this area, amplifying the danger of walking. There are currently no signs that remind a motorist of speed limits or that they may be sharing the roadway with pedestrians. Also, there is no right-of-way along Harolds Road to allow for a path to be constructed alongside the existing roadway.

Options for increasing pedestrian safety and enhancing the walking experience along Harolds Road are limited because of the lack of a right-of-way and no available tribal land. In order to make walking on the existing road more safe speed bumps could be placed along Harolds Road. Speed bumps would force motorists to slow down reducing the risk of a

vehicle-pedestrian accident and increase awareness of tribal members who are walking in the roadway. Speed limit signs and pedestrian warning signs would also help increase motorist's awareness that they are sharing Harolds Road with pedestrians. An educational campaign to enhance awareness about safe walking and driving habits would also be a beneficial.

The Harolds Road housing community does not currently have any space dedicated to outdoor learning areas recreation or fitness. The need for these types of space is apparent because many residents live in the community and the closest recreational area is 3.5 miles away at the La Jolla Tribal Hall. We have identified one potential location for an outdoor learning area in the Harolds Road community but it is not yet certain if this space is Tribal Land. A possible way to encourage residents to exercise in this area would be to mark distances on the roadway or with signs alongside frequently traveled routes to inform pedestrians of how far they have traveled. This would help with planning of exercise routines and help Tribal members track their progress toward a fitness goal.

Church Road

The main access to the Church Road housing community is along Highway 76 and has a school bus stop at the intersection. There is more space available for the bus to pull away from traffic than at Harolds Road but many of the same concerns are present as at the Red Gate Road bus stop and the Harolds Road bus stop. Near bus arrival times parked cars and pedestrians crowd the area creating a possible hazard area. Residents' mailboxes are located on the opposite side of Highway 76 forcing pedestrians to cross the road on foot or pull their vehicle to the side of the road to pick up their mail. A blind corner to the southeast increases the risk of an accident occurring in this area.

The same alternatives for increasing pedestrian safety and comfort at the Red Gate Road bus stop area apply to the Church Road bus stop area. Painted lines and signs designating space for vehicle parking and waiting pedestrians, flashing lights and speed limit signs along Highway 76, and an awning and benches at the bus stop would warn passing traffic of a potential hazard and increase the comfort and safety of waiting pedestrians. Because the Church Road bus stop is more heavily used than at the Red Gate Road bus stop the space dedicated to pedestrian waiting areas and marked for parked cars should be greater. Signs and lights could be placed along Highway 76 before westbound motorists' complete the blind corner. This would increase motorists' awareness and encourage them to slow down before approaching the intersection. To increase the safety of pedestrians who cross the Highway 76 to pick up their mail it would be beneficial to create a pedestrian crosswalk in this area.

Pedestrians often travel along the narrow shoulder of Church Road. In some areas a raised curb forces pedestrians to share space with vehicle traffic and there is no separation between pedestrians and vehicles. Several corners are blind corners and areas of tall vegetation that impede motorists' ability to see pedestrians. Speeding vehicles are also a concern along Church Road.

Speed bumps and speed limit signs along Church Road would encourage motorists to slow down and increase pedestrian safety. The walking experience would be more comfortable if some tall vegetation was removed alongside tight corners and was replaced with shorter vegetation. This would increase motorists' visibility around corners and allow pedestrians to see approaching vehicles. Although space is limited, pedestrian space should be separated from traffic wherever possible. It may be possible to connect the Church Road community to the La Jolla Administrative area, as a way to decrease the distance pedestrians must travel along Highway 76 and increase access the Poomacha housing community, by creating a pedestrian pathway along the eastern portion of Church Road. This section of Church Road is currently an

unpaved roadway that has low traffic volumes and is mainly used by La Jolla Water Department employees as an access road.

Enhancing the connection of the Church Road housing community to the La Jolla Administrative area and the Poomacha housing Community would increase access to outdoor learning areas. However, within the Church Road housing community, there is currently no space dedicated to outdoor learning areas. We have identified a space on the east end of Church Road which could serve as a future location for an outdoor learning area. The space is mostly flat and adjacent to the Tribal Church. There is a degraded basketball court within the identified space which could be restored or transformed for another use. This area's proximity to the Tribal Church makes it particularly attractive as a potential community vegetable garden location because it already functions as a gathering place. Members of the Tribal Church might also be interest in maintaining the area or starting a food distribution program with garden produce.

Poomacha

The Poomacha community is the most populated housing community at the La Jolla Reservation and is also the most used by tribal youth. The main access to the Poomacha is an area of extreme concern. Several tribal members have stated that they are discouraged from traveling to the Poomacha community because of how uncomfortable Poomacha Road is to drive or walk along. Poomacha Road intersects with Highway 76 at an angle that limits motorists' visibility and is awkward to navigate. Often times drivers turning onto Poomacha Road from eastbound Highway 76 have to turn onto Poomacha Road, then back their vehicle up to complete the turn. There is a school bus stop at the intersection with the same hazards as the other school bus stops previously described. However, the danger to waiting pedestrians is amplified by the restricted amount of space and the extreme angle of the intersection.

In order to increase pedestrian safety and comfort in this area the school bus stop needs to be relocated to a more appropriate location or the intersection needs to be modified to provide ample space for pedestrians and parked vehicles to wait out of path of through traffic. It would be most beneficial to provide a separate location for pedestrians. This should be a sheltered space to discourage vehicle parking near the intersection. Like the other bus stops this area would also benefit from flashing lights and signs to warn motorists of the presence of pedestrians.

Pedestrian safety along Poomacha road is a major concern. Children often walk between the bus stop and their homes before and after school. There is limited space for pedestrian to walk along Poomacha Road and most walk along the road shoulders. Poomacha Road is steep and has several tight corners that limit visibility and encourage motorists to use the entire roadway. It is also a narrow road and in several places one vehicle must pull to the side of the road for an oncoming vehicle to pass. Another danger is the regular use of all-terrain vehicles in this area. The all-terrain vehicles travel on and off road along Poomacha road. Their small size and ability to enter the roadway at any location makes them a potential hazard to motorists and pedestrians using Poomacha Road. The combination of these conditions makes driving or walking along Poomacha Road a highly unsafe and uncomfortable experience.

To increase pedestrian safety along Poomacha Road a separate space should be dedicated to pedestrian only use and efforts should be made to discourage all-terrain vehicle use along these areas. It may be possible to construct a pedestrian pathway alongside the northern portion of Poomacha Road and in areas away from the roadway farther south. Signs to warn motorists of potential hazards would also be beneficial. Ideally Poomacha Road could be widened to allow for ample space for two way traffic and/or pedestrian use, but this option has limited feasibility because of high construction costs.

The Poomacha housing community currently has a baseball field which is regularly used by tribal residents for baseball games, softball games, and other community events. A basketball court was also recently constructed near the centerfield fence of the baseball field and a community park containing native and cultural plants, a community vegetable garden, and horseshoe pits are under construction in the same area. This multiuse area would benefit from the addition of a playground nearby. This area could also be used as a platform for promoting similar outdoor learning areas in other La Jolla housing communities. It would benefit from a pedestrian friendly connection to the administrative area to make enhance the ease of access from the La Jolla Education Center.

Conclusions

La Jolla Tribal members have communicated that enhancing pedestrian safety and increasing access to outdoor learning areas would be beneficial to their communities and our observations show evidence to support these claims. In the priority areas of Red Gate Road/Pasall Road, Harolds Road, Church Road, and Poomacha particular areas of concern are the main access points at intersections with Highway 76. The bus stops in these areas amplify the need for efforts to increase pedestrian safety in all locations. We have identified space dedicated to pedestrian use, increased signage, and efforts to increase driver awareness as potential measures to make these areas safer, more comfortable, and encourage walking as an alternative method of travel. Three of the four priority areas currently have no space dedicated to outdoor learning areas and all have no playgrounds. The isolation of each of the housing communities increases the need for each community to have outdoor learning areas. We have identified a combination of landform features, conventional playground equipment, outdoor fitness centers, and gardens that could greatly benefit community members of all ages. We have also identified potential locations for these features in each of the priority areas. These suggested alternatives combined with engaging and educational community programs would enhance the health and safety of La Jolla residents while enhancing quality of life.

Appendix

La Jolla Healthy Community Assessment Public Survey

In what community are you a resident?

Harolds Rd | 13 Acres | Poomacha | Yapitcha | Church Rd | Parcell Rd | Diamond Hill

How many adults live in your household?

How many children live in your household?

Please read and answer the following questions to tell two things about your community: how important it is to you that the following services are in your community and how satisfied are you with each service.

Please Circle the appropriate score using the following scale:

1 = completely unimportant	1 = completely unsatisfied
2 = unimportant	2 =unsatisfied
3 = important	3 = satisfied
4 = very important	4 = very satisfied

	How important is this to you…	**How satisfied are you with …**
1. pedestrian safety	1 2 3 4	1 2 3 4
2. bicyclist safety	1 2 3 4	1 2 3 4
3. separation of pedestrians from heavy traffic areas	1 2 3 4	1 2 3 4
3. easy access to bus stops	1 2 3 4	1 2 3 4
4. safe areas for exercise	1 2 3 4	1 2 3 4
5. availability of playgrounds	1 2 3 4	1 2 3 4
5. quality of playgrounds	1 2 3 4	1 2 3 4
6. access to sports fields/courts	1 2 3 4	1 2 3 4
7. quality of sports fields/courts	1 2 3 4	1 2 3 4
8. cultural education	1 2 3 4	1 2 3 4
9. environmental education	1 2 3 4	1 2 3 4
10. public gardens/produce	1 2 3 4	1 2 3 4
11. clean streets/public space	1 2 3 4	1 2 3 4

Please circle Yes or No.

Do you think walking pathways would benefit your community? Yes / No

Do you think playgrounds in your housing community would benefit your family? Yes / No

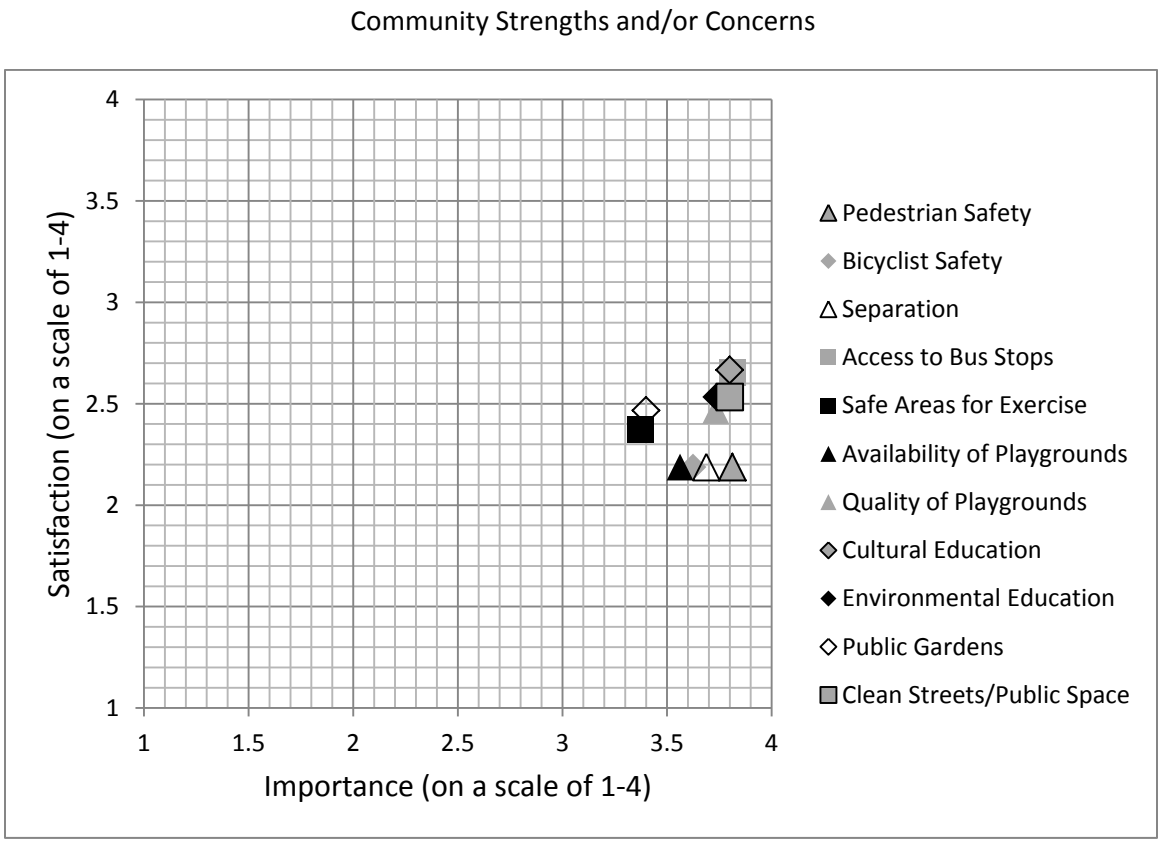
Community Meeting is A Healthy Works[SM] program made possible by funding from the U.S. Department of Health and Human Services, through the County of San Diego and the San Diego Association of Governments.

COUNTY OF SAN DIEGO HHSA HEALTH AND HUMAN SERVICES AGENCY

healthy WORKS Paths to Healthy Living

SANDAG

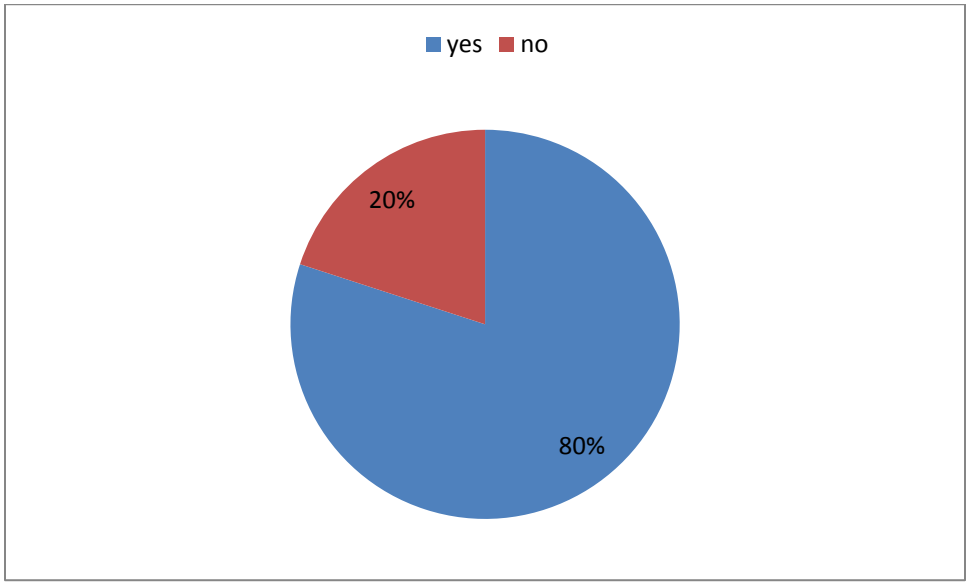
Survey Results



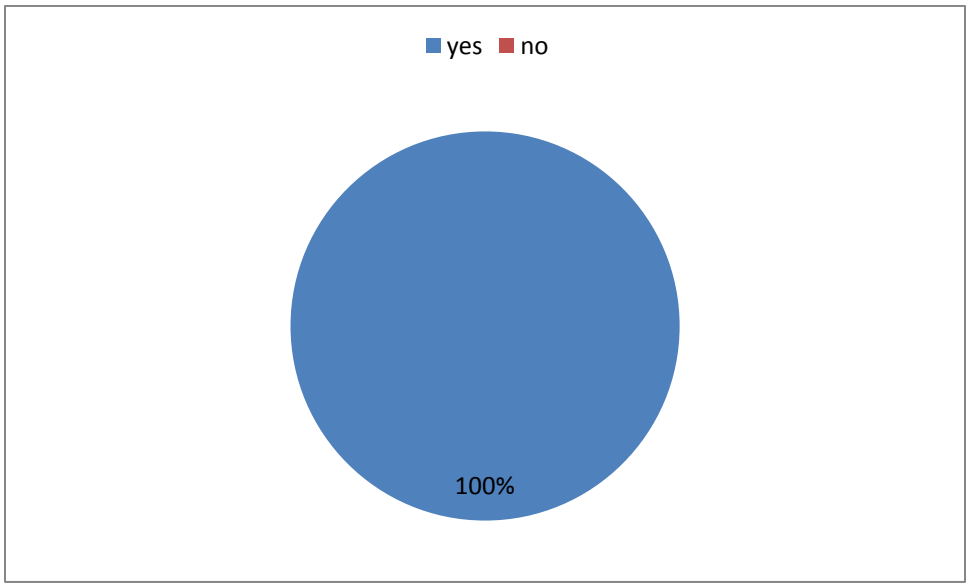
Note: High importance and low satisfaction (lower right quadrant) show areas of concern. High importance and high satisfaction (upper right quadrant) show areas of strength.

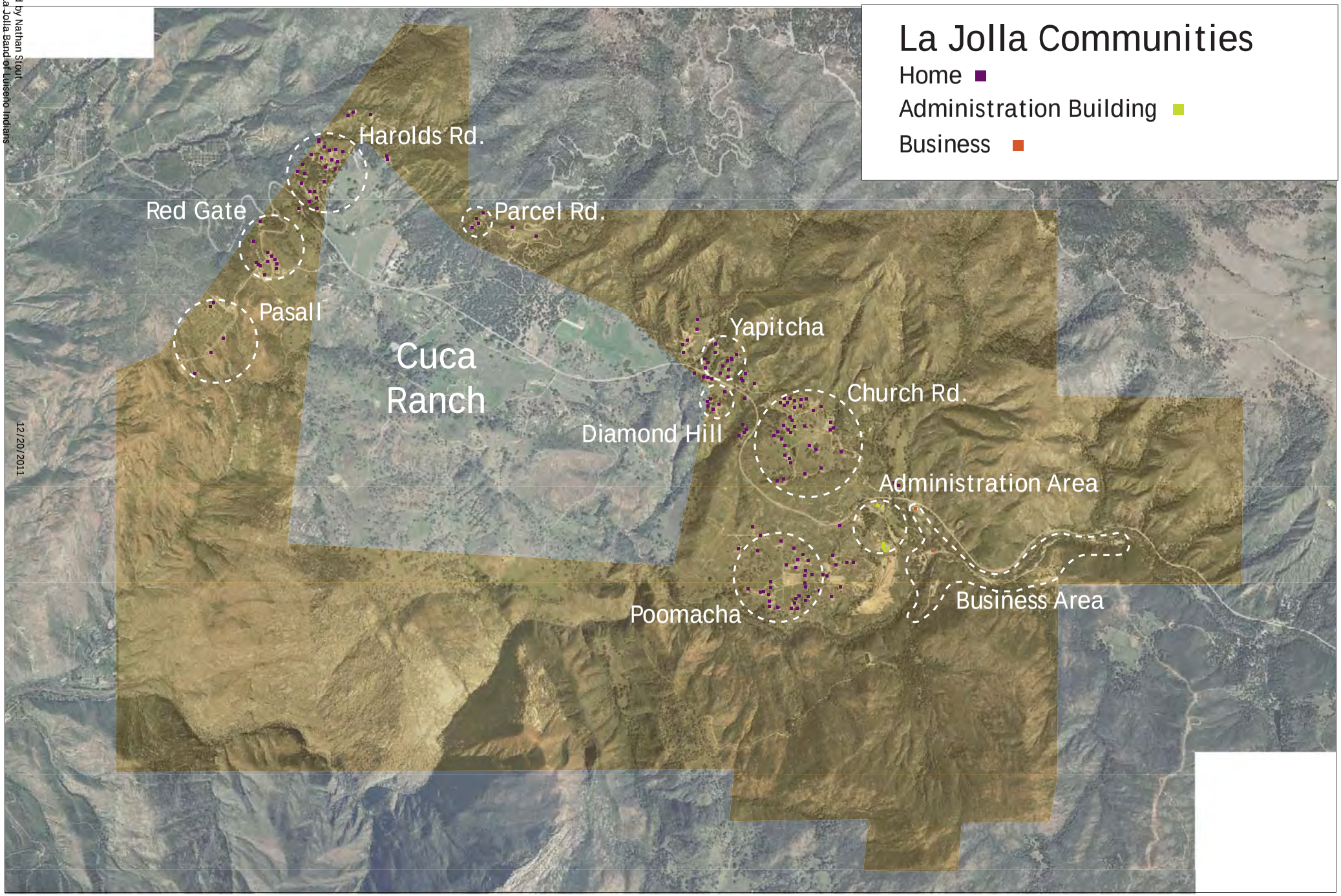
Survey Results (Continued)

Do you think walking pathways would benefit your community?



Do you think playgrounds in your housing community would benefit your family?





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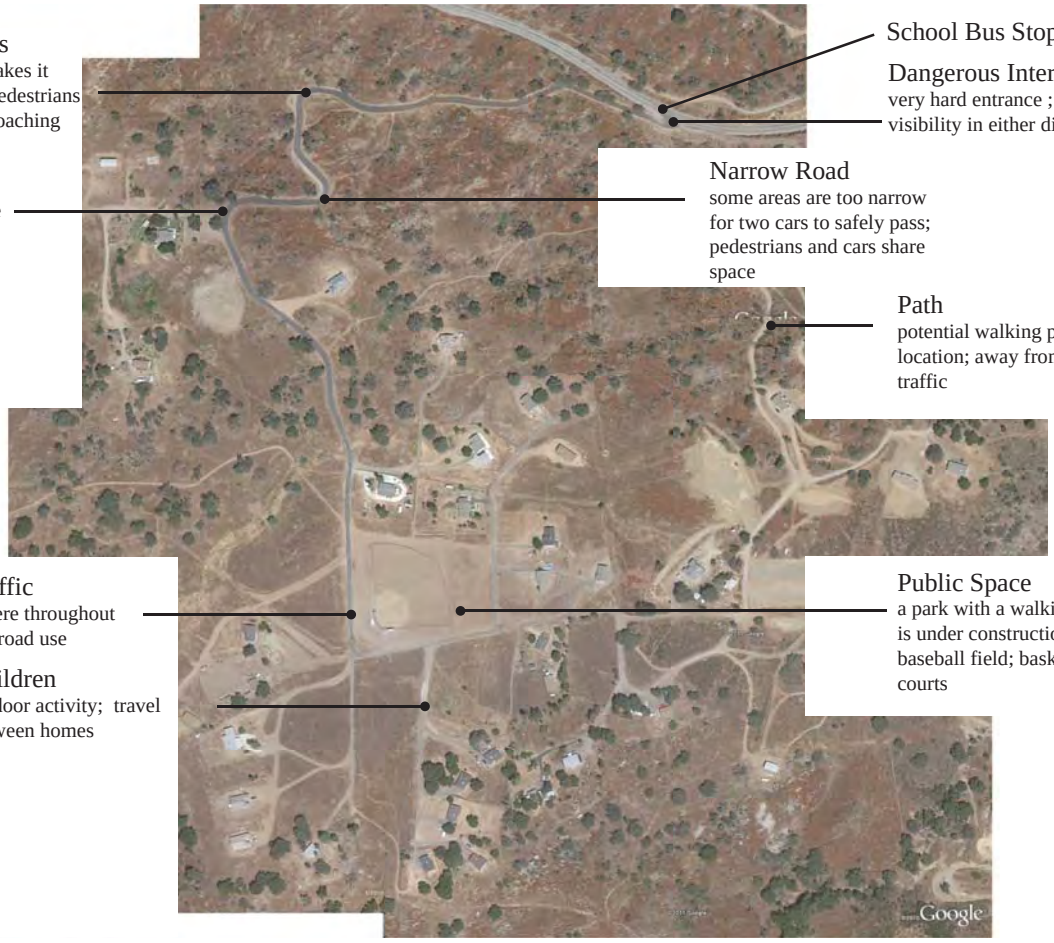
for The La Jolla Band of Luiseño Indians

12/20/2011

Poomacha Observations



Blind Corners
sharp corners makes it difficult to see pedestrians or vehicles approaching

School Bus Stop

Dangerous Intersection
very hard entrance ; limited visibility in either direction

Uncomfortable
vehicles and traffic share the same space

Narrow Road
some areas are too narrow for two cars to safely pass; pedestrians and cars share space

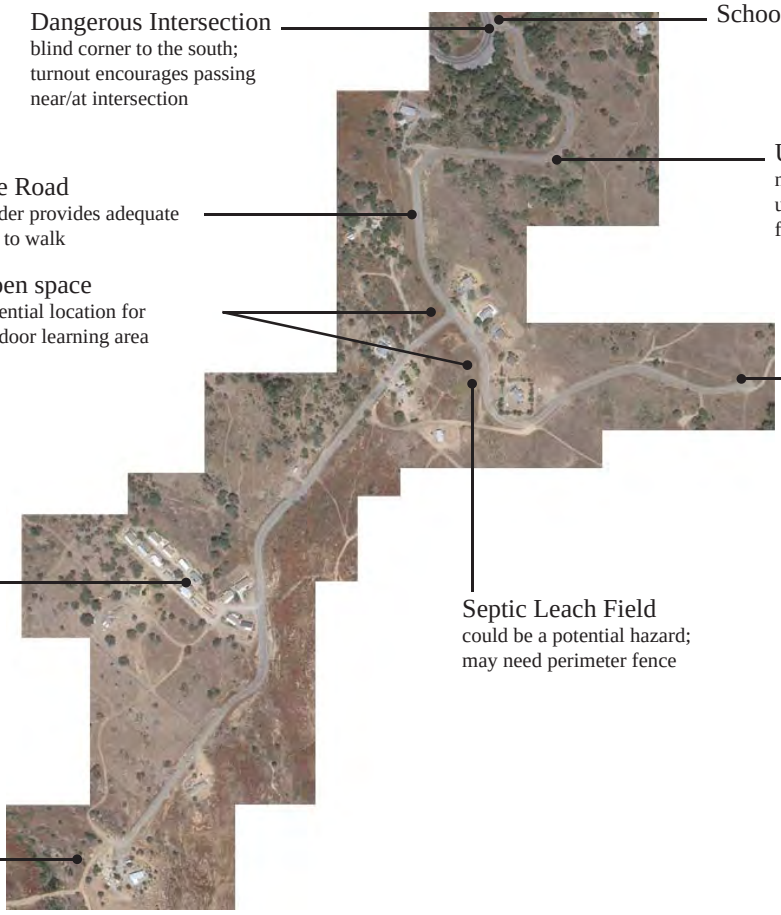
Path
potential walking path location; away from heavy traffic

Heavy ATV Traffic
quads are present here throughout the day; on and off-road use

Public Space
a park with a walking path is under construction here; baseball field; basketball courts

Children
outdoor activity; travel between homes

Red Gate/Pa$all Observations



Dangerous Intersection
blind corner to the south; turnout encourages passing near/at intersection

School Bus Stop

Uncomfortable
no separation from traffic; unprotected/uncomfortable feeling especially near corners

Wide Road
shoulder provides adequate space to walk

Open space
potential location for outdoor learning area

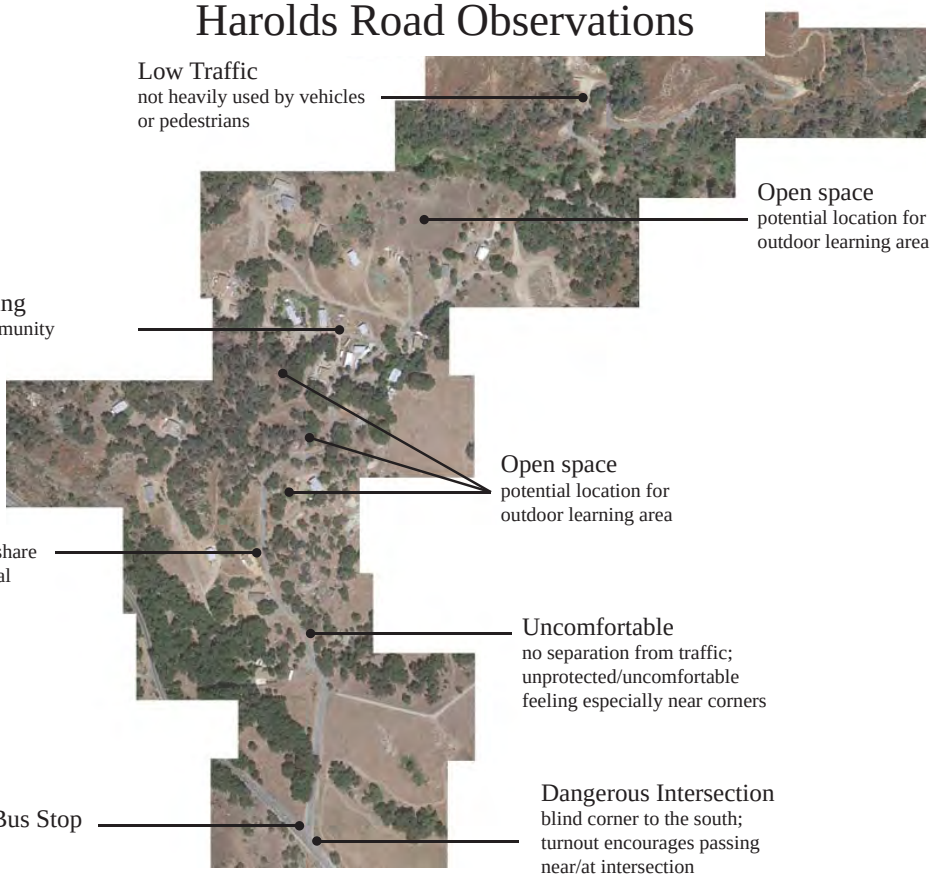
Social Area
people gather here; low traffic volume ; trash

Clustered Housing
pedestrian use; community attention/protection

Septic Leach Field
could be a potential hazard; may need perimeter fence

New Housing
likely to increase traffic volume

Harolds Road Observations



Church Road Observations

La Jolla Traffic Volume

Data from 2009 Traffic Surveys

Main Road

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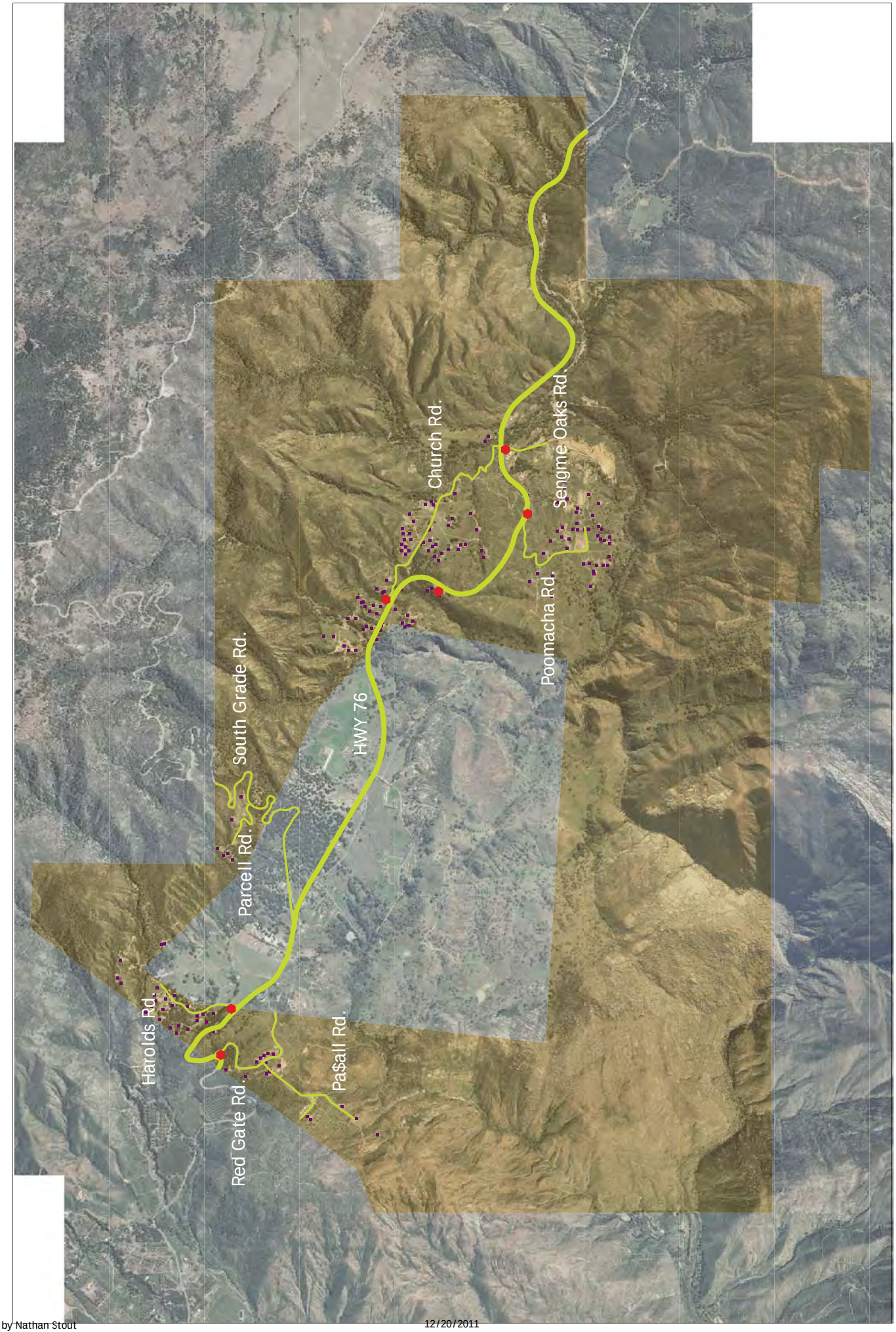
Harolds Rd.
Red Gate Rd.
Parcell Rd.
South Grade Rd.
Pa$all Rd.
HWY 76
Church Rd.
Poomacha Rd.
Sengme Oaks Rd.

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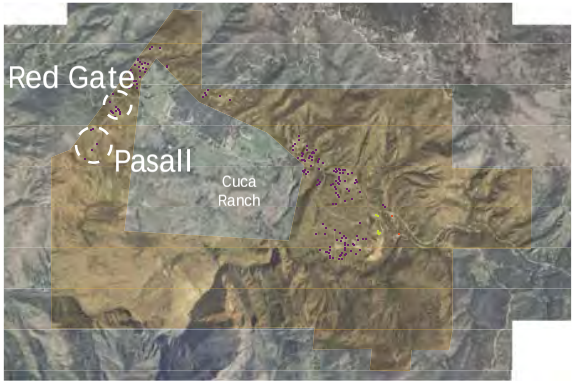
for The La Jolla Band of Luiseño Indians

Red Gate/Pasall Outdoor Learning Area

Main Road

Bus Stop



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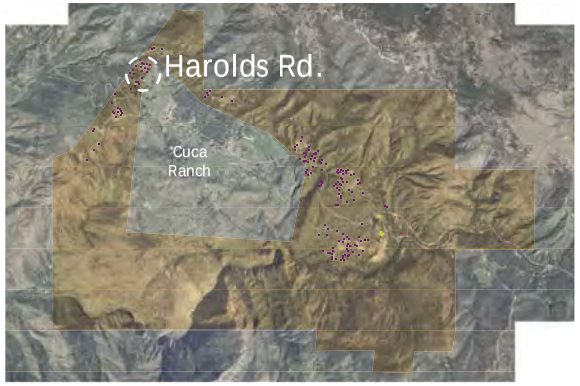
Harolds Rd. Outdoor Learning Area

Main Road

Bus Stop



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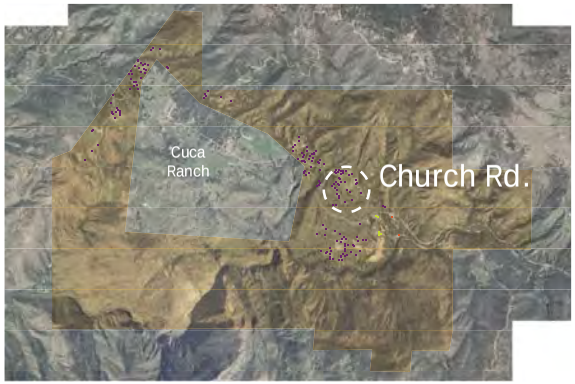
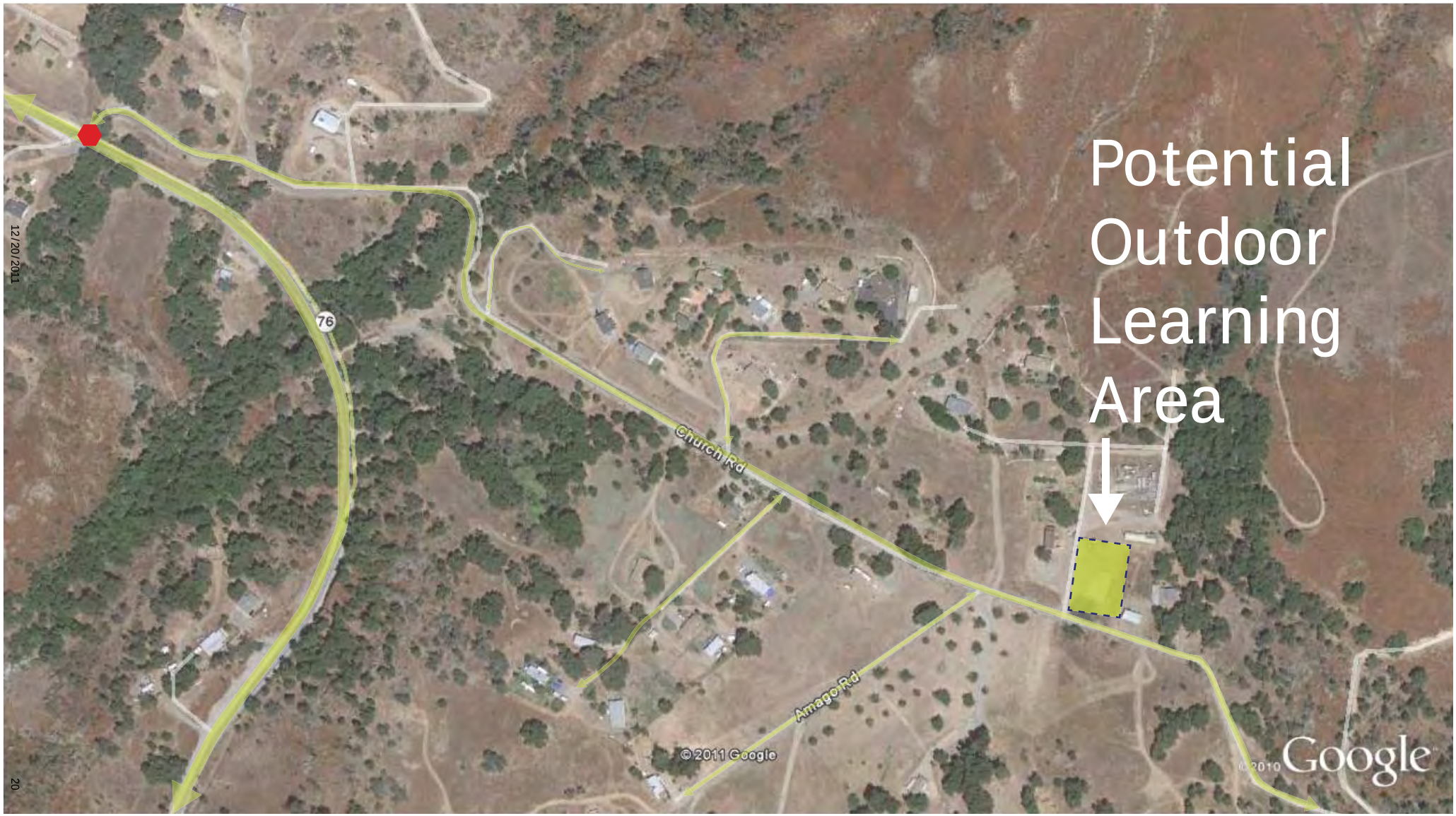
Poomacha Outdoor Learning Area

Main Road

Bus Stop





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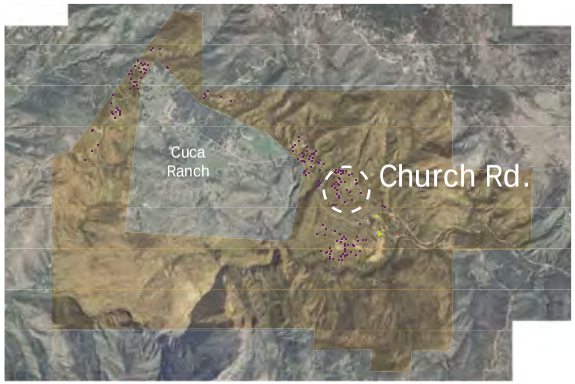
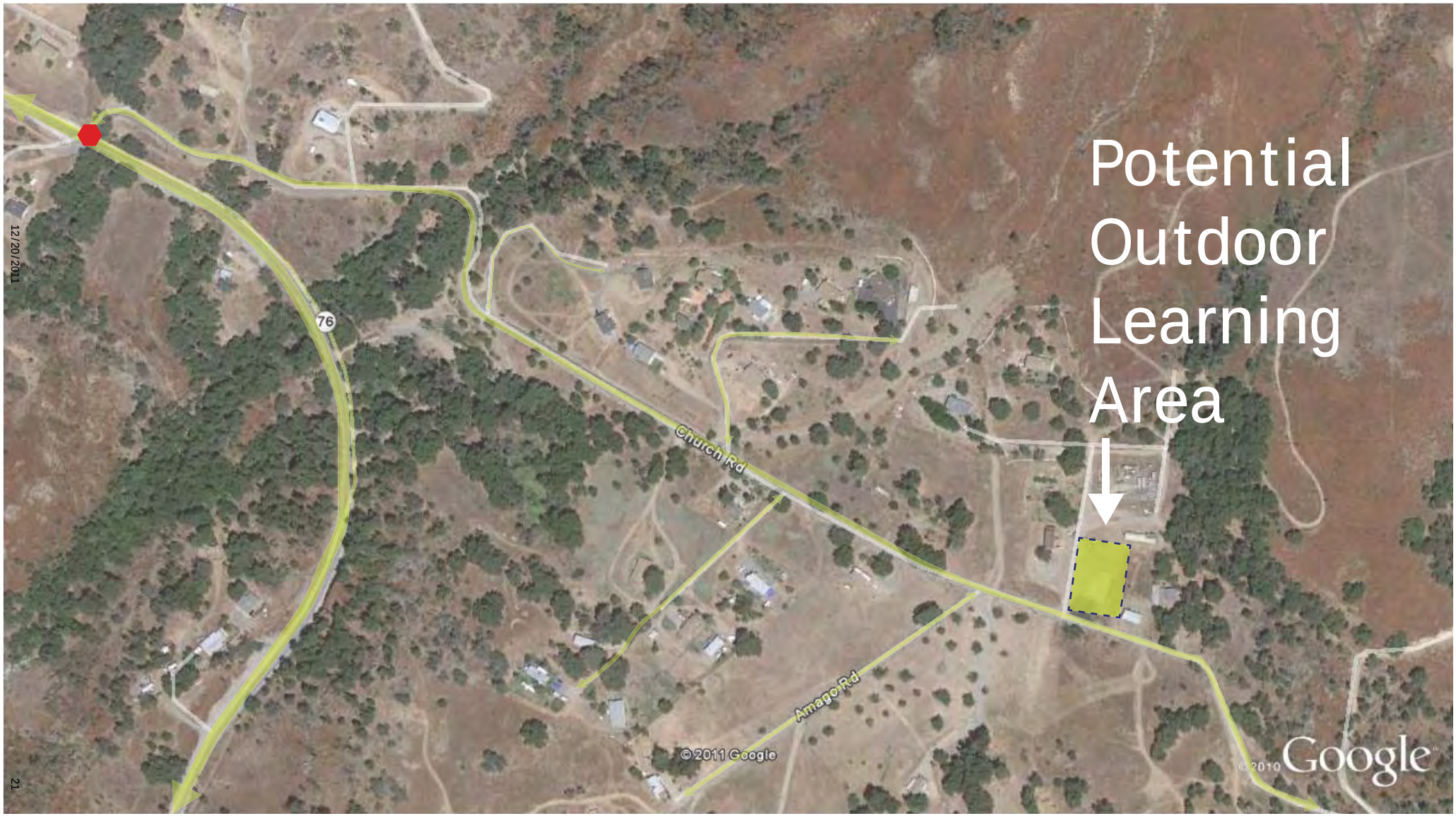
Poomacha Outdoor Learning Area

Main Road

Bus Stop





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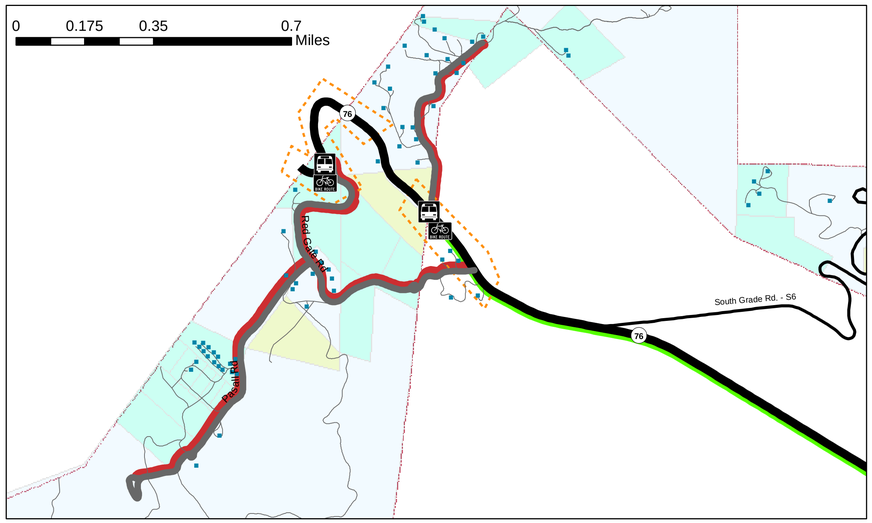
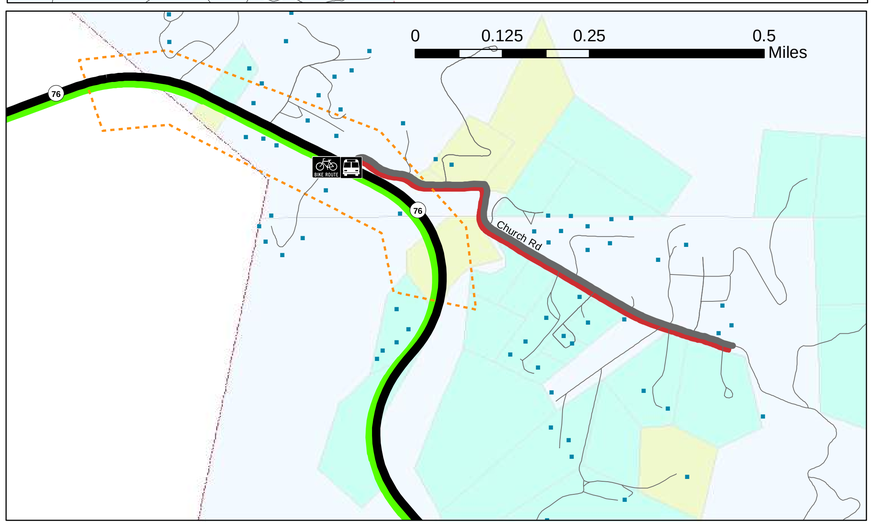
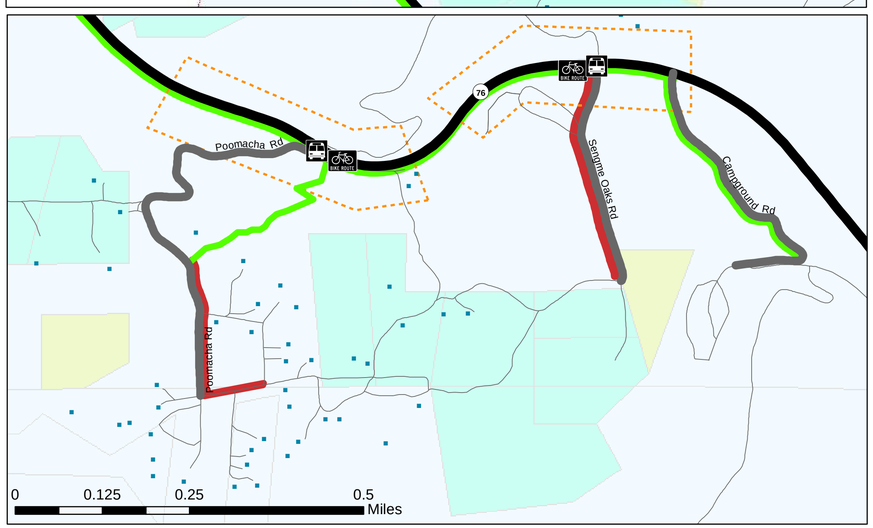
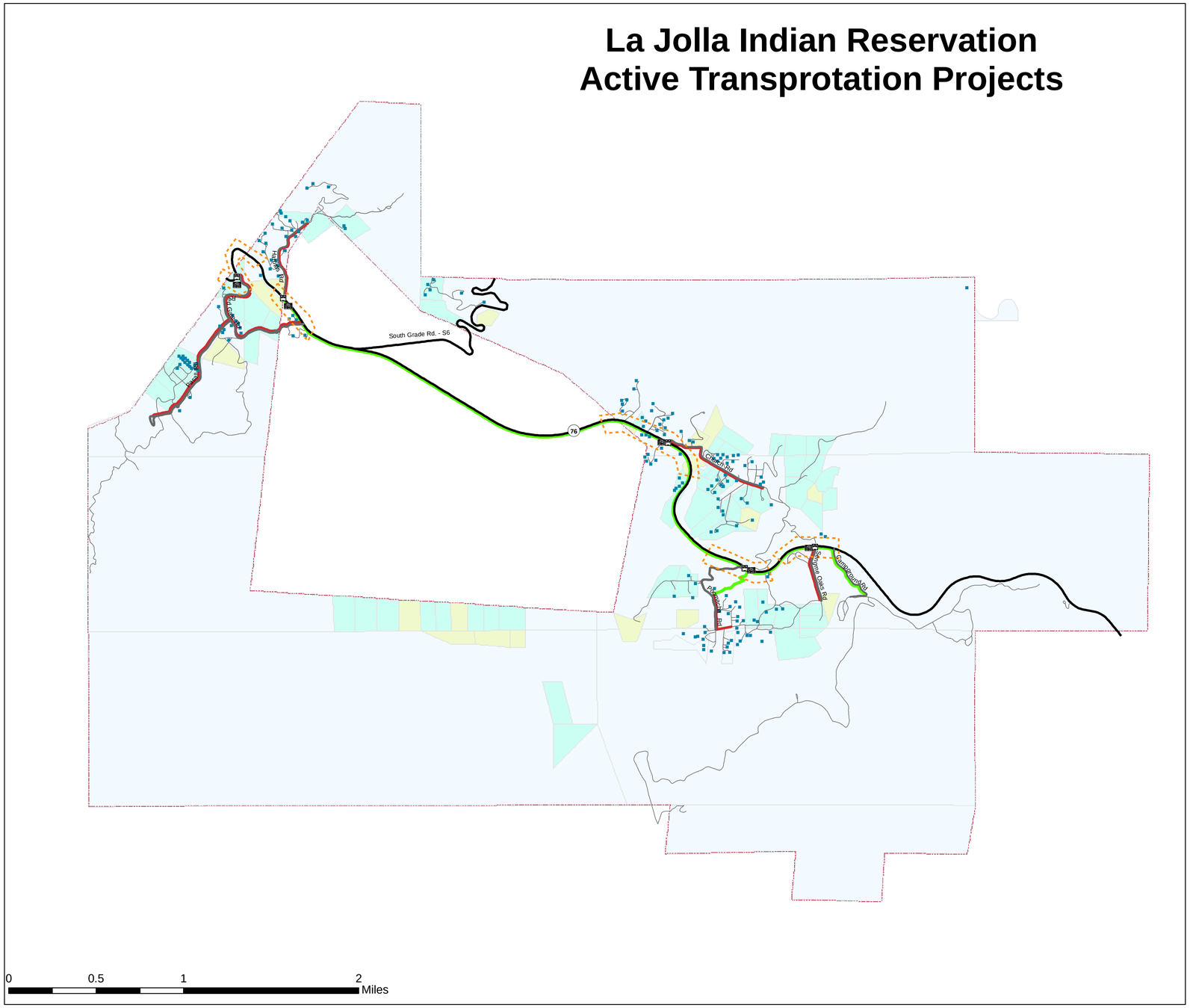
La Jolla Indian Reservation
Active Transprotation Projects









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Trust Status

- Allotted
- Fee
- Tribal

- La Jolla Reservation Boundary
- Main Arterial Roads
- Highway 76
- S-6
- Tribal Homes

- Proposed Signage Area
- Bus Stops (Proposed Facilities)
- Proposed Bike Stand Areas
- Proposed Pedestrian Trail
- Proposed Pedestrian Sidewalk

Coordinate System: NAD 1983 UTM Zone 11N
Projection: Transverse Mercator
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False Northing: 0.0000
Central Meridian: -117.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Date: 5/12/2014

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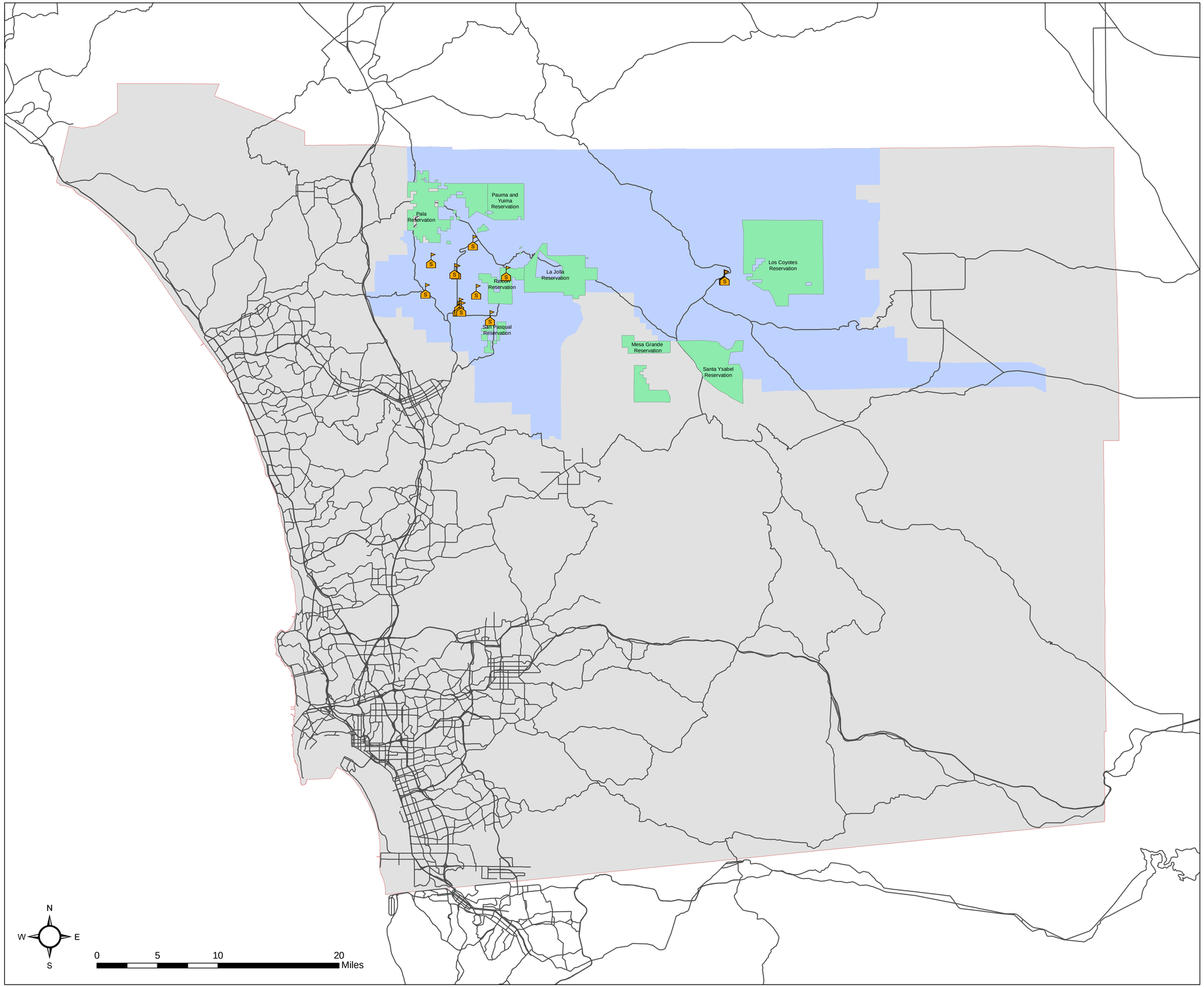
LA JOLLA BAND
EST. 1875
LUISEÑO INDIANS

La Jolla Indian Reservation Active Transprotation Non-infrastructure Project



San Diego County Boundary

Major Roads

Areas of Impact

DISTRICT

UNIFIED VALLEY CENTER-PAUMA

UNIFIED WARNER

Indian Reservation

Schools

Warner Junior/Senior High

Warner Elementary

Valley Center Primary

Valley Center Prep

Valley Center Middle

Valley Center High

Valley Center Elementary

San Jose Valley Continuation High

Pleasant Knoll School

Pine Glen Academy

Pauma Elementary

Oak Glen High

Morning Star Ranch Training Program

Lilac

All Tribes Elementary Charter

All Tribes Charter

Coordinate System: NAD 1983 UTM Zone 11N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -117.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

Date: 5/13/2014

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LA JOLLA BAND LUISEÑO INDIANS EST. 1875

ATTACHMENTS SECTION C:

California Conservation Corps

and

Communication with State of CA Recreational Trails

La Jolla Band of Luiseno Indians

2014 ATP Project Proposal

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New Folder

Inbox
Bulk Mail
Drafts
Templates
Send Later
Sent Items
Trash [purge] (26)

ATP (2)
CTAS
ED PROGRAM
RIF-Reading Prog (1)
FIRST NATIONS
FOOD PROGRAM

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Subject: Re: ATP La Jolla Trail Application to the CCC
From: Calcc Calcc <calocalcorps@gmail.com> (Add as Preferred Sender)
Date: Thu, May 15, 2014 12:01 pm
To: "lee.vasquez@lajolla-nsn.gov" <lee.vasquez@lajolla-nsn.gov>
Cc: "Virginia@CCC Clark" <Virginia.Clark@ccc.ca.gov>, Adam Geisler <adam.geisler@lajolla-nsn.gov>

Hi Adam,

Please see the response from Leah Healy with Urban Corps San Diego, below. Urban Corps San Diego would like to partner on the trail construction and sidewalk portions of this project.

Please use this information to complete your application, and feel free to attach this email to your final application.

Thanks,
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

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Subject: RE: La Jolla ATP App 2014
From: "Rendon, Richard@Parks" <Richard.Rendon@parks.ca.gov> (Add as Preferred Sender)
Date: Mon, May 12, 2014 3:23 pm
To: "lee.vasquez@lajolla-nsn.gov" <lee.vasquez@lajolla-nsn.gov>
Cc: Adam Geisler <adam.geisler@lajolla-nsn.gov>

Hi Lee,

Thank you for the update. For my review of your project, you do not need to send me the CCC response letter; instead, please keep this documentation to include in your ATP application submission to CalTrans.

My sole responsibility is to ensure that projects submitted to CalTrans under the Active Transportation Program - RTP funding component - comply with federal RTP requirements.

If you have any further questions regarding RTP compliance, please do not hesitate to contact me.

Thanks,
Richard

Richard Rendón, State Trail Administrator
California State Parks
Office of Grants and Local Services
1416 9th Street, Room 918

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Subject: Re: FW: La Jolla ATP Trails Inquiry - 2014
From: Calcc Calcc <calocalcorps@gmail.com> (Add as Preferred Sender)
Date: Wed, May 14, 2014 6:23 pm
To: "Clark, Virginia@CCC" <Virginia.Clark@ccc.ca.gov>
Cc: "lee.vasquez@lajolla-nsn.gov" <lee.vasquez@lajolla-nsn.gov>, "Kirsch, Steve@CCC" <Steve.Kirsch@ccc.ca.gov>, "Avila, Victor@CCC" <Victor.Avila@ccc.ca.gov>, "Rankin, Michelle@CCC" <Michelle.Rankin@ccc.ca.gov>

Good afternoon,

Thank you for contacting CALCC. No local corps will be able to participate on this project. Please use this information to complete your application, and feel free to attach this email to your final application.

Thanks,
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

ATTACHMENTS SECTION D:

Letters of Support

La Jolla Band of Luiseno Indians

2014 ATP Proposal

SANDAG

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

MEMBER AGENCIES
Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS
Imperial County
California Department of Transportation
Metropolitan Transit System
North County Transit District
United States Department of Defense
San Diego Unified Port District
San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

May 16, 2014

File Number 3300200

Ms. Teresa McWilliam, P.E.
Active Transportation Program Manager
California Department of Transportation
Division of Local Assistance
Office of Active Transportation & Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Ms. McWilliam:

SUBJECT: *The La Jolla Active Transportation Project* Active Transportation Program Grant Application

On behalf of the San Diego Association of Governments (SANDAG), I am writing to express my support for the La Jolla Band of Luiseño Indians *Application for the La Jolla Active Transportation Project* to the California Department of Transportation for allocation under the initial grant cycle of the Active Transportation Program.

La Jolla is requesting support for both infrastructure and non-infrastructure assistance to: 1) collect relevant transportation, safety, and health data to enhance the quality of life of their community; 2) increase signage, formal bus stop structures, and transportation safety mechanisms on the Reservation; 3) increase the number of individuals who walk and bike on the Reservation to improve health and reduce greenhouse gas emissions; and 4) conduct educational outreach on and near the Reservation including pedestrian safety trainings, youth bicycling workshops/rodeos, and traffic safety information sessions.

La Jolla's project is consistent with the Regional Bike Plan and the 2050 Regional Transportation Plan. La Jolla is an active member of the Interagency Technical Working Group on Tribal Transportation Issues and plays a key role in bringing a tribal perspective to regional planning. I support the efforts of the La Jolla Band of Luiseño Indians to secure funding for the development of the proposed project. Thank you for your consideration.

Sincerely,

JACK DALE, JR.
Chairman, SANDAG Board of Directors

LCU/dsn

28751 Cole Grade Road, Valley Center, CA 92082-6599 · 760.749.0464 f: 760.749.1208 · www.vcpusd.net

May 12, 2014

To Whom It May Concern:

This letter is in strong support of the La Jolla Band of Luiseno Indians' application for the 2014 Active Transportation Program from the Valley Center-Pauma Unified School District (VCPUSD) in San Diego County, CA. The La Jolla Band of Luiseno Indians has students attending schools across our K-12th grade district. It is our understanding that La Jolla is in significant need of an increase in safety features that will better ensure their youth to attend school in a safe manner.

Our School District works diligently to offer an outstanding educational experience to American Indian youth in the region. An often underserved, disadvantaged community, our youth often have fewer support services and opportunities as other groups in our school district. It is a goal of VCPUSD that all students in the region benefit from the greatest degree of transportation safety programming that is available. La Jolla is creating safety transportation programming that will extend to all the schools in our district, and targets youth and families. By offering comprehensive programming, La Jolla is supporting the District's safety education needs in a way that reaches as many students as possible.

One concern to the District is the safety of our students who travel to our schools from rural areas. With few signs, little traffic safety features, and inclement weather that occurs in the mountains, many of our rural students face difficulties when traveling to school. The district desires partnerships with communities such as La Jolla so that the needs of communities are addressed from the ground up –communities know better than any other agency what their safety risks and needs are. La Jolla's application to the ATP demonstrated a clear commitment to taking control of the safety needs of their people. We are very pleased to support the array of activities that the La Jolla application proposal will provide that includes:

- School-wide assemblies on walking/biking safety information
- Pedestrian & safety information from local law enforcement
- Public safety officials to work with students and their families at VCPUSD elementary, middle and high schools
- Opportunities for group work and Q& A for students and their families to learn traffic safety in various settings from safety professionals

Safety education and programming is essential in protecting our students and families who travel to and from our school. La Jolla's non-infrastructure request will supply our schools with the professional presenters and information needed to have a successful experience in school.

We look forward in hearing the award of this grant application to the La Jolla Band of Luiseno Indians. Thank you for your time and consideration.

Sincerely,

Lou Obermeyer, EdD
Superintendent

Superintendent
Dr. Lou Obermeyer

Board of Trustees
Karen J. Burstein
Lori A. Johnson
Donald L. Martin
Mary Polito
Michael T. Robledo

State of California—Business, Transportation and Housing Agency EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
1888 Oceanside Boulevard
P. O. Box 2000 (92051-0359)
Oceanside, California 92054-3486
(760) 757-1675
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

May 10, 2014

File No: 650.13372.11772

LaVonne Peck, Tribal Chair
La Jolla Band of Luiseno Indians
22000 Hwy 76
Pauma Valley, CA 92061

Dear Chairwoman Peck:

This letter is in support of the 'Active Transportation Plan' grant your tribe is applying for. The California Highway Patrol is pleased to have an opportunity to assist the La Jolla Band of Luiseño Indians with this 'Active Transportation Plan' grant. It is our commitment to support public safety on the roads surrounding your schools and community. The California Highway Patrol is dedicated to helping the La Jolla Indians in an effort to increase pedestrians and traffic safety in your region.

Over the last five years, the area in and around the La Jolla Reservation has averaged over 481 traffic collisions per year. These collisions range from property damage only, to more serious collisions involving fatalities. The remoteness of this area limits our Department's resources in providing adequate coverage at critical times, including when the school buses pick up or drop off students. Funding which may be provided by this grant, would greatly enhance our enforcement efforts, which may not otherwise have been available. You have our full support and wish you good luck with the application. Please contact us and let us know how we may further assist you with implementing this grant.

Sincerely,

M.A. MANGAN, Captain
Commander
Oceanside Area

28751 Cole Grade Road, Valley Center, CA 92082-6599 • 760.749.0464 f: 760.749.1208 • www.vcpusd.net

May 2, 2014

To Whom It May Concern:

I am writing to you from the Valley Center/Pauma Unified School District in San Diego County, CA. I am writing in support of the La Jolla Band of Luiseno Indians' application to the 2014 Active Transportation Program. A Tribe which has students across our school district, La Jolla is in desperate need of an increase in safety features to better ensure the youth in our service region attend school in a safe manner.

Our School District works hard to offer an outstanding educational experience to American Indian youth in the region. An often underserved, disadvantaged community, the La Jolla youth have challenges due to a lack of support services in their rural area. It is a goal of the Valley Center – Pauma Unified School District for all students in the region to benefit from the greatest degree of transportation safety programming that is available. La Jolla is creating safety transportation programming that will extend to all the schools in our district, and targets youth and families. By offering comprehensive programming, La Jolla is supporting the District's safety education needs in a way that reaches as many students as possible.

One of the issues of concern to the District is the safety of our students who travel to our school from rural areas. With few signs, little traffic safety features, and inclement weather that occurs in the mountains, many of our rural students face difficulties when traveling to school. The district desires partnerships with communities such as La Jolla so that the needs of communities are addressed from the ground up –communities know better than any other agency what their safety risks and needs are. La Jolla's application to the ATP demonstrated a clear commitment to taking control of the safety needs of their people.

Safety education and programming is essential in protecting our students and families who travel to and from our school. La Jolla's request will supply our schools with the professional presenters and information needed to have a successful experience in school.

Thank you for your time and consideration,

Mary Gorsuch

Mary Gorsuch

Assistant Superintendent

Valley Center Pauma Unified School District

Superintendent
Dr. Lou Obermeyer

Board of Trustees
Karen J. Burstein
Lori A. Johnson
Donald L. Martin
Mary Polito
Michael T. Robledo

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, M.S. 230
SAN DIEGO, CA 92110
PHONE (619) 688-3142
FAX (619) 688-2575
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

May 19, 2014

Mr. Adam Geisler
Secretary, La Jolla Tribal Council
2200 Highway 76
Pauma Valley, CA 92061

Dear Mr Geisler:

The California Department of Transportation (Caltrans) received the La Jolla Band of Luiseno Indians Active Transportation Assessment and Healthy Communities Assessment for La Jolla Reservation 2012.

Caltrans District 11 Traffic Operations Division acknowledges the various proposals in the two Assessments for the Red Gate Road/Pasall Road, Harolds Road, Church Road, and Poomacha intersections with State Route 76 (SR-76).

Caltrans looks forward to working with the La Jolla Tribal Council to implement the proposals that are consistent with the California Manual on Uniform Traffic Control Device (CA MUTCD), Chapter 7 of the Caltrans Traffic Manual, the Caltrans Highway Design Manual and other applicable manuals and guidance should the grant be awarded.

Sincerely,

JOE HULL
District Division Chief of Traffic Operations, Caltrans

ALL TRIBES CHARTER SCHOOL

May 12, 2014

To Whom It May Concern:

I am writing to you today from the All Tribes American Indian Charter School, located within the Warner Springs School District. We are writing in support of the La Jolla Band of Luiseno Indians' application to the 2014 Active Transportation Program.

All Tribes works hard to offer an outstanding educational experience to American Indian youth in the region. An often underserved, disadvantaged community, our youth often have fewer support services and opportunities as other groups in our school district. The median income level of families in in our school is often less than the state-wide median, and many students in our school district receive free or reduced lunches on a daily basis.

One of the issues of concern to All Tribes is the safety of our students who travel to our school. The school is located on Valley Center Road—the main highway through the Rincon reservation. Our students who walk must cross the highway, and buses bring in in rural students have to cross this one-lane highway to access the school. We want to offer the greatest degree of safety for our students, and All Tribes knows that safety education and programming is essential in protecting our students and families who travel to and from our school. La Jolla's non-infrastructure request will supply our schools with professional education and non-motorized safety information. ATP funding will also increase the physical signage along the highway in front of our school, leading to an increase in students who travel safely to our school. We are excited by this unique opportunity and look forward to working with La Jolla in their transportation safety efforts.

Thank you for your time and consideration,

Michelle Parada
All Tribes American Indian Charter School

34320 Valley Center Rd., Valley Center, California 92082 (760) 749-5982 FAX (760) 749-4153

ATTACHMENTS SECTION E:

Policy Development

And

Tribal/Regional Planning

La Jolla Band of Luiseno Indians

2014 ATP Project Proposal

SANDAG

SCTCA

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
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And
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department of Transportation
Metropolitan Transit System
North County Transit District
United States Department of Defense
San Diego Unifies Port District
San Diego County Water Authority
Southern California Tribal Chairman's Association
Mexico

2014
SAN DIEGO REGIONAL TRIBAL SUMMIT

Friday, April 11, 2014
10 a.m. to 3 p.m.
Hosted by Barona Band of Mission Indians
Barona Resort - Golf Events Center
1932 Wildcat Canyon Road
Lakeside, CA 92040

The 2014 San Diego Regional Tribal Summit will bring together the boards of the Southern California Tribal Chairmen's Association (SCTCA) and SANDAG to discuss issues of interest, identify collaborative opportunities, and set forth strategies for inclusion in San Diego Forward: The Regional Plan.

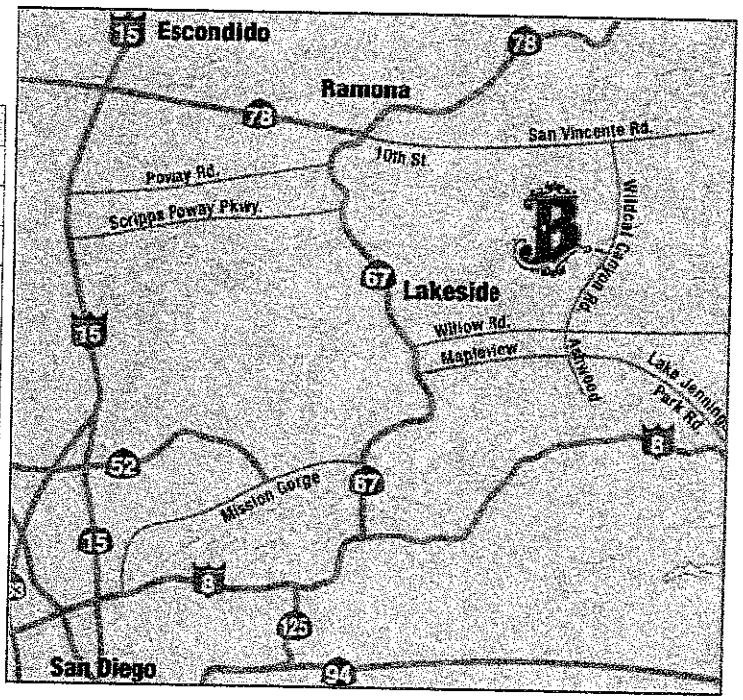
MEMBER TRIBES

Barona Band of Mission Indians
Campo Kumeyaay Nation
Ewiiaapaayp Band of Kumeyaay Indians
Iipay Nation of Santa Ysabel
Inaja-Cosmit Band of Mission Indians
Jamul Indian Village, A Kumeyaay Nation
La Jolla Band of Luiseño Indians
La Posta Band of the Kumeyaay Nation
Los Coyotes Band of Cahuilla/Cupeño Indians
Manzanita Band of the Kumeyaay Indians
Mesa Grande Band of Mission Indians
Pala Band of Mission Indians
Pauma-Yuima Band of Luiseño Indians
Rincon Luiseño Band of Indians
San Pasqual Band of Diegueño Mission Indians
Sycuan Band of the Kumeyaay Nation
Viejas Band of Kumeyaay Indians

RTA

Map, Directions, and Bus Routes to Meeting

Driving Directions from San Diego
Take Interstate 8 to State Route 67 North
Travel five miles to the first light
Turn right on Mapleview Street
At the next four-way intersection, turn left on to Ashwood
Ashwood becomes Wildcat Canyon Road
Continue north on Wildcat Canyon Road
Drive five miles to the main entrance of Barona Valley Ranch Resort and Casino
Turn left into the Barona driveway
Turn right towards Golf Events Center
Parking is available in front of the Center
Follow signs to the conference room



The Valley Express Shuttle is available from the following locations:

Depart: Chula Vista, Palomar Street Station (south side)	Depart: National City, Kimball Towers, 1317 D Street	Arrive: Barona	Depart: Barona
8:40 a.m.	8:50 a.m.	9:40 a.m.	4:20 p.m.

Depart: Kearny Mesa, 7700 Raytheon Road (north side)	Depart: Mira Mesa Park-n-Ride, 4929 Mira Mesa Boulevard	Depart: north of Kohl's at New Salem Street	Arrive: Barona	Depart: Barona
8:20 a.m.	8:40 a.m.	8:50 a.m.	9:50 a.m.	3:20 p.m.

In compliance with Government Code §54952.3, the Clerk of the SANDAG Board of Directors hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) $100, Board of Directors (BOD) $150, and Regional Transportation Commission (RTC) $100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

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

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

如有需要, 我们可以把SANDAG议程材料翻译成其他語言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

2014 SAN DIEGO REGIONAL TRIBAL SUMMIT

Friday, April 11, 2014

ITEM #

1. **NETWORKING AMONG ELECTED OFFICIALS**
(Golf Events Foyer)

This is an opportunity for tribal and non-tribal elected officials to engage each other informally.

2. **WELCOME AND OPENING REMARKS**

Chairman Clifford LaChappa, *Barona Band of Mission Indians*
Chairman Robert Smith, *Pala Band of Mission Indians*, SCTCA
Chairman Jack Dale, SANDAG

+3. **SOVEREIGNTY AND TRIBAL NATIONS IN THE SAN DIEGO REGION**
Chairman Anthony Pico, *Viejas Band of the Kumeyaay Nation*, SCTCA

The United States Constitution and treaties recognize Native American communities as sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 17 federally recognized tribal governments, with jurisdiction over 18 reservations - the most in any county in the United States. Anthony Pico, Chairman of the Viejas Band of the Kumeyaay Nation, will provide a brief background on sovereignty and the tribal nations in the San Diego region.

4. **SAN DIEGO FORWARD: THE REGIONAL PLAN - VIDEO**
Chairman Jack Dale, SANDAG

San Diego Forward: The Regional Plan will combine a big-picture vision for how our region will grow over the next 35 years, with an implementation program to help make that vision a reality. Working in close partnership with the region's 18 cities and the county government, SANDAG will seek to create an innovative plan for our growing community that fuels our economy, protects our environment, and maintains our quality of life. A video introduction to San Diego Forward: The Regional Plan will be shared.

5. **REVIEW OF POLICY AREAS FOR DISCUSSION**

Chairwoman LaVonne Peck, *La Jolla Band of the Luiseño Indians*, SCTCA
Hon. Lesa Heebner, SANDAG Regional Planning Committee Chair

A. Policy Areas Identified by Tribes

As part of the tribal consultation process for San Diego Forward: The Regional Plan, the SCTCA and SANDAG conducted a survey of tribal nations to determine what areas within San Diego Forward: The Regional Plan were of interest to the tribes. The areas identified were transportation, cultural resources, economic development, energy, and environmental conservation. Chairwoman LaVonne Peck, SCTCA, and Lesa Heebner, SANDAG Regional Planning Committee Chair, will brief the Summit participants on these topic areas to set the context for dialogue.

B. Group Discussion on Policy Areas of Mutual Interest (Lewis Michaelson, Facilitator)

Using an interactive tool, the SCTCA and SANDAG Boards will review the identified policy areas, and with the assistance of a facilitator, will determine those of mutual interest for further discussion.

6. **LUNCHEON**

7. **GROUP DISCUSSION: PRIORITIZE STRATEGIC POLICY AREAS**
Lewis Michaelson, Facilitator

SCTCA and SANDAG Board members will discuss the policy areas described in Agenda Item No. 5, identify collaborative opportunities, and prioritize strategic actions of mutual concern for inclusion in San Diego Forward: The Regional Plan.

Members of the public wishing to speak to the Summit participants on this item of the agenda will be called on after the discussion. Please complete a speaker's slip and present the slip to a SANDAG staff member.

8. **PUBLIC COMMENT/COMMUNICATIONS**
Chairman Jack Dale, SANDAG

Members of the public may address the Summit participants on any issue not related to the specific agenda items but within SANDAG purview under this item.

9. **NEXT STEPS AND CLOSING REMARKS**

Chairman Robert Smith, *Pala Band of Mission Indians*, SCTCA
Chairman Jack Dale, SANDAG

SANDAG

SCTCA
Southern California Tribal Chairmen's Association

2014
SAN DIEGO REGIONAL TRIBAL SUMMIT

POLICY DISCUSSION PAPER

TRIBAL SOVEREIGN NATIONS AND PLANNING IN A REGIONAL LANDSCAPE

April 2014

Direct questions and comments to:
Jane Clough, Ph.D., SANDAG, jane.clough@sandag.org; (619) 699-1909
Claudine Montes, Ph.D., SCTCA, cmontes@sctca.net; (760) 560-8594

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INTRODUCTION

The United States Constitution and treaties recognize Native American communities as separate and independent sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 17 federally recognized tribal governments with jurisdiction over 18 reservations — the most in any county in the United States (Attachment A – Tribal Lands in San Diego Region Map).

Federal legislation requires that federally recognized tribal governments be consulted in the development of Regional Transportation Plans (RTP) and programs (23 U.S.C. 450.312). In particular, the current federal transportation authorization, the Moving Ahead for Progress in the 21st Century (MAP-21) reinforces federal emphasis on tribal government participation. President Obama in his November 5, 2009, Memorandum on Tribal Consultation (Federal Register, Vol. 74, No. 215, 11/9/09) reiterated the directive for public agencies to incorporate tribal consultation into their plans and programs in a timely and meaningful manner.

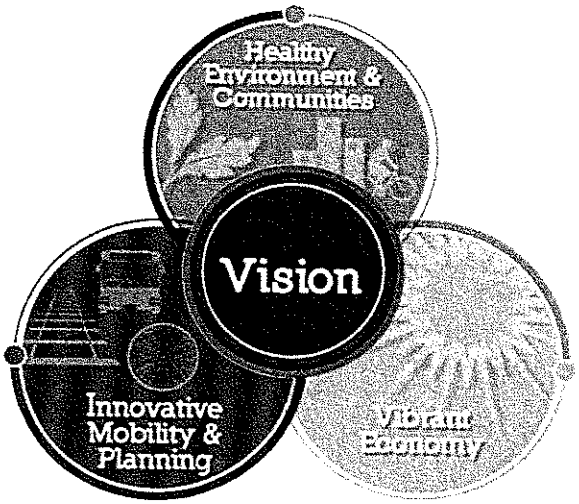
At the state level, Governor Edmund G. Brown Jr.'s administration emphasized the importance of tribal-state relations through the creation of the Office of the Tribal Advisor (Executive Order B-10-11) in 2010. The Tribal Advisor's charge is to serve as a direct link between the tribes in California and the Governor; facilitate communication and consultations between tribes and state agencies; and review state legislation and regulations affecting tribes and provide recommendations.

At the regional level, there are minimal guidelines for consultation. How consultation should occur is left to the Metropolitan Planning Organizations (MPOs) and the tribal governments. Over the last ten years, the San Diego Association of Governments (SANDAG), as an MPO, has forged a working relationship with the tribal nations in the region, based on a diplomatic framework of communication, coordination, and collaboration in the regional transportation planning process. With each cycle of the RTP process, strategies and actions have been pursued collaboratively.

This paper is a collaborative effort between SANDAG and the Southern California Tribal Chairmen's Association (SCTCA) to discuss policy issues of mutual interest in a regional context. The purpose of this paper is to provide background that will inform the discussion between SANDAG and the SCTCA at the 2014 San Diego Regional Tribal Summit.

San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan, led by the SANDAG, is a planning effort that will combine an overall vision for the region's future with an implementation program to make the vision a reality. As the San Diego region's MPO, SANDAG is responsible for developing a RTP every four years. Each cycle of the RTP is an iterative process in which the region's long-term transportation goals and project priorities are revisited and discussed through a public involvement process among diverse stakeholders. The most recent RTP, the 2050 RTP/Sustainable Communities Strategy (SCS), was approved by the SANDAG Board of Directors in October of 2011. An innovation in this cycle is that SANDAG is combining the Regional Comprehensive Plan (RCP) with the update of the RTP. The SANDAG Board of Directors has approved the following vision and goals to guide San Diego Forward: The Regional Plan.



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.

As sovereign nations within the boundaries of the San Diego region, it is important that the region's tribes engage in shaping San Diego Forward: The Regional Plan. Using the government-to-government framework in place, SANDAG and the SCTCA developed a Tribal Consultation Plan for San Diego Forward: The Regional Plan during the fall of 2012 (Attachment B: San Diego Forward Tribal Consultation Plan). It was approved by the SCTCA Board in November of 2012 and by the SANDAG Board of Directors in January 2013. The elements of the Tribal Consultation Plan include:

- **An Informational workshop:** A workshop for Tribal Leaders regarding the SANDAG role in regional planning and regional issues.
- **Survey of Tribal Nations on Policy Issues**: Based on discussions at the informational workshop, SCTCA and SANDAG staff developed a survey that was distributed to all tribal nations to identify priority regional issues.
- A **Policy Workshop** was held with the tribal nations supported by SANDAG and SCTCA staff focused on the regional issues identified in the survey to elicit ideas for collaborative strategies in the selected policy areas.
- The **Tribal Transportation Working Group (Working Group)** has been and will continue to provide input into the development of each stage of San Diego Forward: The Regional Plan. In addition, the Working Group has been providing updates to the SCTCA on San Diego Forward: The Regional Plan and identifying transportation projects of concern to tribal nations and working to include individual Tribal Transportation Plans in the San Diego Forward: The Regional Plan document.
- Based on the input provided, SCTCA and SANDAG staffs have prepared this **Policy Paper** to serve as a basis for dialogue between the tribal nations and SANDAG.
- The 2014 **San Diego Regional Tribal Summit** will be convened between the SANDAG and the SCTCA Boards as a means of timely and meaningful input in the process to develop San Diego Forward: The Regional Plan. Key policy issues will be discussed for consideration in the Regional Plan and a potential collaborative agenda will be developed.

The proposed objectives for the Regional Plan with regard to tribal nations and regional transportation planning are to:

- Engage federally recognized tribal governments in the region in the regional planning process in a timely, meaningful, and effective manner through the established framework for government-to-government engagement at a regional level
- Based on a government-to-government dialogue and negotiation, pursue a set of mutually agreed upon prioritized strategies to improve tribal transportation in the region in four areas: roadways, transit, funding, and information sharing/technical assistance
- Explore mechanisms for collaboration in regional policy areas of mutual concern such as energy, environmental conservation, cultural resources, economic development, and emergency preparedness

SETTING THE STAGE

Historically, the relationship between local governments and federally recognized tribal governments has been contentious. While the federal-tribal relationship is well established, the local-tribal government relationship has not been as clearly defined. Despite efforts to reach out to local governments, tribal governments indicate that for many years they were not well received. This has changed considerably in recent years. With the advent of gaming, local perceptions, according to various tribal leaders, have changed. As a condition of the development of more recent gaming compacts, some tribes are required to negotiate mitigation agreements with the local land use authorities adjacent to them. What has not been clearly delineated by the state or federal government is the mechanism for inclusion of tribal input into the regional transportation planning process. The federal government requires "consultation" with tribal governments; however the definition of meaningful consultation, or more in depth coordination and cooperation is being developed on a case-by-case basis in various parts of the country. As the region continues to grow, there is an increasing need to better coordinate our tribal and regional planning efforts to make the best use of resources while protecting and enhancing the quality of life for all our region's residents.

Tribal Nations in San Diego

Of the 109 federally recognized Indian tribes in California, 17 are located in San Diego County (Attachment C – California Native American Trust Lands).[1] Historically, 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 nations are: the Luiseño, who traditionally inhabited the land along the San Luis Rey River in north and northwestern San Diego County; the Cahuilla, who live in the mountains in the northeastern part of the county and into the Coachella and Imperial Valleys; the Cupeño, who live in the Warner Springs area; and the Kumeyaay (Northern Ipai/Southern Tipai),

[1] 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.

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 (Attachment D – Kumeyaay Historical Map).

In the years just prior to California becoming a state, the federal government developed treaties with Native Nations in the region in an effort to reduce tribal and settler violence at the end of the United States-Mexican War and the onset of the Gold Rush. However, these treaties were never ratified — they were thwarted on the United States Senate floor by pressure from the new California Senators — and the tribal nations that had signed the treaties were never informed. In 1875, President Ulysses S. Grant signed an Executive Order based on several of the "lost treaties" creating tribal reservations for Santa Ysabel, Pala, Sycuan, La Jolla, Rincon, and Capitan Grande.[2] Most of the current tribal reservations were established by the end of the 19th century; however, several were established well into the 20th century.[3] Today, these four ethnic groups are distributed across 18 reservations and are represented by 17 federally recognized tribal governments as shown in Table 1.[4]

As domestic sovereign nations[5], tribes are subject to federal regulations, but are not subject to local or state regulations, unless the United States Congress delegates implementation of federal law to the state. From a governance perspective, tribal governments are considered a separate category of government from the 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 tribes and held in trust by the federal government.[6] Native American reservations currently cover more than 127,000 acres in the San Diego region, approximately four percent of the region's land base.

---

[2] The Capitan Grande Reservation included the Bands that would later become the Barona Band of Mission Indians relocated to the Barona Valley Ranch (1932) and subsequently the Barona Indian Reservation, and the Viejas Band of Kumeyaay Indians that relocated to Baron Long Ranch (1934) and subsequently the Viejas Indian Reservation.

[3] The Jamul Indian Village did not receive federal recognition as a reservation until 1975; other landless California tribes such as the San Luis Rey Band of Mission Indians continue to seek federal recognition.

[4] The original inhabitants of the still federally recognized Capitan Grande reservation established in the 1890s were moved to two different ranches in 1932 when the City of San Diego, by act of the United States Congress, acquired more than 7,000 acres of land inside that reservation territory to build the El Capitan Reservoir. Capitan Grande is currently uninhabited and jointly managed by the Barona and Viejas tribal governments.

[5] As defined in the United States Constitution.

[6] For many tribal governments land ownership is complex as the reservations often have non-Indian owned in-holdings and/or allotments or individual land parcels owned by tribal members. This complicates land and resource management for tribal governments.

Table 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 Mission Indians of the Kumeyaay Nation
Capitan Grande	Joint Power Authority between Barona and Viejas
Ewiiaapaayp	Ewiiaapaayp Band of Kumeyaay Indians[7]
Inaja and Cosmit	Inaja Cosmit Band of Diegueño Mission Indians
Jamul Indian Village	Jamul Indian Village. A Kumeyaay Nation
La Jolla	La Jolla Band of Luiseño Indians
La Posta**	La Posta Band of the Kumeyaay Nation
Los Coyotes	Los Coyotes Band of Cahuilla/Cupeño Indians
Manzanita	Manzanita Band of Diegueño Mission Indians
Mesa Grande	Mesa Grande Band of Diegueño Mission Indians
Pala*	Pala Band of Mission Indians
Pauma and Yuima*	Pauma Band of Luiseño Indians
Rincon*	Rincon Band of Luiseño Indians
San Pasqual*	San Pasqual Band of Diegueno Mission Indians
Santa Ysabel**	Iipay Nation of Santa Ysabel
Sycuan*	Sycuan Band of the Kumeyaay Nation
Viejas*	Viejas Band of the Kumeyaay Indians

*Source: SANGIS, Bureau of Indian Affairs; *tribe with gaming facility **tribe that has closed gaming facility*

Current Conditions

A number of planning issues surround these reservations, as they are all located in remote areas outside of incorporated areas. The degree of remoteness ranges from those that are outside the urban transportation system, but near major highways such as Viejas, to those that are not even fully connected to county roads, such as Los Coyotes. Inadequate access to and from the reservations often results in a lack of economic opportunities, as well as insufficient health, social, and cultural services.

[7] Several official sources alternately refer to the Ewiiaapaayp tribe by the Spanish spelling "Cuyapaipe."

Tribal Economic Development

Gaming is a traditional social activity among many tribal nations; however, tribal gaming enterprises expanded exponentially nationwide in the early 1990s as a result of the passage of the Federal Indian Gaming Regulatory Act (IGRA). The IGRA was the result of a legal battle between the Cabazon Band of Mission Indians and the State of California over the issue of the definition of sovereignty.[8] The State claimed that Cabazon was violating state anti-gambling laws, while the tribe asserted its sovereign right to pursue its own economic interests. In 1987, the United States Supreme Court ruled in favor of Cabazon, prompting Congress to pass a federal gaming regulatory act to define how gaming should be conducted nationwide and what role the states should have in that activity.[9] Although several tribes in the San Diego region already had bingo facilities, by the 1990s, most of the tribes had developed or had agreements to develop gaming facilities as a means of economic development. San Diego County now has eight tribal gaming facilities, which is the greatest number of Indian gaming facilities in any county in the United States (Table 1).[10]

Gaming-related and other types of development have led to rapid economic growth for number of tribes, while also providing jobs and stimulating the regional economy.[11] In the San Diego region, statistics show that the Indian gaming industry as a whole has created more than 10,000 jobs in the region, resulting in a $1 billion industry with approximately $263 million in goods and services purchased annually and $500 million in payroll. It should be noted, however, that poverty levels among the Native American population remain below the national average, and some gaming tribes have been much more successful than others.

This growth has been accompanied by increases in traffic, jobs-housing accessibility issues, and the need for additional resources such as water and energy.[12] Those tribes who do not have gaming facilities continue to have economic development, transportation, and infrastructure needs, which have not been met.

Since the mid-1990s tribal governments in San Diego have been in the process of developing gaming compacts with the State of California that have allowed them to plan and develop gaming facilities on their reservations. The planning framework used for the regional transportation plans is one of concentrating development in existing, more urban areas and connecting transit to appropriate smart growth opportunity areas. As part of the gaming compact process, tribal governments are required to submit to the state a Tribal Environmental Impact Report, the findings of which are subject to negotiation between the tribal government and the local land use authority adjacent to it. However, there are currently no protocols in place for exchanging information regarding long-term land use and transportation plans on tribal lands for the purposes of regional planning.

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[8] Neuman, Lisa. 2005. "Commentary: From Clean Water to Casinos: Why Sovereignty is Important to Native Americans." Maine Policy Review. Vol. 13(2): 30-32

[9] California vs. Cabazon Band of Mission Indians, 480 US 202 (1987).

[10] Two smaller gaming facilities – La Posta and Santa Ysabel –have recently closed down operations. Viejas recently added a hotel to its facility, and Pala, Rincon, and Sycuan expanded their existing hotels/parking facilities.

[11] For additional discussion on the impact of tribal gaming in California, see The Center for California Native Nations, "An Impact Analysis of Tribal Government Gaming in California." University of California at Riverside. January 2006

[12] For a comprehensive overview, see San Diego County study "Update on Impacts of Tribal Economic Development Projects in San Diego County," April 2003. Contact the Department of Land Use and Planning for a copy of this document.

Tribal Transportation

More than ten years ago, the County of San Diego, in its capacity as the adjacent land use authority to most tribal developments in the San Diego region, conducted traffic needs assessments related to tribal developments, which intensified after the enactment of the federal IGRA. In its 2003 report on the impact of tribal development on its roadways, the county requested that SANDAG consider the impacts of tribal development on the regional transportation system.

The county undertook a traffic impact assessment and, based on that information, negotiated cooperative agreements with several tribes for "fair share" funding of traffic impact mitigation. Nonetheless, according to the county report, levels of service on several road segments in the State Route 76 (SR 76), State Route 67, and State Route 94 (SR 94) corridors were estimated to deteriorate with increased traffic volume associated with the gaming facilities. Both Caltrans and the county called for additional corridor studies in the unincorporated area associated with gaming facilities to better understand the situation.

Currently, the main input required to accurately incorporate tribal land use into transportation forecast modeling for the RTP is the square footage of gaming area which produces the estimate of average daily trips. Eight tribal gaming facilities are currently in operation. The estimated square footage of each facility is shown in Attachment E – Square Footage of Gaming Facilities for Trip Generation Estimates. It is anticipated, that through government-to-government discussions with tribal governments, more accurate protocols can be developed for assessing traffic impacts.

At the same time that there is concern about the impact of the development of gaming facilities on the regional transportation system, tribal governments have long advocated for better access to that same system. Located in the unincorporated portion of the county, tribal lands are isolated from the regional transportation system. Although all non-gaming tribes[13] in San Diego County receive funding from gaming tribes from the Revenue Sharing Trust Fund (RSTF)[14] to support the administration of their nations, their physical isolation from the regional transportation system-- both in terms of infrastructure and transit services-- is a significantly limiting factor in their ability to improve the health and well-being of tribal members who reside on the reservation, as well as their ability to explore alternative sources for economic development. As more tribal members return to their homelands to live, this will continue to be an issue regardless of the success of tribal enterprises. Federal regulations for transportation require that regional transportation systems support the needs of federally recognized tribal reservations.

Tribal Environmental Context

Tribes face a variety of environmental and topographical challenges. Several reservations are in valleys surrounded by mountainous terrain like Barona, while others are situated on steep slopes,

[13] The 1999 Compact defines a 'non-gaming' tribe as a tribe that has no gaming or operates less than 350 gaming devices. Gaming devices are defined to be Class III devices. Class II devices, or bingo gaming devices, are not included in this count.

[14] The State Controller's Office began distributing checks to tribal governments in August 2001. "Eighty-five of the 109 federally recognized tribes in California (those that have either small or no gaming operations) will receive checks that will provide these Tribes with funds to help meet the critical needs of their communities. Tribes will manage the RSTF distributions in a variety of ways, including providing per capita distributions of direct cash benefits." Source: www.calindian.org/nl_fall2001.htm

like Los Coyotes. Historically, Indian Reservations were established in remote, rocky, steep, and desolate areas of the region in which agriculture and other subsistence activities were limited.

Today, there are a number of environmental issues that tribal communities share with non-tribal communities such as air and water quality, threats from hazardous and solid waste and illegal dumping. The 2003 and 2007 regional fires decimated several reservations. The Poomacha fire in 2007 destroyed 99 percent of the La Jolla Band of Luiseño Reservation including homes and open space.

Others environmental challenges are unique to tribal lands because of their sovereign status. For example, many reservations in the region are located in watersheds with groundwater. The rules and regulations governing surface water and groundwater are different for tribes than for the communities that surround them. This has often created confusion and at times led to tensions. Similarly, environmental conservation is important to tribal nations, but tribal lands are only a fraction of the acreage originally agreed to in the treaty negotiations in the 1800s and are now surrounded by land controlled by federal, state, or private parties. As efforts increase to preserve habitat throughout the region, pressure for tribal lands to be considered open space or endangered species habitat have risen. As sovereign land use authorities, however, tribal governments have the right to define their own land use. At the same time, as reservations are a fraction of traditional native territories, there are many important natural areas with cultural significance located outside the reservation in areas where tribes have limited influence or control. This highlights the importance of diplomatic discussions to identify ways in which tribes, as land use authorities, can join the regional dialogue on environmental conservation and habitat planning.

A REGIONAL GOVERNMENT-TO-GOVERNMENT FRAMEWORK

As tribal reservations continue to develop and interregional planning issues become more related to surrounding jurisdictions rather than only to federal and state agencies, the need for establishing a government-to-government framework at a regional level has become increasingly apparent. Tribes operate under independent constitutions, have their own systems of governance, and establish and administer their own laws. This sovereign status of tribal governments dictates that the United States and all agencies operating within it are expected to engage in government-to-government relationships with Native American tribes. Government-to-government interaction with Native American tribes should follow the principles of coordination, cooperation, and consultation.

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 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.

Regional Partners

The core of the framework is an ongoing dialogue among key stakeholders at the regional level. Today, all three principal transportation planning agencies in the region have tribal liaisons: SANDAG, Caltrans, and the County of San Diego.

Public Agencies

Caltrans District 11: Caltrans was the first state agency in California to enact an agency-wide policy on tribal consultation. The Native American Liaison program was established in 2002 to work with the 19 tribes in its jurisdiction (San Diego-Imperial Counties). Its objectives are to: (a) establish close coordination and early project involvement with tribal governments to streamline funding, environmental, and project delivery processes in areas on or near reservations; (b) ensure that Caltrans programs do not adversely affect important California Native American sites, traditions, or practices; (c) encourage cooperation between other agencies and local tribal governments; (d) assist with training, information dissemination, and project delivery; and (e) consider Tribal Employment Rights Ordinance (TERO) from individual tribes for employment and contracting opportunities for Native Americans on Caltrans projects on or near reservations.

County of San Diego: The county's Tribal Liaison was established in 2001. Liaison responsibilities include: identifying and resolving issues related to impacts of tribal economic development projects on infrastructure and other county services in unincorporated areas; providing support and tracking legislation and policy matters related to tribes for the County Board of Supervisors and the Chief Administrative Officer; participating in regional land use and transportation planning, economic and services forecasting, funding, and development activities; and assisting tribes with permitting and other issues.

SANDAG: It is through the Borders Committee that SANDAG has been pursuing government-to-government relations with tribal governments in the region. The Borders Committee discusses policy issues related to borders-related planning from three perspectives: interregional, binational, and tribal. In 200S, the SCTCA joined the Borders Committee as an intertribal council of governments to engage in a dialogue on tribal planning issues with other neighboring councils of government, including Imperial Valley, Riverside, and Orange Counties, as well as the Republic of Mexico (as represented by the Consul General in San Diego). Following the 2006 San Diego Regional Tribal Summit, the SCTCA and SANDAG signed an historic Memorandum of Understanding (MOU) in which the SCTCA joined SANDAG, with representatives on the Board of Directors and all Policy Advisory Committees. The SANDAG Tribal Liaison is a member of the Land Use and Transportation Planning Department, which provides technical support to the Borders Committee as well as the Board of Directors and other Policy Advisory Committees.

Intertribal Organizations

Intertribal organizations play a key role as facilitators for this regional government-to-government framework. SANDAG has a strong working relationship with two key intertribal associations to strengthen communication, coordination, and collaboration with area tribes.

SCTCA: The SCTCA is a multiservice, nonprofit corporation established in 1972 by a consortium of 19 federally recognized Indian tribes in Southern California. The primary mission of SCTCA is to serve the health, welfare, safety, education, cultural, economic, and employment needs of its tribal members and descendants in the San Diego County urban areas. A board of directors comprised of tribal chairpersons from each of its member Tribes governs SCTCA. As an intertribal council, the SCTCA serves as a forum for a wide variety of issues for its member tribes.

Reservation Transportation Authority (RTA): The RTA, founded in 1998, is a consortium of Southern California Indian tribal governments designated as a Public Law 93-638 contracting entity that provides transportation education, planning, and program administration for tribal government members. Their intertribal service area includes tribes in San Bernardino, Riverside, San Diego, and Imperial Valley (Attachment F – RTA Intertribal Service Area for Riverside and San Diego). At a technical level, SANDAG and the RTA have collaborated on a number of tribal transportation planning projects, particularly in the area of mobility management in recent years.

Policy Level

The regional government-to-government framework for working with tribal nations in the region has been strengthened during the last several years. Institutional trust has been built over time through a combination of policy dialogue and technical action. This forms the foundation for cooperation.

Periodic Summits

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 government, it offers an opportunity for tribal and local elected officials from the region to engage in a diplomatic dialogue, identify issues of mutual concern, and develop priority actions that can be carried out through the partnership framework.

SCTCA Representation on SANDAG

One of the key issues raised by the tribal leaders at the 2006 Summit was tribal representation on SANDAG. The SANDAG Board of Directors and the tribal governments recognized the benefits to be gained by taking a cooperative approach to planning for an improved quality of life for the San Diego region. The leadership of SANDAG and SCTCA had discussions over several months following the Summit regarding the development of a formula for tribal representation which would respect tribal sovereignty and involve tribal governments in policy decisions at SANDAG. It was agreed that the tribal leaders should be involved in SANDAG at a policy level, representing the intertribal council in the same way that other associations of government are represented. The SCTCA and the SANDAG signed a MOU on January 26, 2007, memorializing the agreement to have the SCTCA join the SANDAG Board of Directors and Policy Advisory Committees, including the Transportation, Regional Planning, and Public Safety Committees, as advisory members. Tribal leaders are now part of the regional decision-making process at a policy level, offering a tribal perspective to complex regional issues.

Mutual Exchange of Policy Level Information

At the policy level, the representatives of the SCTCA sit on the various SANDAG Policy Advisory Committees; however, the SCTCA also wanted to ensure that major initiatives in which SANDAG was engaged also were shared directly with the entire tribal leadership. Liaison staff from the SCTCA and SANDAG work together to ensure that briefings on major agency-wide initiatives are brought to the entire SCTCA Board to inform the tribal leadership and obtain feedback. Similarly, staff supports SCTCA representatives who bring tribal issues to their respective SANDAG Policy Advisory Committees. This creates a systematic, ongoing feedback loop to ensure that all tribal nations are involved in the process and have an opportunity to raise issues and provide feedback.

Technical Level

The other element of the government-to-government framework is a technical mechanism for pursuing collaborative action. One of the critical technical outcomes of the 2006 Tribal Summit was the strategic action of creating an ongoing forum for discussion on tribal transportation issues between the tribal nations and public agencies that have an influence on tribal transportation.

Working Group on Tribal Transportation Issues

The Boards of SCTCA and SANDAG approved the charter (Attachment G – Tribal Working Group Charter) for the Working Group on Tribal Transportation Issues in summer 2006. The Working Group reports to the Borders Committee and all tribes in San Diego can be members. Currently 13 of the 17 tribes in the region are formal members of the Working Group (Attachment H – Current Membership Roster). At the request of the tribal nations, the Working Group has two co-chairs, a tribal leader, and a SANDAG executive staff member. The Working Group is staffed by SANDAG, meets quarterly, and tribal nations alternate hosting the meetings at different reservations. Since 2011, Barona, Campo, La Posta, Pala, Pauma, Rincon, San Pasqual, Viejas, and Sycuan have hosted the quarterly Working Group meetings.

The purpose of the Working Group is to serve as a forum for tribal governments in the region to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. In partnership with the RTA, the Working Group monitors and provides input on the implementation of the strategies and planning activities related to transportation, which were mutually developed through the 2010 San Diego Regional Tribal Summit.

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

SANDAG-RTA Partnership for Tribal Transportation Planning

SANDAG and the RTA signed a MOU in 2005 to collaborate on tribal transportation. SANDAG and the RTA have pursued and obtained funding for a number of tribal transportation planning projects since the 2010 Summit, which are detailed in the next section. The focus of much of the collaborative planning work between the RTA and SANDAG has been in expanding the RTA's mission from transportation infrastructure on tribal reservations to mobility, including transit and transportation demand management (TDM). In so doing, the RTA has become one of several mobility partners of SANDAG, taking the lead on integrating tribal mobility projects into the system, benefiting not only tribes, but the rural population as well.

COLLABORATIVE POLICY AREA: TRIBAL TRANSPORTATION

For the last ten years, the principal area of consultation and collaboration with tribal nations at the regional level has been in tribal transportation. For the 2030 RTP, a set of objectives was established for tribal transportation planning. Through the consultation process, including a survey of tribal transportation needs, a joint technical workshop to analyze the results, and a policy-level summit, a set of cooperative strategies to improve tribal transportation were developed between the SCTCA and the SANDAG Board of Directors. For the 2050 RTP/SCS these strategies were revisited, analyzed for progress made, and prioritized. Table 2 describes these strategic areas and the actions associated with them.

There are four primary transportation-related policy areas that were considered in the 2050 RTP/SCS as a result of the consultation process with tribal governments, and these have continued as areas for future collaboration: roadway infrastructure, funding, transit, and information sharing/data gathering. Attachment I – Milestones in Cooperative Tribal Transportation is a timeline of activities within several strategic areas that have taken place since the 2010 Tribal Summit. The matrix highlights the collaborative nature of all of the various efforts. In some cases tribal nations took the lead, while in other areas the County, Caltrans, SANDAG, or the RTA led the effort. This section includes an update of discussions with the Working Group and the SCTCA on tribal transportation issues, as well as highlights some collaborative actions taken since the last Tribal Summit.

Table 2
Tribal Transportation Strategies for Consideration

Strategic Area	Action
Government-to-Government Framework	Public agencies should understand tribal plans, how they are developed and implemented
	Develop collaborative legislative agenda that benefits the region
Transportation Infrastructure	Identify corridors critical to tribal reservations and coordinate the funding and implementation of relevant studies
	Identify critical regional arterials serving tribal nations which should be included in the RTP
	Coordinate the incorporation of existing Tribal Transportation Plans (TTPs) into the current RTP
Transit	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 region wide.
Transportation Funding	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	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

Energy Forum / Nasco gas draft

Transportation Infrastructure

As with all land use authorities, improvements in transportation infrastructure are a key to improving the potential of each tribal nation's ability to compete in a global economy and provide access to housing, jobs, education, healthcare, and entertainment for its citizens. Efforts have been made in assisting tribes in increasing their own transportation planning funding through updating their Indian Reservation Roads (IRR) Inventory through the Bureau of Indian Affairs, and tribal governments also have made significant contributions to county and state road infrastructure as part of their mitigation agreements with the County of San Diego.

TTP in 2050 RTP/SCS

The inclusion of TTPs in the 2050 RTP/SCS was identified as a priority action at the 2010 San Diego Regional Tribal Summit. This concept was discussed further at the November 2010 meeting of the SCTCA and various tribes filled out a list stating their level of interest in participating. A basic TTP includes background information about the tribe, existing conditions on their reservation, a

transportation network map, goal statements about their transportation needs, and identification of priority transportation projects. The 2050 RTP included a technical appendix with existing TTPs or updated Tribal Transportation summaries from those tribes that agreed to share their TTPs with SANDAG. Eight of the seventeen tribes in the region submitted their TTPs including: a) Barona Band of Mission Indians; b) Campo Kumeyaay Nation; c) La Jolla Band of Luiseño Indians; d) Pala Band of Mission Indians; e) San Pasqual Band of Diegueño Mission Indians; and f) Viejas Band of Kumeyaay Indians. This is the first time an MPO has included TTPs in its documentation. Although most of the tribal transportation projects fall outside of the RTP, this is an opportunity to document tribal needs at a regional level providing the data to identify projects of mutual concern.

Identified Tribal Corridors and Coordinated Relevant Studies/Projects

Caltrans, the County of San Diego, SANDAG, RTA, and various tribes have been involved in a number of projects and studies since the last Tribal Summit. These include work on state routes, regional arterials, and county/reservation roads.

State Routes/Regional Arterials

Caltrans has noted the following projects funded through State Highway Operation and Protection Program. The projects along the SR 76 were a direct result of recommendations from the Operational Improvement Study that was a collaborative effort between Caltrans, RTA, and the Pala Tribe who provided the local match for the Caltrans grant.

- Pauma Reservation Road Safety Project to install signalized intersection at the SR76
- SR 76/Interstate 15 (I-15) Park-and-Ride – Construction of Bus Stop funded by the Tribal Transit Capital Improvement Program
- SR 76 – Post Mile 24.1 to 34.9 - Cold In-Place recycling and overlay with rubberized concrete
- Valley Center Road – Install signal or roundabout to upgrade Y intersection at SR 76
- SR 79 – Post mile 35.1 to 53 - Applied rubberized asphalt concrete overlay
- Pala Creek Bridge Replacement
- SR 94 – Post Mile 14.9 to 30 – Cold plane and pave overlay with rubberized asphalt concrete, upgraded metal bean guard rail, upgrade curve ramps, and install rumble strips
- SR 94 – Post Mile 30 to 39 – Install slurry seal to preserve pavement integrity, and repair and upgrade metal beam guard rail
- Campo - Campo safety project which involved a curve realignment

County/Reservation Roads

A number of infrastructure projects have been planned, designed, and/or implemented since 2011. These projects are a combination of Caltrans-permitted projects, county-permitted projects, and county Capital Improvement Program projects. These were all projects that involved collaborations between the county Department of Public Works and various tribes.

All of these projects are listed in the matrix of key milestones achieved (Attachment I) and they demonstrate the improvements made in infrastructure serving tribal nations and the unincorporated areas of the county.

Identified Tribal Transportation Projects

Through the Working Group, tribal representatives analyzed the regional transportation system and identified projects of high importance to them. Attachments K and L (Northern and Southern Tribal Corridors) indicate the projects that would benefit their tribal nations improving their mobility, safety, and access to regional assets. Most of these projects fall outside of the RTP level for funding because they are largely regional arterials, county roads and rural highways. The purpose of documenting these projects is to provide a regional picture of the obstacles faced by small land-based tribes whose tribal transportation system is often dependent on rural roads and highways.

Transit/Mobility Planning

An area of tribal transportation planning that has been of increasing importance in recent years is transit and mobility planning. These are two areas in which more short-term solutions to access to the transportation system can be addressed. Through collaborative planning in this area, the RTA, SANDAG, and the two transit agencies have developed innovative projects, which are contributing to improved mobility in the tribal community, as well as for rural residents.

Federal Transit Administration Tribal Transit Grant Program

Traditionally, tribes have focused planning on rural roads and highway accessibility, but under the last federal transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equality Act: A Legacy for Users (SAFETEA-LU), a tribal transit grant program was developed. It has been successful nationwide and funding was increased under MAP-21. San Diego tribes through the RTA have benefited significantly from this grant program. Most recently, the RTA received $452,710 for FY 2013 and FY 2014 combined.

The Tribal Transit Feasibility Study (2008) provided the technical basis for the Working Group to pursue funding to implement the recommendations. The Working Group directed the RTA to develop a proposal for the Federal Transit Administration (FTA) Tribal Transit program, based on the recommendations of the Tribal Transit Feasibility Study. The RTA has applied successfully from FY 2007 to present for approximately $2.1 million in operating funds. Although the RTA received the highest level of funding for each cycle as a consortium, the awards were significantly less than the total project costs to fund the entire plan. The Working Group discussed the options available and decided to focus the funds on supporting an enhanced service of one of the North County Transit District (NCTD) routes, Route 388/389, which runs from the Escondido Transit Center through Valley Center to Pala. One of the principal recommendations for the Northern Corridor was to enhance that service and create an express portion of the route that would run up and down the I-15 corridor from the Escondido Transit Center to Pala, completing a service loop and permitting those on the SR 76 corridor to take an express bus to and from the Escondido Transit Center.

In addition to the operating funds provided by the FTA Tribal Transit program, the RTA received a $1.2 million capital improvement grant in FY 2009 under the American Recovery and Reinvestment Act of 2009. The RTA, in coordination with Caltrans, NCTD, Metropolitan Transit System, and SANDAG constructed a bus stop at the Park-and-Ride at I-15 and SR 76. In addition, the RTA made enhancements to bus stops along rural routes (Routes 864, 888, 891, 892, and 894). Enhancements included replacing or installing bus stop signs or poles, installing solar lights, and adding new stops.

Tribal TDM Outreach

For tribal nations whose lands are in the rural areas, Transportation Demand Management (TDM) is a significant solution to mobility. There have been a number of collaborative projects over the years to encourage tribal enterprises to pursue TDM policies.

The tribal gaming facilities are now major employers in the region, yet their involvement in the region's commuter services program (iCommute) is limited. Barona, Campo, Sycuan, and Viejas in the Interstate 8 corridor have an approximately 6,000 total employees. In the SR 76 corridor Pala, Pauma, Rincon, and San Pasqual have a total of almost 5,000 employees. It is estimated that each gaming facility attracts a daily count of anywhere from 6,000 to 12,000 guests. The tribal governments invest extensively in the San Diego region. Statistics show that the Indian gaming industry as a whole purchases approximately $263 million in goods and services annually. Although many tribal members now live on the reservations, non-tribal employees travel from all over the region and other counties, including Riverside, Imperial, and Orange Counties to jobs on the reservations. These commutes would be considered 'reverse' commutes as urban residents are travelling to rural employment opportunities.

Several years ago, SANDAG, the RTA, and the SCTCA collaborated on an assessment of the needs of tribal employers and developed a strategy to meet their needs, and SANDAG assisted the RTA in developing a business/marketing plan for establishing a TTMA that would collaborate with the SANDAG iCommute program. The tribal TMA, a private, nonprofit, member-controlled organization would provide the institutional framework for the recommended TDM programs and services that were developed as a result of the study. Six tribal enterprises participated in the study and completed commute surveys in their facilities, including: Pala, Pauma, Rincon, Viejas, Sycuan, and Santa Ysabel. This area of transportation continues to have tremendous potential.

United We Ride

Tribal residents with disabilities, individuals with limited resources, the elderly, and youth typically have a high degree of transit dependency. This group often requires transportation to get to medical appointments, educational facilities, shopping areas, and employment. Several transportation programs exist, however information about them is disjointed and incomplete. There is no central place for tribal residents to evaluate their options and determine the best way to meet their transportation needs. In 2010 the RTA received a grant for $198,000 to develop a Tribal Mobility Management Coordination Program to support the mobility needs of elderly Tribal members, youth, disabled, and low-income families.

Transportation Funding

One of the action items established at the 2010 Tribal Summit was the importance of creating opportunities for pooling or leveraging transportation funding.

A major effort under SAFETEA-LU was collaborating on the update of tribal road inventories so that the small land based tribes in the region could access additional funding for transportation planning from the IRR program through the Bureau of Indian Affairs. The new formula in SAFETEA-LU allowed tribes to include city, county, and state highways in their own transportation system as key elements in their own transportation systems. The road ownership didn't change, but

tribes could receive funding for segments of non-tribal roads critical to their own system. Caltrans received a grant to assist tribes in California update their road inventories. The Working Group worked diligently on this effort, working closely with Caltrans. Many tribes were successful in increasing their transportation funding from the IRR program; some increasing their funding from $6,000 to $200,000. However, as part of the process of developing MAP-21, large land-based tribes lobbied successfully to return to the old formula, despite a concerted effort from California stakeholders to maintain the existing formula. This was a major setback for tribes with small reservations surrounded by state highways and county roads that form part of their own tribal transportation system because of ingress and egress from the reservation. They can still include portions of state highways, county, and even city roads in their inventories, but the funding formula either does not apply, or in a limited way.

The IRR was replaced by a new program called TTP. The purpose of the TTP is to provide access to basic community services to enhance the quality of life in Indian country (MAP-21 Section 1119; 23 USC 201,202). Funds from the Highway Account Trust Fund will be allocated among the Tribes using a new statutory formula based on tribal population, road mileage, and average tribal shares of SAFETEA-LU IRR funding.

Tribal Mitigation Agreements

An important source of funding for transportation planning and implementation comes from tribal gaming mitigation agreements. San Diego County receives compact-related revenue through funds appropriated from the Indian Gaming Special Distribution Fund to mitigate casinos' effects on local communities. Senate Bill (SB) 621, which became law on January 1, 2004, established the Indian Gaming Local Community Benefit Committees (IGLCBC); made grant funding available to counties, cities and special districts impacted by tribal gaming from the Indian Gaming Special Distribution Fund; and set the rules for eligibility and purposes of the grants. Those gaming tribes who operated 200 or more gaming devices on or before September 1, 1999 contribute a variable portion of their net winnings into the Fund. Today, Barona and Sycuan continue to pay into the Special Distribution Fund and have successfully petitioned for annual appropriations for San Diego County. Since 2003, approximately $25 million have been distributed through a grant process for projects benefiting various priorities, including Roads, Law Enforcement, Fire Services, Emergency Medical Services, Public Health, Planning and Adjacent Land Uses, etc[15].

In addition, the County of San Diego and several tribal nations have innovative mitigation agreements in place which include components for supporting collaborative transit and TDM initiatives. In 2007, the County of San Diego and the **Pala Band of Mission Indians** entered into an agreement related to the expansion of their gaming facility, which included consideration for future TDM and transit improvements such as: (a) a TDM program being developed by the RTA with assistance from SANDAG; (b) a possible Park-and-Ride facility at the I-15/SR 76 junction; and (c) and support for an NCTD bus stop. Pala was an active member of the RTA's initial TDM Outreach program. In 2008, the County of San Diego and the **Pauma Band of Luiseño** Indians entered into an agreement related to the building of a gaming facility and hotel, which included support for TDM and transit as well as fair share contributions for the operational improvements on the SR 76

[15] Viejas initially contributed to the San Diego Forward, but under its Amended Compact, no longer contributes to this program

East as determined from the Caltrans Operational Improvements Study. Pauma also made a commitment to a specific goal of having 20 percent of their employees participate daily in carpools, vanpools, or other rideshare programs.

Recently the County of San Diego and **Sycuan Band of the Kumeyaay Nation** entered into an agreement for traffic improvements related to the Fee to Trust application, both Sycuan and the County have provisions, including payments to mitigate loss of tax revenue, construction of intersection improvements, and payments to the county for additional improvements.

Healthy Communities Grants

SANDAG and the County of San Diego received a grant from Centers for Disease Control (CDC) program *Communities Putting Prevention to Work,* which was branded 'Health Communities' in the San Diego region. SANDAG was responsible for implementing several components of the project including a re-granting program. Two tribes successfully competed for a Healthy Works grant: La Jolla and Campo. La Jolla received a $70,000 grant to develop a walkability study while Campo received $10,000 to design a community park to encourage children and families to be more physically active.

Information Sharing/Technical Assistance

One of the commitments that resulted from the 2010 Tribal Summit was to provide ongoing training to tribal governments on funding processes and transportation and regional planning. SANDAG has worked closely with the Tribal Transportation Assistance Program (TTAP) currently managed by the National Indian Justice Center (NIJC) under contract with Caltrans, to ensure that tribal nations in San Diego are aware of and have the appropriate and timely information for taking advantage of funding opportunities and other tribal transportation planning training.[16]

The NIJC has been invited to the Working Group on a number of occasions to share information and training opportunities with area tribes. The Working Group has resulted in an important venue for discussing statewide transportation issues with San Diego tribes including the California Transportation Plan, the Statewide Strategic Plan, and the implications of new funding formulas for tribes in MAP-21.

In addition, SANDAG, through its Service Bureau, has made technical support available to tribal governments for planning and data analysis services. A number of tribes have taken advantage of the services provided for their own planning efforts.

Safe Journeys: Tribal Road Safety Audit Educational Program

In collaboration with the FHWA, the NIJC received a Caltrans Environmental Justice Grant for $189,000 to develop an online training program for tribal nations to undertake safety audits of tribal roadways. This was a project to support the Western Regional TTAP in their efforts to provide statewide technical assistance to tribes. The project included the production of a video, online course, and support materials. SANDAG served as the pass through agency for this statewide project and the Working Group served as the advisory group for Southern California tribes.

[16] For more information on Western TTAP program through the NIJC, go to www.nijc.org/ttap.html

FHWA Tribal Transportation Safety Funds

The RTA recently received a $200,000 grant from the FHWA to develop 16 data-driven tribal transportation safety plans, one for each of its member tribes (including Riverside tribes). Each tribal transportation safety plan will identify transportation safety issues, prioritize activities, and will be coordinated with the State Strategic Highway Safety Plan. The RTA will work closely with tribal personnel, the Working Group, and consultant to prepare the plans.

COLLABORATIVE EMERGING REGIONAL POLICY AREAS

The primary difference between San Diego Forward: The Regional Plan and previous RTPs is the inclusion of broader regional planning policy issues that are part of the RCP. In San Diego Forward: The Regional Plan, tribal nations and SANDAG have an opportunity to identify other policy areas of mutual concern in which strategies for collaboration could be developed.

The policy areas in this section were chosen by the tribes through a survey conducted in the summer of 2013 as part of the tribal consultation process for San Diego Forward: The Regional Plan. Based on the results of the survey, an interactive Policy Workshop was held in November 2013 with tribal nations focused on the regional issues identified to elicit ideas and concepts for collaborative strategies in the selected policy areas. The following represent policy areas in which the tribes and SANDAG intersect in interest and potential collaboration. The four topics that came out of the survey were: Cultural Resources, Economic Development, Energy, and Environmental Conservation. A fifth topic, Emergency Preparedness and Management, was not included in the survey because SANDAG is not the lead agency for this regional work; however, the issue was raised at the 2010 Tribal Summit and the county and tribal nations followed through on recommendations made. For each policy area, the legislative context of the policy area will be provided, as well as the background, tribal initiatives, and ideas for potential collaboration.

Cultural Resources

As many California tribes were moved away from their traditional lands or had their land base restricted in size, it is often the case that lands of cultural significance to the tribes do not exist within the boundaries of the reservation. This can cause conflict between tribes and developers and/or land use authorities who propose development on land that the tribe does not control, but has cultural or religious significance to them.

Legislative Context

California and federal legislation address tribal cultural resources to some extent through the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) as follows:

NEPA - The NEPA requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. Tribal interests are addressed in conjunction with Section 106 of the National Historic Preservation Act, which requires that tribes be part of the consultation process when development may affect their cultural or sacred sites.

CEQA – CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions, including impacts to cultural resources, and to avoid or mitigate those impacts, if feasible.

Senate Bill 1B (Burton, 2004) (Tribal Consultation) – This state law went into effect in March 2005 and requires cities and counties in California to conduct consultations with tribal nations in their region when updating any element of a General Plan. These consultations are for preserving or mitigating impacts to Native American historic, cultural, sacred sites, features and objects located within the city or county.

Background

Although NEPA and CEQA have consultation requirements, tribal nations have reported that the consultation on specific projects comes too late into the process when decisions have already been made or development is under way. In addition, tribes have reported that consultation does not necessarily result in the avoidance of impacts to culturally significant or sacred land. On the other hand, agencies carrying out projects have followed procedures outlined in SB1B and have sometimes found tribes non-responsive. There have been occasions when tribes contact the agency much later in the process even though they were contacted in the specified timeframe.

Tribal Initiatives

In an effort to strengthen legislation to preserve culturally significant and sacred lands, tribes have worked with Assemblyman Mike Gatto to propose an amendment to CEQA, Assembly Bill 52 (Gatto), which would establish a new category-- 'tribal cultural resources'-- that would consider the tribal cultural value in addition to scientific and archeological value. It would also define California Native Americans as the experts with regard to tribal histories and practices.

Suggested Strategies for Collaboration

Below is a list of potential opportunities for coordination and collaboration regarding cultural resources. These areas were included in the roundtable discussions at the November 2013 workshop.

- Explore potential to collaborate on a way to provide information regarding the location of culturally significant resources without compromising the preservation of the resource
- Explore ways to collaborate in communicating information regarding legal requirements of tribal consultation for local jurisdictions (Senate Bill 1B [5B 18])

Economic Development

Legislative Context

Tribal economic development is complex because laws apply differently to tribal governments than they do to states, counties, and cities. In particular, the laws regarding taxation create the greatest level of confusion. Unlike federal, state, and local governments tribal nations do not have the ability to act as a taxing authority. For example, tribes are not able to levy income taxes or property taxes. Tribes can levy sales and excise taxes but federal policy makes it difficult for most tribes to

utilize tax exempt financing options (generally available to states) to fund construction of government infrastructure.

Existing Conditions

A common misconception is that all tribes have gaming facilities and all that all American Indians are directly benefitting as a result of gaming. In fact, only about 40 percent of tribes have gaming facilities and of those tribes only a small percentage are making enough money to provide regular income for tribal members. Some tribes are successful and are able to financially support the tribal members, some barely break even, and some fail altogether leaving tribes in debt.

In the San Diego region, ten tribes had gaming facilities, but two recently closed due to financial difficulties. While gaming has helped many San Diego tribes, gaming comes with no guarantees and some substantial risks. As a result, most local tribes are working to diversify their economic development opportunities.

Complex laws and taxation issues are challenging and often exacerbated by the general lack of knowledge that others have about the different laws to which tribes are subject.

Tribal Initiatives

Each local tribe has their own plan for economic development and diversification. There are many markets being explored such as renewable energy, ecotourism, waste management, recreational facilities and more for essentially state-run enterprises. Some tribes choose to run their own businesses, while others select contractors to operate their enterprises. Some tribal business ventures have been off-reservation such as purchases of small businesses, historic buildings, golf courses, and land. There are some cases where tribes can support local jurisdictions through a contracting process, such as fire protection.

There are also tribal businesses on tribal land. The businesses tribes choose to develop often times are dependent on the location of the reservation and availability of space. Some examples of businesses that local tribes run, other than gaming facilities include motocross race tracks, campgrounds, wind/energy projects, gas stations, restaurants, shopping centers, and ballparks. Many tribes bring outside businesses onto their land under varied business agreements.

Since the 2010 Tribal Summit, the issue of tribal employment has been increasingly discussed. Transportation projects with federal funding must do their due diligence and make every effort to hire tribal members from reservations within the area of influence of the project. Many tribes have a TERO. There has been an extensive effort by the Department of Labor to educate contractors doing business with the federal government of this requirement. In 2012 the SCTCA sponsored the development of a program to address the need for matching qualified tribal members with employment opportunities called *Nativehire*. This is a nonprofit organization owned and operated by the SCTCA. Nativehire.org is a job search engine developed to meet the unique employment needs of Native Americans.

Potential Coordination

Below is a list of potential opportunities for coordination and collaboration regarding economic development. These areas were derived from the roundtable discussions at the November 2013 workshop.

- Explore collaborative opportunities to educate local jurisdictions regarding Tribal law and sovereignty to reduce misunderstandings that can be a hindrance to economic development
- Explore potential for tribal governments to partner with local jurisdictions to provide local public services
- Explore possibility to expand economic development opportunities in green energy and eco/cultural tourism

Energy

Energy was identified as one of the top areas of interest for tribal nations in the 2013 survey. With the passage of the federal Energy Self-Determination Act in 2005, tribal nations can develop energy plans without waiting for the approval of the Secretary of the Interior. During the past few years, SANDAG has updated the Regional Energy Strategy and prepared a Climate Action Strategy for the San Diego region. A topic for discussion is how tribal nations and SANDAG could work together to address energy reliability and independence and the development of clean, alternative, and reliable energy resources.

Legislative Context

Tribal governments across the country have been developing energy projects with varying degrees of success and difficulties. With the federal Energy Self-Determination Act in 2005 came the ability to establish Tribal Energy Resource Agreements (TERA). Under a TERA, a tribe, may enter into leases and business agreements for the purpose of energy resource development on tribal land including the exploration for, extraction of, or other development of the energy mineral resources of the Indian tribe located on tribal land, including, but not limited to, marketing or distribution; construction or operation of electric generation, transmission, or distribution facility located on tribal land; and a facility to process or refine the energy resource developed on tribal land.

Under an approved TERA, a tribe may grant rights-of-way for purposes of energy resource development on tribal land or for construction or operation of a pipeline or electrical transmission or distribution line serving an electric generation, transmission or distribution facility located on tribal land, or a facility located on tribal land that processes or refines energy resources developed on tribal land.

Background

Southern California tribes have expressed interest in energy development, alternative or 'green' energy in particular. Campo and Rincon have already established wind and solar energy projects, respectively. Other tribes in the region have developed smaller scale solar projects.

Tribal governments have identified a number of obstacles hindering the development of tribal energy projects. These obstacles include funding, land availability area, and location.

With regard to funding, the resources available to assist tribes are usually for feasibility studies and not implementation. Another challenge is that smaller projects are often too small and costly to be effective. Wind farms, solar farms, and other large projects are often difficult to achieve because of the large amount of land required. Many reservations are in fairly remote locations and are not close enough to be part of the local municipal electric grid. As such, these tribal areas are often run entirely on propane or diesel powered generators. Also, these reservations are usually reliant on well water, which requires the use of electric pumps.

Tribal Initiatives

Tribes in San Diego County are at various stages of energy development. Some have projects that are already completed, such as Campo and Rincon, others have projects in the construction stage, some are in the planning stages, and others are investigating options. Plans locally range from solar to wind to alternative fuel production. While some tribes seek energy production as an enterprise others seek energy independence.

Possible Collaborative Strategies

Below is a list of potential opportunities areas for coordination and collaboration regarding energy. These areas were derived from the roundtable discussions at the November 2013 workshop.

- Explore opportunities to collaborate on regional energy planning and future updates to the Regional Energy Strategy
- Explore opportunities to collaborate on workforce development in the area of green jobs
- Collaborate on legislation that encourages tribal involvement in energy projects

Environmental Conservation

In the area of environmental conservation, there are a number of opportunities for collaboration, including creating frameworks for discussing environmental concerns. These might include stormwater runoff management, air quality monitoring, or solid waste management. In habitat conservation, there are opportunities for collaborating on the regional multiple species habitat program and other habitat conservation programs. For example, after the devastation of the 2007 firestorm, several tribes submitted applications for the *TransNet* Environmental Mitigation Program land management grants. Tribes are eligible entities for these funds, and they could assist those whose lands were devastated by the fires to restore critical habitat.

Legislative Context

Environmental conservation is important to both tribes and local jurisdictions in the San Diego region. However, a lack of information sharing and coordination has created some challenges. Lack of tribal consultation in the planning process can exacerbate the situation when programs and legislation fail to include or protect tribal interests. Some examples include:

The Multiple Species Conservation Plan and Multiple Habitat Conservation Plan were created to preserve the region's distinct, native habitats and wildlife for future generations; work across political boundaries in unique regional conservation efforts, protect watersheds and water quality

and ensure compliance with federal and state endangered species acts. However, tribal nations have concerns including: the lack of inclusion of tribal boundaries; the watershed protection does not include active involvement of tribal land managers; and acknowledgement from agencies that tribal nations have their own list of important species and habitats of cultural significance that are not included on the Multiple Species Conservation Plan or Multiple Habitat Conservation Plan list.

The TransNet Environmental Mitigation Program The *TransNet* Extension Ordinance and Expenditure Plan, approved by the voters in November 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects, and provides funding for regional land management and biological monitoring. The EMP is a unique component of the *TransNet* Extension Ordinance in that it goes beyond traditional mitigation for transportation projects by including a funding allocation for habitat acquisition, management, and monitoring activities to help implement the regional habitat conservation plans. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in the Regional Transportation Plan. Each year the Board of Directors allocates $4 million toward implementation of regional land management and biological monitoring pursuant to a Memorandum of Agreement with state and federal agencies on the implementation of the EMP. Tribal governments are eligible to apply for the land management and monitoring funds, although few have. It should be noted, however, that some grants to other organizations have benefitted the tribes. An example is the grant to Wildlife Services to control a feral pig problem that was affecting areas of the unincorporated area, including several tribal reservations.

Integrated Regional Water Management is a relatively new initiative, aimed at developing long-term water supply reliability, improving water quality, and protecting natural resources. The Statewide Integrated Regional Water Management (IRWM) Program is supported by bond funding provided by the California Department of Water Resources (DWR) to fund competitive grants for projects that improve water resources management. The Program began in 2005 as an interdisciplinary effort by water retailers, wastewater agencies, stormwater and flood managers, watershed groups, the business community, tribes, agriculture, and non-profit stakeholders to improve water resources planning in the San Diego IRWM Region. In 2007, San Diego published its first IRWM Plan and received $25 million from DWR to support 19 high-priority water management projects. In 2011, San Diego obtained another $8 million to support 11 more projects and $1 million to fund a comprehensive update of the 2007 IRWM Plan. While tribes are included, they have raised concerns that the IRWM grant program projects required CEQA compliance to which the tribes are not subject.

Background

Tribes are invested in environmental and habitat conservation, but they are often not included in planning efforts. Tribal concerns, values, and impacts are not broadly known. While most conservation planning is done from a species and biological perspective, tribal conservation planning comes from a cultural perspective. Certain plants and animals have great cultural significance to local tribes, but do not necessarily fit the definition of an endangered species.

Positive actions toward inclusion of tribal conservation values have occurred as a result of SB 18 which requires local jurisdictions to consult with tribes when amending their general plans. The

challenge for tribes is that consultation is an unfunded mandate. Often small non-gaming tribes cannot afford to spend limited resources and staff time on a consultation process.

Tribal Initiatives

Each tribe has their own habitat conservation concerns based on where their land is located and what kind of development plans they have in place. Some tribal lands come more into contact with larger municipalities than others do and the considerations then become more complex. Some examples of projects with the tribes include creek realignment, wetlands restoration projects, habitat restoration along San Luis Rey and Trujillo Creek and Oak tree monitoring partnerships with California Native Plant Society.

Along with individual tribal projects there are also intertribal efforts such as the Kumeyaay Diegueño Land Conservancy (KDLC). This is a collaborative effort among the Kumeyaay nations. The purpose of the KDLC is to assist with protection and preservation of former use areas as well as sacred sites. Their mission is to protect and preserve and work collaboratively with entities with similar goals and ambitions.

The Native American Environmental Protection Coalition (NAEP) is a tribally-driven organization that provides technical assistance, environmental education, professional training, information networking, and inter-tribal coordination. Established in 1997, becoming a 501(c)3 nonprofit in 2006 the NAEP currently has 23 tribes in its membership from Southern California.

Potential Coordination

Below is a list of potential areas for coordination and collaboration regarding environmental conservation. These areas were derived from the roundtable discussions at the November 2013 workshop.

- Collaborate to secure funding needed for tribes to participate in the environmental consultation process;
- Support the protection of habitat from a cultural perspective as well as environmental perspective;
- Create a regional forum to bring tribes, local jurisdictions, resource agencies, environmental stakeholders together for better collaboration and coordination.

Emergency Preparedness/Management

At the 2010 Summit, the need to coordinate on emergency preparedness was identified as an issue area. Issues, such as interagency coordination, community resilience, training, planning, and resource management are all key areas in which tribal nations and the local jurisdictions can and have collaborated. Some of these could be extended to regional initiatives.

Legislative Context

At the federal level, the passage of the Disaster Mitigation Act of 2000 (DMA 2000) (Public Law 106-390) provides the legal basis for Federal Emergency Management Agency (FEMA) mitigation planning requirements for state, local, and Indian Tribal governments as a condition of

mitigation grant assistance. The DMA 2000 repealed prior mitigation planning statutes and replaced them with a new set of requirements that emphasizes the need for state, local, and Indian Tribal governments to closely coordinate mitigation planning and implementation efforts; as an incentive to strengthen the coordination activities the DMA 2000 authorized up to seven percent of Hazard Mitigation Grant Program funds available to a state for the development of mitigation plans from these entities.

At the state level, the passage and effect of California Assembly Bill 307 on January 1, 2012, created a state and local mechanism for federally recognized tribes to be considered a public agency that may enter into a Joint Power Agreement (JPA). On October 11, 2012, the Viejas Band of Kumeyaay entered into a JPA with Heartland Fire Authority (HFA), thereby becoming one of the first Tribal Governments to enter into a JPA in the state. The JPA grants the Viejas tribe with full member status to HFA and provides access to use its training facility and full voting rights over operational and budgetary issues involving the existing and new facilities.

At the regional level, the Unified Disaster Council (UDC) is the governing body of the Unified San Diego County Emergency Services Organization. The Council is comprised of the San Diego County Board of Supervisors, who serves as Chair of the Council, and representatives from the 18 incorporated cities. The County of San Diego Office of Emergency Services (OES) serves as staff to the UDC. In this capacity, OES is a liaison between the incorporated cities, the California Emergency Management Agency and the Federal Emergency Management Agency, as well as nongovernmental agencies such as the American Red Cross.

Background

Disasters know no boundaries and the regional risks of catastrophic wildfire, earthquakes, and severe weather are shared. Tribes and tribal emergency service personnel have been very active in coordinating efforts amongst each other and with local, state, federal, and private-sector partners.

The 11 Tribal Fire Departments have various levels of capacity and resources for response located on tribal lands along with supporting Tribal Law Enforcement Agencies and Tribal Security Departments on many of the same tribal nations. All of these agencies are funded without revenues from a tax base; and many of these agencies provide services through existing mutual aid agreements to jurisdictions beyond tribal reservation boundaries.

Tribal Initiatives

The 2007 fires in the San Diego region threw in stark relief the importance of these issues, as many reservations were decimated and left in isolation in those initial days following the fires. Out of that disaster, several tribes formed the Intertribal Long-Term Recovery Foundation (ITLTRF) to address the shortcomings demonstrated in the 2007 fires.

After the 2003, 200S, and 2007 wildfires Tribal leadership organized long-term recovery meetings to create as Chairman Mark Romero (Mesa Grande) explains, a "tribal-FEMA-type" organization. The result was the formation of the ITLTRF, a S01(c)3 organization, with a mission to provide disaster services to tribes in the region. The ITLTRF since its inception has built relationships, delivered local training, and collaborated on a local, state, and federal level about issues related to tribal disaster services.

Potential Collaboration/Coordination

Tribes have a strong track record of coordinating, sharing, and leveraging resources for emergency services, but there is an uneven level of cooperation and missed opportunities to jointly plan, mitigate, and prepare more effectively for a truly unified regional response to situations. Opportunities for coordination and collaboration between the ITLTRF and other established emergency management organizations could be explored.

2014 San Diego Regional Tribal Summit

At the 2014 San Diego Regional Tribal Summit, the boards of SANDAG and the SCTCA will discuss these regional policy issues and potential collaborative actions for consideration in San Diego Forward: The Regional Plan (Attachments M: Transportation Strategies for Consideration; Attachment N: Regional Policy Strategies for Consideration). The Regional Plan serves as the long-term planning framework for the San Diego region. It provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future—a future with more choices and opportunities for all residents of the region. In addition to SANDAG, there are many agencies in the region that are responsible for helping to implement the Regional Plan. It is hoped that the discussion at the Summit will lay the foundation for future, policy-level discussions between the tribal nations and relevant agencies.

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La Jolla Indian Reservation - Emissions Inventory Update
September 2013

La Jolla Band of Luiseno Indians
22000 Highway 76, Pauma Valley, California

27 September 2013
AGE-SC Project No. SC-11-1083

PREPARED FOR:

La Jolla Band of Luiseno Indians

PREPARED BY:

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27 September 2013
AGE Project No. SC-11-1083

Mr. Rob Roy
Environmental Director
La Jolla Band of Luiseno Indians
22000 Highway 76
Pauma Valley, California 92061

Subject: **La Jolla Indian Reservation - Emissions Inventory Update, September 2013**
La Jolla Band of Luiseno Indians, 22000 Highway 76, Pauma Valley, California

Dear Mr. Roy:

In accordance with your request, we have conducted an update to the Tribal Emissions Inventory conducted in 2001. The results of this inventory are presented in the enclosed report.

The opportunity to provide this service is greatly appreciated. If you have any questions regarding this matter, please feel free to contact our office at (714) 529-0200.

Sincerely,

***Advanced* GeoEnvironmental, Inc.**

Dennis Michael Delaney
Director, Air Quality Division
Certified Asbestos Consultant No. 11-4770

Enclosures

La Jolla Indian Reservation - Emissions Inventory Update
September, 2013

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La Jolla Indian Reservation
Emissions Inventory Update
September, 2013

1.0 INTRODUCTION

An Emission Inventory of existing air pollution sources was prepared for the La Jolla Indian Reservation based upon 1999 data for San Diego County and the South Coast Air Basin, as reported to the California Air Resources Board (CARB). The procedures used for developing this emission inventory were based on those established by CARB as reported in their *Emission Inventory Procedure Manual* dated October, 1997. Calculations and estimates were based on procedures listed in United States Environmental Protection Agency (USEPA) document AP-42, *Compilation of Air Pollution Emission Factors,* Fifth Edition, Volumes I and II.

The inventory was intended to be a baseline accounting of air quality within the boundaries of the La Jolla Indian Reservation. Prepared to represent annual emissions for 1999, data were drawn from the CARB 1999 emissions summaries for the appropriate Air Basins, CALTRANS Annual Traffic Volumes (1999) and from the South Coast Air Quality Management District Annual Emissions Summaries for 2000.

This document updates the data presented in the 2001 Emissions Inventory. Current Tribal demographics and land use data are presented, as well as updated emissions factors from the United States Environmental Protection Agency's (USEPA) *Wildfire* data base. Traffic data were taken from "2012 *Traffic Volumes on the California State Highway System,* CALTRANS, Department of Traffic Operations). AP-42, Volume II, *Mobile Source Emission Factors*, is no longer maintained. Mobile source Emission Factors were taken from MOVES2010b, *Motor Vehicle Emission Simulator* MOVES2010b, June 2012), which has replaced AP-42, Volume II.

The La Jolla Indian Reservation consists of 12 sections of land totaling 9,986 acres in the foothills along the northern perimeter of the Pauma Valley. There are 750 members of the La Jolla Band of Luiseno Indians, 490 of whom reside on the reservation in 189 homes. There is no major industry within the jurisdiction of the reservation. The Tribe's campground, not included in the original survey, has expanded and will be included in this update. The Tribal Hall and Multipurpose Building have been combined.

The Tribe has initiated a residential building program, and has repaved Church Road since the last survey update. These activities have been included in this survey update.

In addition to the statistical data collected from CALTRANS for traffic movement on State Highway 76 (SR 76), the tribe has contracted a traffic count analysis, to be conducted at the junction of Church Road and SR 76. The results of this study, and a comparison of the data with the CALTRANS data, will also be included.

2.0 EMISSION SOURCE TYPES

2.1 POINT SOURCES

Five on-reservation point sources of criteria pollutants were identified. They are:

1. Tribal Administration Building (Tribal Hall)
2. Gymnasium
3. General Store and Gas Station
4. Environmental Protection Office
5. Fire Station

The first three of these sources primarily reflect combustion emissions from the burning of low pressure gas (LPG) or propane for heating and cooking. The Environmental Protection Office has electrical utilities.

2.2 AREA SOURCES

The La Jolla Indian Reservation has three general categories of area sources: residences; residential sources (consumer products, architectural coatings, fuel combustion for heating and cooking, etc.); and windblown dust from exposed, disturbed surfaces. No wildfires were reported during 2012-2013.

Residential sources exist in the northeastern quadrant of the La Jolla Indian Reservation. The inventory will include these sources, specific to current reservation demographics and the 2012 San Diego County Air Quality Annual Report.

Large-scale fugitive dust sources do not exist within reservation boundaries. However, a small-scale, point source of fugitive dust exists, and is reported elsewhere within this document (Tribal road crew).

The primary area source of criteria pollutant emissions on the La Jolla Reservation is the Tribe's Campground. This operation currently extends over a 5-acre parcel of the reservation, and is open daily, but used primarily seasonally and on weekends.

Area sources will therefore be limited to fuel combustion for residential heating and cooking, windblown dust from disturbed surfaces, and emissions from the campground.

2.3 NATURAL SOURCES

Natural emission sources are generally those from processes not related to human activity (non-anthropogenic). They include wildfires, windblown dust from undisturbed land, and biogenic activity.

An estimate of biogenic emissions was performed, using established taxonomic methodology (Benjamin, et al, 1990). This approach focused on the natural area biomass sources, and drew from the results of a previous study that identified native vegetation. With this information and biomass data for identified species by various cover types obtained from SCAQMD Report *Inventory of Leaf Biomass and Emission Factors for Vegetation in the South Coast Air Basin*, 1991, an estimate of biogenic air emissions for on-reservation natural species was performed.

2.4 MOBILE SOURCES

Mobile sources include both on-road and off-road motor vehicles, farm and construction equipment, planes, trains, boats and ships. This inventory will estimate the contribution made by both on-road and off-road vehicles.

2.4.1 On-Road Mobile Sources

The baseline for an emissions inventory of on-road mobile sources includes road mileage and average daily traffic (ADT) counts. California Business, Transportation and Housing Agency, Department of Transportation (CALTRANS) statistics are used when available. Estimates of mobile source emissions were made from a comparison of San Diego County statistics, when CALTRANS data were not available. In 2009, Tribal Environmental staff performed a limited traffic volume survey on Tribal roads. The survey included measurement of Tribal Roads. Reservation roads cover a total of 20.66 miles, 90% of which is paved, and 10% of which is unpaved. The following table is taken from that survey:

On Reservation Roads	Length (miles)
State Route 76 (Highway 76)	6.63
Red Gate Road	1.53
Harold’s Road	1.06
South Grade Road	6.71

Church Road	1.58
Poomacha Road	1.35
Sengme Oaks Drive	0.32
Campground Road	1.48

The most heavily traveled on-reservation road is State Highway 76 (S-76), which passes through 6.63 miles of the reservation. Sengme Oaks Drive, which leads to the La Jolla Campground, is also heavily traveled. The annual average ADT for S-76, measured at the intersection of S-76 and Palomar Mountain Road for calendar year 2012, is 4,200. Traffic counts were collected at the intersection of SR 76 and Church Road for three days in September 2013. The days chosen for observation were Wednesday, 18 September 2013; Sunday, 22 September, 2013; and Monday, 23 September 2013. These days were chosen to represent the start of a work-week, when traffic is expected to be relatively high; midweek, stable conditions; and a week-end. The data were collected by visual observation from 0800 through 1600 each monitoring day. It was assumed that the “rush hour” component of the volumes would be experienced between 0600 and 0900 in the morning, and 1600 to 1800 in the evening, with a minor “rush” at noon. Traffic between 1800 and 0100 was calculated at an average 30% decrease per hour, followed by a similar increase in hourly traffic volume from 0100 to 0800. The average ADT developed by this procedure is calculated to be 2,553.

CALTRANS data, modified slightly by Tribal statistics, were used to represent the ADT count for Highway 76. ADT counts for other roadways within the reservation were provided by Tribal staff. A traffic mix was based on observation during the traffic count study, with the total apportioned between automobiles, trucks, motorcycles, and buses (motorcycles and buses were included for paved roads only). Mean traffic road speeds were assumed to be 55 miles per hour (mph) (highways), 45 mph (paved) and 20 mph (unpaved).

2.4.2 Off-Road Mobile Sources

Off-road mobile sources are primarily limited to construction equipment operated by the Tribal road crew. Emissions from construction activity will be reported under New Construction. Farm equipment, aircraft, boats and trains are not conventionally operated within tribal boundaries, and are not included in this inventory.

2.5 NEW CONSTRUCTION

The La Jolla Indian Tribe operates a road crew for repair and maintenance of secondary roads. The crew is in operation approximately 120 days per year. An estimate of the overall impact this activity may have had on Tribal air quality during the past year has been included.

Approximately 5 acres of land have been cleared, graded, and compacted for construction of new homes on Pasall Road, off Red Gate Road in the northwest sector of the Reservation. Additional clearing is being conducted at the end of Harold's Road, in the northeast sector. Construction is underway, and the effects of this activity on Tribal Emissions will also be included in this inventory.

3.0 BACKGROUND DATA AND ASSUMPTIONS

3.1 BACKGROUND

Background data include off-site emissions collected from monitoring sites operated by the USEPA, CARB, or state and/or local monitoring networks, such as the San Diego Air Pollution Control District (SDAPCD) and the South Coast Air Quality Management District (SCAQMD).

The Planning and Technical Support Division, Air Quality Data Branch/Client Support Services Section of CARB has released its latest data report, *California Ambient Air Quality Data, 2012* in DVD form*.* Criteria pollutant data and statistics generated by the SDAPCD for San Diego County, and by the SCAQMD for the South Coast Air Basin were compiled in this report, and are available from AGE. Further, the SDAPCD has submitted its annual report, *Air Quality in San Diego County, 2009*, to CARB. A copy of this report, adding 2009 statistics to the database, is included as Appendix B. Later versions of the report were not available,.

ADT counts were provided by CALTRANS report *2012 Traffic Volumes on the California State Highway System,* and by Tribal traffic count statistics.

3.2 ASSUMPTIONS

3.2.1 Point Sources

No monitored fuel consumption data was available. Emission calculations for most of the primary stationary sources were performed using statistical fuel consumption data provided by San Diego Gas and Electric. Estimates were made based on the size of the structure. Calculations were performed in accordance with AP-42, Volume I.

3.2.2 Area Sources

This report assumes the average residence consumes 475 therms/year for heating and hot water, and approximately 10% of this level for cooking (San Diego Gas and Electric).

- 1 Therm = 100,000 BTU; 522.5 Therms = 52,250,000 BTU/year
- LPG has a heating value of 91,500 BTU/gallon; 52,250,000 BTU/year/91,500 BTU/gal = 571.04 gallons/year of LPG per home

Assume that each home used 1 gallon of paint and 0.5 gallons of solvent/year.

The use of residential pesticides was assumed to be 0.1 gallons per residence per year.

Disturbed surfaces include roadways and shoulders, local gardening, and other activities that have the potential to cause particulate matter to become entrained into the atmosphere. Dust produced by the actions of vehicles on both paved and unpaved roads is included in Section 3.4 - Mobile Sources. Therefore, emissions from disturbed surfaces will be assumed to be in direct proportion to the amount of emissions from undisturbed land, assuming a somewhat higher silt content from mechanical crushing and a somewhat higher moisture content from watering. The moisture content will be assumed as 18%, and silt loading for disturbed surfaces is considered 0.065 g/m^3.

3.2.3 Natural Sources

3.2.3.1 Wildfire Sources

No wildfires occurred on-reservation during the past year. However, assumptions used in determining emissions from this source type are included for informational purposes.

Wildfire criteria air pollutants were determined using appropriate USEPA-established values. For the Pacific Region (Region IX), wildfire consumption is calculated to be 40 megagrams (Mg) of consumable fuel per hectare. Pollution emission factors for this region are:

Pollutant	Kg/Hectare
PM_{10}	343
CO	2,830
VOC	485
NO_x	81

These figures assume that all particulate emissions are PM_{10}.

3.2.4 Biogenic Sources

Reservation acreage was apportioned by observation, Tribal statistics, and review of USGS topographic maps. Reservation land was estimated to be apportioned as follows:

Undeveloped	81%
Developed	19%

Developed land includes property containing residential and commercial structures and roadways.

Emission factors for natural biogenic sources were interpolated from factors contained in SCAQMD Report *Inventory of Leaf Biomass and Emission Factors for Vegetation in the South Coast Air Basin*, 1991 Revision, and from the USEPA's *Wildfire* database. Biomass constants for cover types are estimated as follows:

Cover Type	Biomass Constant (g/m^3)
Riparian Woodland	200
Southern Oak Woodland	392
Chamisal Chaparral	646
Transitional Chaparral	435

In general, default values for types of cover were used in this estimate, with the exception of the Riparian Woodland, where experimentally-determined values were averaged.

3.2.3.3 Undisturbed Fugitive Dust

Reservation acreage not apportioned as residential, commercial, or possessing measurable biogenic cover was assumed to have fugitive dust potential. Emission factors and calculations for area sources of particulate emissions were applied to these areas. All aerosol particulate matter was considered PM_{10}. Areas with naturally retarded growth have added to the percentage of surface area apportioned to undisturbed area emissions.

A moisture content of 15% was assumed for all undisturbed soil. Further, silt loading was determined from estimated soil density (Handbook of Solid Waste Management) and the ASTM default percentage for soil silt content (6.9%).

Soil density and lifting coefficients indicate that PM_{10} will most likely be entrained into the atmosphere when wind speeds exceed 5 miles per hour. It was assumed from observation that this event occurs approximately 5 hours per day, 200 days per year.

3.2.4 Mobile Sources

3.2.4.1 On-Road Mobile Sources

Reservation road lengths were measured by La Jolla environmental staff. Average Daily Traffic Counts (ADTs) were based on the nearest monitoring location used by CALTRANS to produce their report, *2012 Traffic Volumes on the California Highway System*. The Traffic Volume report was obtained from the CALTRANS internet site. Vehicle emissions were based on EMFAC values developed for the SCAQMD. Traffic counts were modified slightly by data collected during a Tribal Traffic Volume Survey, conducted at the junction of SR 76 and Church Road. The apportionment of vehicle types taken from this survey was 91% automobiles (including pickup trucks) and 9% trucks and buses (including large recreational vehicles).

3.2.5 New Construction

Operations by the Tribal road crew were fixed at 10 hours per day, 120 days per year (work hours include transit time). Rolling stock was assumed to consist of 35-ton, six-wheeled scrapers/graders, 16-ton, four-wheeled bulldozers (cats are assumed to have 4 wheels), and 22-ton, four-wheeled loaders.

4.0 SUMMARIZED FINDINGS

The results of the emissions inventory are presented below, by source category. The calculations used to arrive at these results are presented in Appendix A.

4.1 POINT SOURCES

The structures listed as stationary sources within the boundaries of the La Jolla Indian Reservation contribute less than 0.1% of the annual point-source emissions. Criteria pollutant emissions from stationary, or point sources, are presented in Table 1. Less than 0.01 ton per year of criteria pollutants are emitted by these sources.

4.2 AREA SOURCES

Based on the number of residential structures on the reservation, and the assumptions listed in Section 3.2.2, an estimated 3,997.3 gallons of propane gas are consumed annually on the La Jolla Indian Reservation (excluding consumption by campers). Criteria pollutant emissions from combustion of propane are presented in Table 2. Methane is included in this survey, since it is a measurable byproduct of the consumption of propane. Campground emissions were not included in the survey conducted in 2001. The campground has increased in popularity, and an average of 1,200 visitors make use of the site during the summer, on weekends, and holidays. The total of all criteria pollutant emissions from residential heating and cooking, including methane and campground emissions, is just under 2.0 tons per year.

Approximately one quarter of the residences on the La Jolla Indian Reservation use wood fireplaces and/or stoves for heating. Fire pits available in the campground are also a source of emissions of this type. Emissions from the combustion of wood products have been included in Table 2. Approximately 1.5 tons per year of criteria pollutant emissions result from heating campsites or residences with wood.

Area sources of VOC emissions from consumer products, such as architectural coatings and pesticides, are also presented in Table 2. It was assumed that each residence consumed 1 gallon of paint, including topcoat and primer, and one-half gallon of solvent per year. This is a statistical average, and may be high when compared with actual residential usage. Use of residential pesticides was assumed to be 0.1 gallons per year. VOC emissions from the use of consumer products is estimated to be approximately 1.8 tons per year.

Fugitive emissions from point sources and from undisturbed land are addressed in other sections of this document. Approximately 15 acres of developed reservation land provides the potential for fugitive emissions. An estimate of these emissions is provided in Table 2. Emissions from disturbed land, other than identified point sources, are no more than 296 pounds per year, or approximately 0.15 tons per year.

4.3 NATURAL SOURCES

4.3.1 Wildfires

No wildfires occurred within the boundaries of the La Jolla Indian Reservation during 2010-2011.

4.3.2 Dust From Undisturbed Land

Investigation has shown that only a small portion of the area surrounding the San Luis Rey River constitutes virtually all the uncovered, undisturbed land within the boundaries of the La Jolla Reservation. It is therefore estimated that approximately 18.0 acres of undisturbed, uncovered land exist on-reservation. It is further estimated that surface areas recovering from the Poomacha Fire that have not fully regrown have added an additional 7.0 acres to the undisturbed, uncovered portion of the Reservation land. PM_{10} emissions from undisturbed land are presented in Table 3. Particulate matter emissions from undisturbed surfaces are estimated to be 0.12 tons per year.

4.3.3 Biogenic Sources

Biogenic sources on the La Jolla Reservation are natural sources from undeveloped acreage. On-reservation acreage was apportioned to cover types and species native to the region. All acreage not developed for residential, or commercial use, or identified as open terrain, was assumed to contain natural cover. In general, these cover types are as follows:

Riparian Woodland (Creeks and river beds)
Southern Oak Woodland and Grassland (Alluvial valleys)
Chamisal Chaparral (Dry mountain slopes and hilltops)
Ttransitional Chaparral (Sagebrush)

Approximately 8,461 acres of tribal land is undeveloped. The undeveloped portion of the reservation is covered by natural vegetation consisting of the species listed above.

Based on data derived from the SCAQMD Report, biomass factors, emission factors, and cover density were estimated for the La Jolla Reservation. Regeneration of the flora after the Poomacha Fire has altered the relationship of the natural vegetation slightly. The estimated coverage in each of the biogenic categories are as follows:

Creeks and river beds	20%
Alluvial valleys	13%
Dry mountain slopes and hilltops	50%
Sagebrush	17%

Estimated emissions of VOCs from these sources are presented in Table 3. Natural biogenic emission sources accounted for 20.2 tons per year of VOC emissions.

There are an estimated 10 acres of walnut groves dispersed throughout the reservation. Biogenic emissions from these agricultural sources are included in Table 3. Approximately 25 pounds per year (0.01 tons/yr) of VOC emissions are derived from these sources.

4.4 MOBILE SOURCES

4.4.1 On-Road Mobile Sources

The distribution of vehicles assumed for this analysis was 91% automobiles (including pickup trucks), and 9% for trucks, buses, and motorcycles (buses and motorcycles were calculated for paved roads only). The distribution was taken from the data collected by observation between 18 and 23 September 2013.

Surveys conducted by La Jolla Environmental Protection staff in 2009 have modified the total number of miles of both paved and unpaved roadways within the Reservation boundaries to a total of 20.66 miles: approximately 6.63 miles of State Highway 76 (S-76), 11.9 miles of paved road, and 2.16 miles of unpaved road. Paved roads constitute approximately 90% of the tribal roadways. ADT counts for tribal roads were estimated from information supplied by La Jolla staff. The ADT count for unpaved roadways was estimated from Tribal observation. The distribution of vehicles is assumed to be the same on tribal and state/county roads, with the exception that only automobiles (which includes pickup trucks) were calculated for unpaved tribal roads. The ADT count for SR 76 has decreased slightly since 2011, from 4,250 to 4,200.

Emissions from on-road mobile sources operating within reservation boundaries are presented in Table 4. The calculations used to arrive at these figures are presented in

Appendix A. Approximately 62.7 tons per year of carbon monoxide is released into the air over the La Jolla Indian Reservation by these mobile sources. The same sources also account for 22.4 tons per year of NO_x. A total of 14.5 tons per year of particulate matter is emitted by on-road mobile sources, while 5.0 tons per year of VOCs are added to the Tribal Emissions Inventory by these sources.

4.4.2 Off-Road Mobile Sources

Off-road activity is not frequently attempted within the Reservation boundaries, perhaps due to the topography. Off-road emissions are limited to Fire station call-outs, discussed below, and new construction.

4.43 Fire Station Call-Outs

The Fire Station experienced 203 call outs during the past year. Each of these, involved one diesel truck and one gasoline-powered vehicle. Approximately 10% of the call outs were over unpaved roads, increasing the emissions from mobile sources. With the exception of particulates, criteria pollutant emissions from these evolutions amounted more than 13.0 ton per year, primarily carbon monoxide from the diesel engine. The off-road (unpaved) portions of the call-outs generated 1.38 tons of particulate emissions in 2012-2013.

4.5 NEW CONSTRUCTION

The Tribal road crew operates throughout the reservation, performing road repair and short term construction. Less than seven tons of criteria pollutants are emitted each year by this source, most of which is NO_x and CO from equipment exhaust. Estimated emissions from this source are presented in Table 5. Construction of new homes on Ponall Road and grading at the end of Harold's Road added another 4.0 tons of criteria pollutant emissions this year.

5.0 CONCLUSIONS

A summary of the Emissions Inventory by source category is provided below in Table 6. Overall estimates of emissions, derived from the USEPA's document AP-42, *Compilation of Air Pollution Emission Factors,* indicate that the air quality in the vicinity of the La Jolla Indian Reservation remains generally good. Carbon monoxide and oxides of nitrogen from mobile sources, primarily traffic on State Highway 76, although below levels of concern, contribute over 67% of the emissions determined from these

calculations. Nineteen percent of the total emissions are attributed to volatile organic compound emissions derived from natural sources.

The largest increase in criteria pollutant emission was in particulate emissions, primarily mobile source emissions. Further, more accurate determinations of the vehicles, and vehicle miles travelled, on both paved and unpaved Tribal roads, and inclusion of the Campground statistics, have significantly increased the calculated level of particulate emissions within the jurisdiction of the La Jolla Reservation. Particulate emissions from mobile sources contributed 10% of the total criteria pollutant emissions calculated under this study.

Table 7 presents threshold levels for the criteria pollutants carbon monoxide (CO), oxides of nitrogen (NO_x), sulfur dioxide (SO_2), and inhalable particulates (PM_{10}). These thresholds were established by the San Diego APCD in Rules 20.1, 20.2, and 20.3. The table indicates that, with the exception of particulate emissions, emissions from on-reservation sources are below locally-established thresholds. The threshold trigger level for particulate emissions established by the San Diego APCD is 15 tons per year. Emissions calculated for the La Jolla Reservation, using data from 2010 statistics, is 17.96 tons.

6.0 RECOMMENDATIONS

This Emissions Inventory update has been completed with the most up-to-date data available. However, estimates were made in certain areas where data was incomplete. It is recommended that future revisions to this document incorporate more statistical and observational data to more accurately reflect the true state of the La Jolla Indian Reservation air quality. Specific recommendations include:

- Updated operational data from the Tribal road crew, including types and numbers of equipment, and accurate operational schedules.
- Botanical assessment of the biogenic species existing within the boundaries of the reservation.
- Research Best Management Practices to identify methodology to reduce particulate emissions.
- Assess the emissions from the open waste treatment facility (not included in this baseline emissions inventory).

- More accurate assessment of on-reservation land use.

The current inventory indicates no exceedances of either federal or state air quality standards from on-reservation sources in the vicinity of the La Jolla Indian Reservation. Records reflect that San Diego County is already in non-attainment status for ozone, and is unclassified with respect to PM_{10} under federal Clean Air Act guidelines. Further, the county is classified as “non-attainment” for both ozone and PM_{10} with the state of California. While the La Jolla Indian Reservation exists within the boundaries of San Diego County, topographic conditions, population density, monitoring station locations and climatological conditions make it clear that there is a gap in the data network in the vicinity of the Reservation that makes characterization of local air quality difficult. The level of particulate emissions determined by this inventory indicates the difficulty in assuming attainment from County data collected over 10 miles from the Reservation, in a different airshed. It is therefore recommended that the recently implemented CAA 103 Air Monitoring grant be enhanced to include ozone monitoring as well as particulate assessment.

TABLE 1
Emissions Inventory Summary
La Jolla Indian Reservation
Point Source Emissions
2013

Point Source Emissions (lb/yr)					
Source	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**VOC**
Tribal Hall	7.4	30.97	11.1	0.67	1.26
Gymnasium	4.8	19.2	6.9	0.42	0.78
General Store and Gas Station	6.3	25.21	9.06	0.55	16.55
Fire Station	6.24	24.96	8.97	0.55	1.0
Totals (lb/yr)	**24.74**	**130.34**	**36.03**	**2.19**	**19.59**
Emissions (tons/yr)	**0.01**	**0.065**	**0.018**	**<0.01**	**<0.01**

TABLE 2
Emissions Inventory Summary
La Jolla Indian Reservation
Area Source Emissions
2013

Area Source Emissions (lb/yr)					
Source	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**VOC**
Residential Heating & Cooking	1,745.5	1.187.37	411.7	201.6	296.78
Residential Paint & Solvent Usage	-	-	-	-	3,543.8
Residential Pesticides	-	-	-	-	132.3
Dust from Disturbed Surfaces	-	-	-	296.58	-
Campground Emissions	2,316.74	112.34	16.88	1,026.3	395.19
Totals (lb/yr)	**4.062.24**	**1,299.7**	**428.58**	**1,524.5**	**4,368.1**
Emissions (tons/yr)	**2.03**	**0.65**	**0.214**	**0.76**	**2.18**

TABLE 3
Emissions Inventory Summary
La Jolla Indian Reservation
Natural Source Emissions
2013

Natural Source Emissions (lb/yr)					
Source	**CO**	**NOx**	**SO_2**	**PM_{10}**	**VOC**
Dust from Undisturbed Lands	-	-	-	245.0	-
Natural Biogenic Activity					
Riparian Woodland	-	-	-	-	7,424.4
Southern Oak Woodland	-	-	-	-	3,579.19
Chamisal Chaparral	-	-	-	-	23,954.45
Transitional Chaparral	-	-	-	-	5,226.02
Agricultural Biogenic Activity					
Walnut Groves	-	-	-	-	25.2
Totals (lb/year)	-	-	-	**245.0**	**40,206.26**
Emissions (tons/year)	**-**	**-**	-	**0.12**	**20.1**

TABLE 4
Emissions Inventory Summary
La Jolla Indian Reservation
On-Road Mobile Source Emissions
2013

On-Road Mobile Source Emissions (lb/yr)							
Source	**VMT**	**CO**	**NO_x**	**SO_2**	**PM_{10} Ex.**	**PM_{10} Tires**	**VOC**
State Highway 76							
Automobiles	24,505	50,972.8	8,027.3	-	83.58	1,671.2	3,008.2
Trucks	3,341	18,644.2	11,871.3	-	723.1	432.9	1,913.3
Sengme Oaks Drive (Campground)							
Automobiles	521.7	525.11	82.64	-	0.86	17.22	30.94
Trucks	130.43	352.94	234.24	-	13.77	8.17	36.15
Campground Road (Unpaved)							
Automobiles	2,412.2	5,454.3	473.18	-	9.98	20,420.55	432.95
RVs	407.6	1,102.9	700.78	-	49.04	2,058.05	112.98
Tribal Roads (Paved)							
Automobiles	14,299.7	29,744.8	4,881.15	-	88.76	975.2	1,755.4
Trucks	1,966.83	1,099.3	10,459.6	-	929.74	254.86	1,126.76
Tribal Roads (Unpaved)							
Vehicles	53.12	248.76	22.46	**-**	0.18	641.65	19.92
Fire Station Call Outs							
	3,451	17,327.3	8,767.5	**-**	572.5	2,301.5	1,571.2
Totals (lb/yr)		**125,472.2**	**44,819.3**	**-**	**2,471.5**	**26,677.2**	**10,007.4**
Emissions (tons/yr)		**62.73**	**22.41**	**-**	**1.2**	**13.34**	**5.05**

TABLE 5
Emissions Inventory Summary
La Jolla Indian Reservation
New Construction - On Site
2013

Summary of Construction Emissions					
Emission Sources	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**VOC**
Tribal Road Crew					
Equipment Exhaust	2,400.0	7,372.8	883.2	787.2	518.4
Fugitive Emissions	-	-	-	1,061.2	-
Residential Construction					
Equipment Exhaust	1,500.0	4,618.0	552.0	492.0	324.0
Fugitive Emissions				2,636.8	
Total (lbs/yr)	3,900.0	11,990.8	1,435.2	4,977.2	842.4
Emissions (tons/yr)	**1.95**	**5.99**	**0.72**	**2.48**	**0.42**

TABLE 6
Emissions Inventory Summary
La Jolla Indian Reservation

2013 LA JOLLA INDIAN RESERVATION EMISSION INVENTORY (TONS/YEAR)					
Source Category	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**VOC**
On-Reservation					
Stationary	0.01	0.05	0.018	<0.01	<0.01
Area	2.03	0.65	0.214	0.76	2.18
Mobile	62.73	22.41	-	14.6	5.05
Natural	0	0	0	0,12	20.1
New Construction*	1.75	5.99	0.72	2.48	0.42
On-Reservation Total	**66.12**	**28.5**	**0.952**	**17.96**	**27.73**

TABLE 7
Emissions Inventory Summary
La Jolla Indian Reservation
Air Quality Thresholds

Ambient Air Quality Significance Thresholds			
Criteria Pollutant	**Air Quality Trigger Thresholds**		
	(lb/hour)	**(lb/day)**	**(tons/year)**
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NOx)	25	250	40
Sulphur Dioxide (SO_2)	25	250	40
Particulate Matter (PM_{10})*	-	100	15

APPENDIX A

La Jolla Indian Reservation
Emissions Inventory Calculations
September, 2013

Advanced GeoEnvironmental, Inc.

LA JOLLA INDIAN RESERVATION
EMISSIONS INVENTORY CALCULATIONS

POINT SOURCES

Fuel consumption was estimated from averaged statistics provided by San Diego Gas & Electric.

Tribal Hall and Multi-Purpose Building

Fuel consumption = 2,420.5 gallons per year = 2.42 kgal/yr

Annual Emissions = Input (Gas Consumed, kgal/yr) x Emission Factor (lb/kgal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
CO	3.2 lb/kgal	2.42 kgal/yr	7.74 lb/yr
NO_x	12.8 lb/kgal	2.42 kgal/yr	30.97 lb/yr
SO_2	4.6 lb/kgal	2.42 kgal/yr	11.1 lb/yr
PM_{10}	0.28 lb/kgal	2.42 kgal/yr	0.67 lb/yr
VOC	0.26 lb/kgal	2.42 kgal/yr	0.63 lb/yr
CH_4	0.26 lb/kgal	2.42 kgal/yr	0.63 lb/yr

Gymnasium

Fuel consumption = 1,500 gallons per year = 1.5 kgal/yr

Annual Emissions = Input (Gas Consumed, kgal/yr) x Emission Factor (lb/kgal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
CO	3.2 lb/kgal	1.5 kgal/yr	4.8 lb/yr
NO_x	12.8 lb/kgal	1.5 kgal/yr	19.2 lb/yr
SO_2	4.6 lb/kgal	1.5 kgal/yr	6.9 lb/yr
PM_{10}	0.28 lb/kgal	1.5 kgal/yr	0.42 lb/yr
VOC	0.26 lb/kgal	1.5 kgal/yr	0.39 lb/yr
CH_4	0.26 lb/kgal	1.5 kgal/yr	0.39 lb/yr

General Store and Gas Station

Fuel consumption = 1,970 gallons per year = 1.97 kgal/yr

Annual Emissions = Input (Gas Consumed, kgal/yr) x Emission Factor (lb/kgal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
CO	3.2 lb/kgal	1.97 kgal/yr	6.3 lb/yr
NOx	12.8 lb/kgal	1.97 kgal/yr	25.21 lb/yr
SO_2	4.6 lb/kgal	1.97 kgal/yr	9.06 lb/yr
PM_{10}	0.28 lb/kgal	1.97 kgal/yr	0.55 lb/yr
VOC	0.26 lb/kgal	1.97 kgal/yr	0.51 lb/yr
CH_4	0.26 lb/kgal	1.97 kgal/yr	0.51 lb/yr

Material Fugitive Emissions From Fuel Storage

One 10,000 gallon unleaded tank with approximate vapor pressure of 0.009 psia at standard conditions. One 500-gallon propane tank. Average diurnal temperature change = 20°F. Estimate 12 transfers/year (unleaded), 15 transfers/year (propane). Unleaded molecular weight = 114. Propane molecular weight = 44.1. One pound = 453.6 grams.

$$L_t = L_b + L_w$$

$$L_b = 1.02\text{x}10^{-5} \text{ x } M_v(P/P_a - P)^{0.68}(D)^{1.73}(H)^{0.51}(\Delta T)^{0.5}[F_p](K_c)$$

$$L_w = 1.09\text{x}10^{-8} M_v PVN K_N K_c$$

Where:

L_t	=	Total Emissions in Mg/yr
L_b	=	Breathing Loss Emissions in Mg/yr
L_w	=	Working Loss Emissions in Mg/yr
M_v	=	Molecular Weight
P	=	True Vapor Pressure in psia
P_a	=	Atmospheric Pressure in psia
D	=	Tank Diameter in feet
H	=	Average Vapor Space Height (assumed value: ½ tank height)
V	=	Tank Capacity in gallons
ΔT	=	Average Diurnal Temperature Change in ^{o}F
F_p	=	Dimensionless Factor (1 for underground tanks)
C	=	Tank Diameter Factor [$0.0071D - 0.0013D^2 - 0.1334$]
K_c	=	Product Factor (1 for VOC)
N	=	Turnovers per year
K_N	=	Turnover Factor (1 for ≤ 36)

Unleaded:

$$L_b = 1.02\text{x}10^{-5} \text{ x } 114(0.009/14.7 - 0.009)^{0.68}(10)^{1.73}(4)^{0.51}(20)^{0.5}[1](1)$$
$$= 0.0039 \text{ Mg/yr}$$

$L_w = 1.09 \times 10^{-8}\ 114(0.009)(10{,}000)(12)(1)(1)$
$= 0.0013$ Mg/yr

$L_t = 0.0039 + 0.0013 = 0.0052$ Mg/yr x 1.0×10^6 g/Mg = 5,200 g/yr
= 5,200 g/yr/453.6g/lb = **11.46 lb/yr, unleaded**

Propane:

$L_b = 1.02 \times 10^{-5} \times 44.1(0.009/14.7 - 0.009)^{0.68}(14)^{1.73}(2)^{0.51}(20)^{0.5}[1](1)$
$= 0.00182$ Mg/yr

$L_w = 1.09 \times 10^{-8}\ 44.1(0.009)(500)(15)(1)(1)$
$= 0.00003$ Mg/yr

$L_t = 0.00182 + 0.00003 = 0.00185$ Mg/yr x 1.0×10^6 g/Mg = 1,850.0 g/yr
= 1,850.0 g/yr/453.6g/lb = **4.07 lb/yr, propane**

Fire Station

Fuel consumption = 1,950 gallons per year = 1.95 kgal/yr

Annual Emissions = Input (Gas Consumed, kgal/yr) x Emission Factor (lb/kgal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
CO	3.2 lb/kgal	1.95 kgal/yr	6.24 lb/yr
NO_x	12.8 lb/kgal	1.95 kgal/yr	24.96 lb/yr
SO_2	4.6 lb/kgal	1.95 kgal/yr	8.97 lb/yr
PM_{10}	0.28 lb/kgal	1.95 kgal/yr	0.55 lb/yr
VOC	0.26 lb/kgal	1.95kgal/yr	0.5 lb/yr

CH_4	0.26 lb/kgal	1.95 kgal/yr	0.5 lb/yr

AREA SOURCES

Residence Heating and Cooking Emissions (gas)

Approximately 150 homes use gas appliances.
49.73 gallons/month of propane consumed per home x 150 homes = 7,459.5 gallons of propane.
7,459.5 gallons/year of propane consumed per month x 12 months = 89,514 gallons of propane.
89,514 gal/yr = 89.5 kgal/yr

Annual Emissions = Input (Gas Consumed, kgal/yr) x Emission Factor (lb/kgal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
CO	3.2 lb/kgal	89.5 kgal/yr	286.4 lb/yr
NO_x	12.8 lb/kgal	89.5 kgal/yr	1,145.6 lb/yr
SO_2	4.6 lb/kgal	89.5 kgal/yr	411.7 lb/yr
PM_{10}	0.28 lb/kgal	89.5 kgal/yr	25.06 lb/yr
VOC	0.26 lb/kgal	89.5 kgal/yr	23.27 lb/yr
CH_4	0.26 lb/kgal	89.5 kgal/yr	23.27 lb/yr

Residence Heating Emissions (wood)

57 homes, consume 0.2 cords of firewood per year per home = 11.4 cords of firewood annually
1 cord = 2 tons = 1.81 Mg
11.4 cords = 20.63 Mg

Annual Emissions = Emission Factor (lbs/Mg) x Consumption (cords of wood, Mg/yr)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Consumption	Annual Emissions
CO	70.75 lb/Mg	20.63 Mg/yr	1,459.5 lb/yr
NO_x	2.025 lb/Mg	20.63 Mg/yr	41.77 lb/yr
PM_{10}	8.575 lb/Mg	20.63 Mg/yr	176.9 lb/yr
VOC	12.13 lb/Mg	20.63 Mg/yr	250.24 lb/yr

Residential Paint and Solvent Usage

1.5 gallons of paint and/or solvent consumed per home x 189 homes = 283.5 gal/yr consumed.

Annual Emissions = Input (Paint/Solvent consumed, gal/yr) x Emission Factor (lb/gal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
VOC (Paint)	5.5 lb/gal	283.5 gal/yr	1,559.3 lb/yr
VOC (Solvent)	7.0 lb/gal	283.5 gal/yr	1,984.5 lb/yr

Residential Pesticide Usage

0.1 gallons of residential pesticide x 189 homes = 18.9 gal/yr consumed.

Annual Emissions = Input (Pesticide consumed, gal/yr) x Emission Factor (lb/gal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
VOC (Residential Pesticide)	7.0 lb/gal	18.9 gal/yr	132.3 lb/yr

Dust From Disturbed Surfaces

Eighteen acres x 4,046.872 m^2/acre = 72,843.69 m^2 disturbed surface.
SL = Silt Loading Factor =0.065g/m^2
MC = Moisture Content = 18% (Dryness = 1 - MC)
Entrainment = 5hrs/day, 200days/yr; 5hrs/day x 1day/24hrs x 200 days/yr
2205 g = 1 lb

Emissions = SL(g/m^2) x MC x Area(m^2) x Entrainment(/yr)

Emissions By Criteria Pollutant

Criteria Pollutant	Silt Loading	Moisture Content	Area	Entrainment	Emissions
PM_{10}	0.065g/m^2	82%	72,843.69 m^2	1000/24/yr	296.58 lb/yr

Campground Emissions

1,200 campsites
Annual use, summer and weekends/holidays, approximately 140 days per year
Open campfires, approximately 15 cords of wood/year
Vehicles: Assume 60% capacity daily; 4,992 vehicles/year – 30% RVs, 10% motorcycles, 60% automobiles

Site Emissions

5.1 gallons/year of propane consumed per site x 720 sites = 3,672.0 gallons of propane.
3,672.0 gal/yr = 3.67 kgal/yr

Annual Emissions = Input (Gas Consumed, kgal/yr) x Emission Factor (lb/kgal)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Input	Annual Emissions
CO	3.2 lb/kgal	3.67 kgal/yr	11.74 lb/yr
NO_x	12.8 lb/kgal	3.67 kgal/yr	46.97 lb/yr
SO_2	4.6 lb/kgal	3.67 kgal/yr	16.88 lb/yr
PM_{10}	0.28 lb/kgal	3.67 kgal/yr	1.02 lb/yr

Vehicle Emissions

Wheel Well Emissions

Emissions = # Vehicles x 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

s = Surface Silt Content, 4.8%
S = Mean Vehicle Speed, 15 mph
W = Mean Vehicle Weight, tons, 1.6
w = Mean Number of Wheels per Vehicle, 4
p = Number of Days With Measurable Rainfall (>0.01 inch), 21 days

VMT = 1,996.0

Emissions = 1 x 2.1 x [4.8/12] x [20/30] x $[1.6/3]^{0.7}$ x $[4/4]^{0.5}$ [(365 - 21)/365] x 1,996.0 = 678.1 lb/yr PM_{10} (uncontrolled)

678.1 lb/yr x (1 - 0.9 ADS) = 67.81 lb/yr PM_{10} (controlled)

Campfires

Estimated wood usage: 18 cords/yr
1 cord = 2 tons = 1.81 Mg
18 cords = 32.58 Mg

Annual Emissions = Emission Factor (lbs/Mg) x Consumption (cords of wood, Mg/yr)

Emissions By Criteria Pollutant

Criteria Pollutant	Emission Factor	Consumption	Annual Emissions
CO	70.75 lb/Mg	32.58 Mg/yr	2,305.0 lb/yr
NO_x	2.025 lb/Mg	32.58 Mg/yr	65.97 lb/yr
PM_{10}	8.575 lb/Mg	32.58 Mg/yr	279.4 lb/yr
VOC	12.13 lb/Mg	32.58 Mg/yr	395.19 lb/yr

MOBILE SOURCES

On-Road Mobile Sources

There are a total of 20.66 miles of road within the La Jolla Indian Reservation: approximately 18.5 miles of paved road (Highway 76 and other Tribal roads), and 2.16 miles of unpaved road.

State Highway 76 Emissions

State Highway 76 (S-76) passes through 6.63 miles of the La Jolla Indian Reservation. The traffic count contained in the CALTRANS 2012 report, for the intersection of S-76 and Palomar Mountain Road, is 4,200. A traffic count made by Tribal staff indicates slightly lower volume, 3,192. The division of Annual Daily Traffic (ADT), monitored by Tribal staff, indicates that the volume consisted of approximately 88% cars (including pickup trucks and motorcycles) and 12% trucks and buses.

ADT x On-Reservation Miles = VMT (Vehicle Miles Traveled)
Automobiles: 3,696.0 x 6.63 = 24,505
Trucks 504.0 x 6.63 = 3,341

Emissions (lb/yr) = VMT x Emission Factor = Emissions (g/day) x 0.0022 lb/g x 310 days/yr

Emissions By Criteria Pollutant

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
CO					
Autos	24,505	3.05g/day	.0022 lb/g	310	50,972.8 lb/yr
Trucks	3,341	8.20 g/day	.0022 lb/g	310	18,684.2 lb/yr
NO_x					
Autos	24,505	0.48 g/day	.0022 lb/g	310	8,021.9 lb/yr
Trucks	3,341	5.21 g/day	.0022 lb/g	310	11,871.3 lb/yr
PM_{10} Exhaust					
Autos	24,505	0.005 g/day	.0022 lb/g	310	83.56 lb/yr
Trucks	3,341	0.32 g/day	.0022 lb/g	310	729.1 lb/yr
PM_{10} Tire Wear					
Autos	24,505	0.1 g/day	.0022 lb/g	310	1,671.2 lb/yr
Trucks	3,341	0.19 g/day	.0022 lb/g	310	432.92 lb/yr
VOC					
Autos	24,505	0.18 g/day	.0022 lb/g	310	3,008.2 lb/yr
Trucks	3,341	0.84 g/day	.0022 lb/g	310	1,913.9 lb/yr

Sengme Oaks Road

Approximately one-third of a mile of paved road leads into the campground from SR-76. Tribal staff monitored traffic entering and leaving the campground. The surveyed values fluctuated by

season, with the period between December and March averaging 800 vehicles, April and May averaging 1,400, and June, July and August peaking with an average traffic count of 3,650 vehicles. The period between September and November declined, with an average traffic count of 2,500 vehicles. Extrapolating this data to acquire an annual average brings the Annual Average Daily Traffic volume in the La Jolla Campground to 2,038. The division of vehicles was measured as 80% cars, 20% trucks (recreational vehicles). The estimated seasonal usage is 150 days.

ADT x On-Reservation Miles = VMT (Vehicle Miles Traveled)
Automobiles: 1,630.4 x 0.32 = 521.72
Trucks 407.6 x 0.32 = 130.43

Emissions (lb/yr) = VMT x Emission Factor = Emissions (g/day) x 0.0022 lb/g x 150 days/yr

Emissions By Criteria Pollutant

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
CO					
Autos	521.72	3.05g/day	.0022 lb/g	150	525.11 lb/yr
Trucks	130.43	8.20 g/day	.0022 lb/g	150	352.94 lb/yr
NO_x					
Autos	521.72	0.48 g/day	.0022 lb/g	150	82.64 lb/yr
Trucks	130.43	5.21 g/day	.0022 lb/g	150	224.24 lb/yr
PM_{10} Exhaust					
Autos	521.72	0.005 g/day	.0022 lb/g	150	0.86 lb/yr
Trucks	130.43	0.32 g/day	.0022 lb/g	150	13.77 lb/yr
PM_{10} Tire Wear					
Autos	521.72	0.1 g/day	.0022 lb/g	150	17.22 lb/yr

Trucks	130.43	0.19 g/day	.0022 lb/g	150	8.17 lb/yr

VOC

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
Autos	521.72	0.18 g/day	.0022 lb/g	150	30.99 lb/yr
Trucks	130.43	0.84 g/day	.0022 lb/g	150	36.15 lb/yr

Campground Road (unpaved)

The Campground Road is approximately 1.48 mile of unpaved surface. The estimated daily traffic count and division of vehicle type is assumed to be the same as that used for Sengme Oaks Drive.

ADT x On-Reservation Miles = VMT (Vehicle Miles Traveled)
Automobiles: 1,630.4 x 1.48 = 2,412.99
Trucks 407.6 x 1.48 = 603.24

Emissions By Criteria Pollutant

CO

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
Autos	2,412.99	6.85 g/day	.0022 lb/g	150	5,454.5 lb/yr
RVs	407.6	8.20 g/day	.0022 lb/g	150	1,102.96 lb/yr

NO_x

Autos	2,412.99	0.62 g/day	.0022 lb/g	150	493.69 lb/yr
RVs	407.6	5.21 g/day	.0022 lb/g	150	700.78 lb/yr

PM_{10} Exhaust

Autos	2,412.99	0.005 g/day	.0022 lb/g	150	3.98 lb/yr

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
RVs	407.6	0.32 g/day	.0022 lb/g	150	43.04 lb/yr
			PM_{10} Tire Wear		
Autos	2,412.99	0.12 g/day	.0022 lb/g	150	95.55 lb/yr
RVs	407.6	0.19 g/day	.0022 lb/g	150	25.55 lb/yr
			VOC		
Autos	2,412.99	0.55 g/day	.0022 lb/g	150	437.95 lb/yr
RVs	407.6	0.84 g/day	.0022 lb/g	150	112.98 lb/yr

Wheel Well Emissions, Automobiles

Emissions = # Vehicles x 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

s = Surface Silt Content, 4.8%
S = Mean Vehicle Speed, 15 mph
W = Mean Vehicle Weight, tons, 1.6
w = Mean Number of Wheels per Vehicle, 4
p = Number of Days With Measurable Rainfall (>0.01 inch), 21 days
VMT = 2,412.99

Emissions = 2,500 x 2.1 x [4.8/12] x [20/30] x $[1.6/3]^{0.7}$ x $[4/4]^{0.5}$ [(365 - 21)/365] x 2412.99 = 20,325.0 lb/yr PM_{10} (uncontrolled)

20,325.0 lb/yr x (1 - 0.9 ADS) = 2,032.5 lb/yr PM_{10} (controlled)

Wheel Well Emissions, RVs

Emissions = # Vehicles x 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

s = Surface Silt Content, 4.8%
S = Mean Vehicle Speed, 15 mph
W = Mean Vehicle Weight, tons, 2.3

w = Mean Number of Wheels per Vehicle, 6

p = Number of Days With Measurable Rainfall (>0.01 inch), 21 days

VMT = 407.6

Emissions = 2,500 x 2.1 x [4.8/12] x [15/30] x $[2.3/3]^{0.7}$ x $[6/4]^{0.5}$ [(365 - 21)/365] x 407.6 = 4,062 lb/yr PM_{10} (uncontrolled)

4,062 lb/yr x (1 - 0.9 ADS) = 406.2 lb/yr PM_{10} (controlled)

Other Tribal Roads (paved)

There are approximately 12.37 miles of other paved roads on the La Jolla Indian Reservation. The estimated total daily traffic count for these roads is 1,315. The division of vehicles by type is assumed to be the same as the other roads on the reservation: 88% cars, 12% trucks.

ADT x On-Reservation Miles = VMT (Vehicle Miles Traveled)

Automobiles: 1,156.0 x 12.37 = 14,299.7

Trucks 159.0 x 12.37 = 1,966.83

Emissions (lb/yr) = VMT x Emission Factor = Emissions (g/day) x 0.0022 lb/g x 310 days/yr

Emissions By Criteria Pollutant

CO

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
Autos	14,299.7	3.05g/day	.0022 lb/g	310	29,744.8 lb/yr
Trucks	1,966.83	8.20 g/day	.0022 lb/g	310	10,999.3 lb/yr
			NO_x		
Autos	14,299.7	0.48 g/day	.0022 lb/g	310	4,881.15 lb/yr
Trucks	1,966.83	5.21 g/day	.0022 lb/g	310	6,988.58 lb/yr

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
			PM_{10} Exhaust		
Autos	14,299.7	0.005 g/day	.0022 lb/g	310	48.76 lb/yr
Trucks	1,966.83	0.32 g/day	.0022 lb/g	310	429.24 lb/yr
			PM_{10} Tire Wear		
Autos	14,299.7	0.1 g/day	.0022 lb/g	310	975.2 lb/yr
Trucks	1,966.83	0.19 g/day	.0022 lb/g	310	254.86 lb/yr
			VOC		
Autos	14,299.7	0.18 g/day	.0022 lb/g	310	1,755.4 lb/yr
Trucks	1,966.83	0.84 g/day	.0022 lb/g	310	1,126.76 lb/yr

Tribal Roads (unpaved)

Approximately 1.66 miles of unpaved Tribal roads are traveled by 32 cars daily (estimated).

ADT x On-Reservation Miles = VMT (Vehicle Miles Traveled)
Automobiles: 32.0 x 1.66 = 53.12

Emissions (lb/yr) = VMT x Emission Factor = Emissions (g/day) x 0.0022 lb/g x 310 days/yr

Emissions By Criteria Pollutant

CO

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
Autos	53.12	6.85 g/day	.0022 lb/g	310	248.16 lb/yr

NO_x

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
Autos	53.12	0.62 g/day	.0022 lb/g	310	22.46 lb/yr
		PM_{10} Exhaust			
Autos	53.12	0.005 g/day	.0022 lb/g	310	0.18 lb/yr
		PM_{10} Tire Wear			
Autos	53.12	0.12 g/day	.0022 lb/g	310	4.35 lb/yr
		VOC			
Autos	53.12	0.55 g/day	.0022 lb/g	310	19.92 lb/yr

Wheel Well Emissions

Emissions = # Vehicles x 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

s = Surface Silt Content, 4.8%
S = Mean Vehicle Speed, 20 mph
W = Mean Vehicle Weight, tons, 1.6
w = Mean Number of Wheels per Vehicle, 4
p = Number of Days With Measurable Rainfall (>0.01 inch), 21 days

VMT = 53.12

Emissions = 32 x 2.1 x [4.8/12] x [20/30] x $[1.6/3]^{0.7}$ x $[4/4]^{0.5}$ [(365 - 21)/365] x 53.12 = 579.4 lb/yr PM_{10} (uncontrolled)

579.4 lb/yr x (1 - 0.9 ADS) = 57.94 lb/yr PM_{10} (controlled)

Fire Station Call-Outs

203 Call Outs per year were recorded
2 vehicles: one gasoline, one diesel, were assigned to each callout.
Assume that each run is approximately 10 miles (one way) and that 80% of the run is on paved roads.

Fuel usage (per Fire Department statistics): one diesel vehicle, with an average fuel efficiency of 8.35 miles per gallon; fuel consumption for the Tribal Fire Station = 486.2 gallons per year.

Estimated per cent of vehicle usage occurring on-reservation: 85%. 486.2 gallons per year x 85% = 413.3 gallons of diesel fuel burned on-reservation/year. Vehicle Miles Traveled (VMT) by reservation diesel-powered fire units = 4,060 (total) x 85% = 3,451.

Emissions = Annual Fuel Consumption (kgal/yr) x Emission Factor (lb/kgal)

Truck Wheel well Emissions: Approximately 10% of the La Jolla Reservation roads are unpaved. Therefore, wheel well emissions will be determined for both paved and unpaved roads. There are approximately 12.4 miles of paved roads on-reservation, and approximately 1.66 miles of unpaved roads.

Paved Roads:

$$\textbf{Emissions} = (0.77)\ (VMT)[SL/2]^{0.65} \times [W/3]^{1.5}$$

Where :

SL = Soil Loading, g/m^2
W = Mean Vehicle Weight, tons
VMT = 3,451 miles/yr; 90% x 3,451 miles = **3,105.9 miles on paved roads**

$0.77 \times 3{,}105.9 \times [0.037/2]^{0.65} \times [6/3]^{1.5}$ = **505.29 lb/yr PM_{10} uncontrolled (Firetruck)**
= **97.24 lb/yr PM_{10} uncontrolled (SUV)**

Unpaved Roads:

$$\textbf{Emissions} = 2.1 \times [s/5] \times [S/30] \times [W/3]^{0.7} \times [w/4]^{0.5}\ [(365 - p)/365] \times VMT$$

Where:

s = Surface Silt Content, %
S = Mean Vehicle Speed, mph
W = Mean Vehicle Weight, tons
w = Mean Number of Wheels per Vehicle
p = Number of Days With Measurable Rainfall (>0.01 inch)
VMT = 3,451 miles/yr; 10% x3,451 miles = **345.1 miles on unpaved roads**

$2.1 \times [6.9/5] \times [20/30] \times [6/3]^{0.7} \times [6/4]^{0.5} \times [(365 - 34)/365] \times 345.1$ = **982.2 lb/yr PM_{10} uncontrolled (Firetruck)**
= **739.8 lb/yr PM_{10} uncontrolled (SUV)**

Emissions By Criteria Pollutant

Emitter	VMT	Emission Factor	Conversion	Days/year	Emissions
			CO		
Autos	3,451	3.05g/day	.0022 lb/g	203	4,700.7 lb/yr
Trucks	3,451	8.20 g/day	.0022 lb/g	203	12,626.6 lb/yr
			NO_x		
Autos	3,451	0.48 g/day	.0022 lb/g	203	738.9 lb/yr
Trucks	3,451	5.21 g/day	.0022 lb/g	203	8,028.6 lb/yr
			PM_{10} Exhaust		
Autos	3,451	0.005 g/day	.0022 lb/g	203	8.12 lb/yr
Trucks	3,451	0.32 g/day	.0022 lb/g	203	491.3 lb/yr
			PM_{10} Tire Wear		
Autos	3,451	0.1 g/day	.0022 lb/g	203	152.3 lb/yr
Trucks	3,451	0.19 g/day	.0022 lb/g	203	292.3 lb/yr
			VOC		
Autos	3,451	0.18 g/day	.0022 lb/g	203	276.1 lb/yr
Trucks	3,451	0.84 g/day	.0022 lb/g	203	1,295.1 lb/yr

NATURAL SOURCES

Dust From Undisturbed Surfaces (Wind Erosion)

21 acres x 4,046.872 m^2/acre = 84,984.3 m^2 undisturbed surface.

SL = Silt Loading Factor =0.037g/m^2
MC = Moisture Content = 15% (Dryness = 1 - MC)
Entrainment = 5hrs/day, 200days/yr; 5hrs/day x 1day/24hrs x 200 days/yr
2205 g = 1 lb

Emissions = SL(g/m^2) x MC x Area(m^2) x Entrainment(/yr)

Emissions By Criteria Pollutant

Criteria Pollutant	Silt Loading	Moisture Content	Area	Entrainment	Emissions
PM_{10}	0.037g/m^2	85%	84,984.3 m^2	1000/24/yr	245.0 lb/yr

Biogenic Sources

Four types of natural biogenic sources and one agricultural biogenic source are found in the region:

Source	Biomass Constant (g/m^3)
Riparian Woodland (canyon creeks and riverbeds**)**	200
Southern Oak Woodland (valley floor and alluvial valleys)	392
Chamisal Chaparral (dry mountain slopes and hilltops)	646
Transitional Chaparral (desert transitional areas)	435
Walnut Groves	168

Area Coverage (approximate)	Acres	Hectares (Ha)
Developed land (roads, Tribal structures, etc.)	1,597.8	646.88
Undisturbed surfaces	21.0	8.5
Agricultural land	7.0	2.83
Biogenic cover	8,363.6	3,386.10
TOTAL	**9,989.4**	**4,044.33**

Biogenic Natural Cover

Source	Area Coverage	Hectares (Ha)
Riparian Woodland (canyon creeks and riverbeds**)**	20%	677.2
Southern Oak Woodland (valley floor and alluvial valley)	13%	440.2
Chamisal Chaparral (dry mountain slopes and hilltops)	50%	1,693.1
Transitional Chaparral (desert transitional areas)	17%	575.63

Source	Cover Volume (m^3/Ha)
Riparian Woodland (canyon creeks and riverbeds**)**	173.67 (avg)
Southern Oak Woodland (valley floor and alluvial valleys)	92.0
Chamisal Chaparral (dry mountain slopes and hilltops)	200.0
Transitional Chaparral (desert transitional areas)	180.0
Walnut Groves	168.0

Source	Emission Rates (µg/hr)	
	Isopropene	Monoterpene
Riparian Woodland (creeks and riverbeds**)**	49	-
Southern Oak Woodland (alluvial valleys)	35	-
Chamisal Chaparral (dry mountain slopes)	12 (avg)	5 (avg)
Transitional Chaparral (desert transitional)	11 (avg)	7 (avg)
Walnut Groves	49	-

Average Exposure Time (hours/year) = 8 hours/day, 365 days per year = 2,928 hours/year
1 gram = 0.0022 pound

VOC Emissions = Mass(Species) x Conversion Factor x Exposure Period
= VOC (µg/yr) x 1.0 x 10^{-6} (g/µg) x 0.0022 lb/g = VOC (lb/yr)

VOC (Isopropene) Emissions By Source Type

Area (Ha)	Volume (m^3/Ha)	Biomass Constant (g/m3)	Emission Rates (µg/hr)	Exposure (hrs/yr)	Emissions (lb/yr)
Riparian Woodland (Canyon Creeks and River Beds)					
677.2	173.67	200	49	2,928	7,424.4
Southern Oak Woodland (Alluvial Valleys)					
444.9	92.0	392	35	2,928	3,579.19
Chamisal Chaparral (Dry Mountain Slopes)					
1,693.1	200.0	646	12	2,928	16,909.1
Transitional Chaparral					
575.63	180.0	435	11	2,928	3,193.68
Total Isopropene Emissions (lb/year)					**31,106.37**

VOC (Monoterpene) Emissions By Source Type

Area (Ha)	Volume (m3/Ha)	Biomass Constant (g/m3)	Emission Rates (µg/hr)	Exposure (hrs/yr)	Emissions (lb/yr)
Chamisal Chaparral (Dry Mountain Slopes)					
1,693.1	200	646	5	2,928	7,045.45
Transitional Chaparral					
575.63	180.0	435	7	2,928	2.032.34
Total Monoterpene Emissions (lb/year)					**9,077.79**

Biogenic Agricultural Cover

VOC (Isopropene) Emissions By Source Type

Area (Ha)	Volume (m3/Ha)	Biomass Constant (g/m3)	Emission Rates (µg/hr)	Exposure (hrs/yr)	Emissions (lb/yr)
2.83	168.0	168	49	2,928	25.21
Total Isopropene Emissions (lb/year)					**25.21**

Total VOC Emissions from Biogenic Sources (tons/year) = 20.1

New Construction

Tribal Road Crew

The Tribal Road Crew operates intermittently throughout the year, as required to effect road repairs and other light construction. Overall annual operations take place approximately 120 days per year.
Equipment involved = 1 grader, 1 water truck, 1 concrete/asphalt truck, 1 light bulldozer
Grader operates 6 hours/day, 120 days/year
Concrete/asphalt truck operates 4 hours/day, 60 days/year
Water truck operates 2 hours/day, 120 days/year
Bulldozer operates 6 hours/day, 120 days per year

Paving/Grading Operations

Emissions = Area Processed x Mass Constant (lb/acre-day) x Days/Year

1.0 acres x 6.3 lb/acre day x 120 days/yr = 756.0 lb/yr PM_{10} (uncontrolled)
756.0 lb/yr x (1 - 0.625AC) = 245.7 lb/yr PM_{10} (controlled)

Grader Emissions

Emissions = Hrs/day x Emission Factor x days/yr

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	6.0	120	1.25	900.0
NO_x	6.0	120	3.84	2,764.8
SO_2	6.0	120	0.46	331.2
PM_{10}	6.0	120	0.41	295.2
VOC	6.0	120	0.27	194.4

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 120 days/yr x 500 yds/day x 1 mile/1,760 yds
= 5.1 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x [W/3]0.7 x [w/4]0.5 [(365 - p)/365] x VMT

Where

s	=	Surface Silt Content, 4.8%
S	=	Mean Vehicle Speed, 5 mph
W	=	Mean Vehicle Weight, tons, 30
w	=	Mean Number of Wheels per Vehicle, 6
p	=	Number of Days With Measurable Rainfall (>0.01 inch), 34 days
VMT	=	Vehicle Miles Traveled

Emissions = 2.1 x [4.8/12] x [5/30] x $[30/3]^{0.7}$ x $[6/4]^{0.5}$ [(365 - 34)/365] x 5.1 = 3.97 lb/yr PM_{10} (uncontrolled)
3.97 lb/yr x (1 - 0.9 ADS) = 0.39 lb/yr PM_{10} (controlled)

Concrete/Asphalt Truck Emissions

Emissions = Hours/Day x Days/Year x Emission Factor

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	4.0	60	1.25	300.0
NO_x	4.0	60	3.84	921.6
SO_2	4.0	60	0.46	110.4
PM_{10}	4.0	60	0.41	98.4
VOC	4.0	60	0.27	64.8

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 60 days/yr x 500 yds/day x 1 mile/1,760 yds
= 17.04 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

Emissions = 2.1 x [4.8/12] x [5/30] x $[20/3]^{0.7}$ x $[10/4]^{0.5}$ [(365 - 34)/365] x 17.04 = 12.91 lb/yr PM_{10} (uncontrolled)
12.91 lb/yr x (1 - 0.9 ADS) = 1.29 lb/yr PM_{10} (controlled)

Water Truck Emissions

Emissions = Hours/Day x Days/Year x Emission Factor

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	2.0	120	1.25	300.0
NO_x	2.0	120	3.84	921.6
SO_2	2.0	120	0.46	110.4
PM_{10}	2.0	120	0.41	98.4
VOC	2.0	120	0.27	64.8

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 120 days/yr x 500 yds/day x 1 mile/1,760 yds
= 34.1 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

Emissions = 2.1 x [4.8/12] x [5/30] x $[18/3]^{0.7}$ x $[6/4]^{0.5}$ [(365 - 34)/365] x 34.1 = 18.6 lb/yr PM_{10} (uncontrolled)
18.6 lb/yr x (1 - 0.9 ADS) = 1.86 lb/yr PM_{10} (controlled)

Bulldozer Emissions

Emissions = Hours/Day x Days/Year x Emission Factor

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	6.0	120	1.25	900.0
NO_x	6.0	120	3.84	2,764.8
SO_2	6.0	120	0.46	331.2

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
PM_{10}	6.0	120	0.41	295.2
VOC	6.0	120	0.27	194.4

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 120 days/yr x 500 yds/day x 1 mile/1,760 yds
= 34.1 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

Emissions = 2.1 x [4.8/12] x [5/30] x $[1.6/3]^{0.7}$ x $[6/4]^{0.5}$ [(365 - 34)/365] x 34.1 = 2.78 lb/yr PM_{10} (uncontrolled)
2.78 lb/yr x (1 - 0.9 ADS) = 0.28 lb/yr PM_{10} (controlled)

New Construction, Residential

The Tribe is expanding its housing availability near Ponall Road and Harold's Road .
Approximately 5 acres have been cleared for the construction of new homes.
Equipment involved = 1 grader, 1 water truck, 1 concrete/asphalt truck, 1 light bulldozer

Grader operates 6 hours/day, 60 days/year

Concrete/asphalt truck operates 4 hours/day, 60 days/year

Water truck operates 2 hours/day, 60 days/year

Bulldozer operates 6 hours/day, 60 days per year

Paving/Grading Operations

Emissions = Area Processed x Mass Constant (lb/acre-day) x Days/Year

5.0 acres x 6.3 lb/acre day x 60 days/yr = 1,890.0 lb/yr PM_{10} (uncontrolled)
1,890.0 lb/yr x (1 - 0.625AC) = 708.75 lb/yr PM_{10} (controlled)

Grader Emissions

Emissions = Hrs/day x Emission Factor x days/yr

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	6.0	60	1.25	450.0
NO_x	6.0	60	3.84	1,387.4
SO_2	6.0	60	0.46	165.6
PM_{10}	6.0	60	0.41	147.6
VOC	6.0	60	0.27	97.2

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 60 days/yr x 500 yds/day x 1 mile/1,760 yds
= 2.5 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x [W/3]0.7 x [w/4]0.5 [(365 - p)/365] x VMT

Where

s	=	Surface Silt Content, 4.8%
S	=	Mean Vehicle Speed, 5 mph
W	=	Mean Vehicle Weight, tons, 30
w	=	Mean Number of Wheels per Vehicle, 6
p	=	Number of Days With Measurable Rainfall (>0.01 inch), 34 days
VMT	=	Vehicle Miles Traveled

Emissions = 2.1 x [4.8/12] x [5/30] x $[30/3]^{0.7}$ x $[6/4]^{0.5}$ [(365 - 34)/365] x 2.5 = 1.946 lb/yr PM_{10} (uncontrolled)
1.946 lb/yr x (1 - 0.9 ADS) = 0.19 lb/yr PM_{10} (controlled)

Concrete/Asphalt Truck Emissions

Emissions = Hours/Day x Days/Year x Emission Factor

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	4.0	60	1.25	300.0
NO_x	4.0	60	3.84	921.6
SO_2	4.0	60	0.46	110.4
PM_{10}	4.0	60	0.41	98.4
VOC	4.0	60	0.27	64.8

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 60 days/yr x 500 yds/day x 1 mile/1,760 yds
= 17.04 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

Emissions = 2.1 x [4.8/12] x [5/30] x $[20/3]^{0.7}$ x $[10/4]^{0.5}$ [(365 - 34)/365] x 17.04 = 12.91 lb/yr PM_{10} (uncontrolled)
12.91 lb/yr x (1 - 0.9 ADS) = 1.29 lb/yr PM_{10} (controlled)

Water Truck Emissions

Emissions = Hours/Day x Days/Year x Emission Factor

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	2.0	120	1.25	300.0
NO_x	2.0	120	3.84	921.6
SO_2	2.0	120	0.46	110.4
PM_{10}	2.0	120	0.41	98.4
VOC	2.0	120	0.27	64.8

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 120 days/yr x 500 yds/day x 1 mile/1,760 yds
= 34.1 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

Emissions = 2.1 x [4.8/12] x [5/30] x $[18/3]^{0.7}$ x $[6/4]^{0.5}$ [(365 - 34)/365] x 34.1 = 18.6 lb/yr PM_{10} (uncontrolled)
18.6 lb/yr x (1 - 0.9 ADS) = 1.86 lb/yr PM_{10} (controlled)

Bulldozer Emissions

Emissions = Hours/Day x Days/Year x Emission Factor

Emissions By Criteria Pollutant (lb/yr)

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
CO	6.0	60	1.25	450.0
NO_x	6.0	60	3.84	1,387.4
SO_2	6.0	60	0.46	165.6

Pollutant	Hours/day	Days/yr	Emission Factor	Emissions
PM_{10}	6.0	60	0.41	147.6
VOC	6.0	60	0.27	97.2

Wheel Well Emissions

VMT = off-road days per year x miles traveled = 60 days/yr x 500 yds/day x 1 mile/1,760 yds
= 17.05 miles/yr off-road

Emissions = 2.1 x [s/12] x [S/30] x $[W/3]^{0.7}$ x $[w/4]^{0.5}$ [(365 - p)/365] x VMT

Emissions = 2.1 x [4.8/12] x [5/30] x $[1.6/3]^{0.7}$ x $[6/4]^{0.5}$ [(365 - 34)/365] x 17.05 = 1.39 lb/yr PM_{10} (uncontrolled)
1.39 lb/yr x (1 - 0.9 ADS) = 0.14 lb/yr PM_{10} (controlled)

ATTACHMENTS SECTION G:

La Jolla Indirect Cost Rate Agreement

La Jolla Band of Luiseno Indians

2014 ATP Project Proposal

United States Department of the Interior
NATIONAL BUSINESS CENTER
Indirect Cost Services
2180 Harvard Street, Suite 430
Sacramento, CA 95815

January 14, 2014

Ms. LaVonne Peck, Tribal Chair
La Jolla Band of Luiseno Indians
22000 Hwy 76
Pauma Valley, CA 92061

Received By:
JAN 16 2014
La Jolla Band of Luiseno Indians

Dear Ms. Peck:

Enclosed is the signed original negotiated indirect cost rate agreement that was processed by our office. If you have any questions concerning this agreement, please refer to the signature page for the name and contact number of the negotiator.

As a recipient of federal funds, you are required to submit Indirect Cost Proposals on an annually basis. Proposals are due within 6 months after the close of your fiscal year end and are processed on a first-in, first-out basis.

Common fiscal year end dates and proposal due dates are listed below:

Fiscal Year End Date	Proposal Due Date
September 30th	March 31st
December 31st	June 30th
June 30th	December 31st

Please visit our Web site at http://www.doi.gov/ibc/services/Indirect_Cost_Services/index.cfm for guidance and updates on submitting future indirect cost proposals. The website includes helpful tools such as a completeness checklist, indirect cost and lobbying certificates, sample proposals, excel worksheet templates, and links to other Web sites.

Sincerely,

Deborah A. Moberly
Office Chief

Enclosure

cc: Self-Determination Specialist, Pacific Regional Office, Bureau of Indian Affairs

Ref: J:\Native Americans\Pacific (Sacramento SA)\La Jolla Band of Luiseno Indians (Lbmiw131)\FY 2013\Issue.ltr.doc

La Jolla Band of Luiseno Indians
Indirect Cost Rate Proposal
Fiscal Year 2014

CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect cost proposal submitted herewith and that to the best of my knowledge and belief:

(1) All cost included in this proposal dated February 28, 2014 to establish an indirect cost rate for the years January 1, 2012 to December 31, 2012 and January 1, 2014 to December 31, 2014 are allowable in accordance with the requirements of the Federal agreements to which they apply and with the cost principles applicable to those agreements, including OMB Circular A-87 "Cost Principles for State, Local, and Indian Tribal Governments."

(2) This proposal does not include any costs which are not allowable under applicable cost principles, such as (without limitation): Advertising and public relations costs, entertainment costs, fines and penalties, lobbying costs, and defense and prosecution of criminal and civil proceedings costs.

(3) Any costs excluded from this proposal, such as Tribal enterprises and gaming operations, including all or portions of the general fund, are separately administered and do not benefit from Trial administration included in the indirect cost pool.

(4) All costs included in this proposal are properly allocable to Federal agreements on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare under penalty of perjury that the foregoing is true and correct.

LaVonne Peck
Tribal Administrator
La Jolla Band of Luiseno Indians

LaVonne Peck
Signature

3-4-14
Date

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Search Results > Message Detail Entire thread Print

Subject: RE: La Jolla - ATP 2014 Application, Tribal IDC
From: "Chen, Zilan@DOT" <zilan.chen@dot.ca.gov> (Add as Preferred Sender)
Date: Mon, May 19, 2014 10:13 am
To: "lee.vasquez@lajolla-nsn.gov" <lee.vasquez@lajolla-nsn.gov>
Cc: Adam Geisler <adam.geisler@lajolla-nsn.gov>, LaVonne Peck <lavonne.peck@lajolla-nsn.gov>

I left you a voice message this morning. Since you are not going to bill for costs for 2013, there is no need for us to accept the 2013 rate. You can application. Once you have approval from the clearing house, please send us a copy. We will issue you an acceptance letter. Thank you.

Zilan

Zilan Chen
Chief, External Audits - Local Governments
Audits & Investigations
(916) 323-7877

From: lee.vasquez@lajolla-nsn.gov [mailto:lee.vasquez@lajolla-nsn.gov]
Sent: Friday, May 16, 2014 11:13 AM
To: Chen, Zilan@DOT
Cc: Adam Geisler; LaVonne Peck
Subject: La Jolla - ATP 2014 Application, Tribal IDC

Good Afternoon, Zilan --

When we spoke this week you asked us to please send over our Tribal IDC rate/agreements.

We were approved in 2013 at 13.25%. We have submitted all our documentation for our 2014 IDC rate, and it is currently at the clear

Domains Priced Right WORKSPACE

Logged in as: lee.vasquez@lajolla-nsn.gov Log Out

Updated View Feedback

Homepage Email Calendar Files Fax

Check Email Compose Address Book Settings Tools Help

Zoom Compose Email

Search... Go Adv. Search

Folders Saved Search

Unlimited Usage: 263MB

New Folder

- Inbox (4)
- Bulk Mail
- Drafts
- Templates
- Send Later
- Sent Items
- Trash [purge] (26)

- ATP (2)
- CTAS
- ED PROGRAM
  - RIF-Reading Prog (1)
- FIRST NATIONS
- FOOD PROGRAM
- FOUNDATIONS
- GENERATIONS
- IMLS
- NCAI
- NDIDC
- RIF
- SCTCA
  - QUALITY ACT'S
- TYP-YAWAYWISH
- WUI
- YOUTH COURT

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Reply Reply to All Forward Delete Purge Edit and Resend ATP Move

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Sent Items > Message Detail Entire thread

Subject: La Jolla - ATP 2014 Application, Tribal IDC
From: <lee.vasquez@lajolla-nsn.gov> (Add as Preferred Sender)
Date: Fri, May 16, 2014 11:14 am
To: Zilan.Chen@dot.ca.gov

Good Afternoon, Zilan --

When we spoke this week you asked us to please send over our Tribal IDC rate/agreements.

We were approved in 2013 at 13.25%. We have submitted all our documentation for our 2014 IDC rate, and it is currently at awaiting final processing.

We have included both year's documents here for you, and would like your advice as to which year we should use in our final the 2014 Active Transportation Program application.

Thank you very much,

Lee Vasquez-Ilaoa, Ph.D.
La Jolla Band of Luiseno Indians, Grant Writer

Lee Vasquez-Ilaoa, Ph.D.

La Jolla Band of Luiseño Indians

22000 Hwy 76

Pauma Valley, CA 92061

Tribal Office: 760-742-3771, ext 304
Personal Cell: 405-414-8508

Download

Attachments	Size	Action(s)

Attachment H:

La Jolla Community Media Campaign

La Jolla 2014 ATP Application

LA JOLLA BAND OF LUISEÑO INDIANS

La Jolla Band of Luiseño Indians
RISK COMMUNICATION PLAN OUTLINE

August 31, 2011

The following is a preliminary outline for a risk communications plan for the La Jolla Band of Luiseño Indians. Included are suggested steps for further development and completion, which can draw on the worksheets and information gathered by Tribal members at the recent PedSafe training.

In moving forward, this document can also help focus and provide a "road map" of sorts as Tribal leaders consider next steps, including grant applications and partnerships that target pedestrian safety and other public health measures. Most importantly, efforts should align strategically so that there is a united front in agreeing on what most needs to be done and then a common approach and plan for those efforts.

Goal

To encourage safe practices by drivers and pedestrians and to make traffic safety a high priority in the community.

Audiences

Based on tribal community input, there are distinct and different audiences to target with risk communication messages and materials. *(Note: each of these audience clusters can be further identified and then linked to key partners or stakeholders with whom the Tribe can work.)*

- Tribal Community Members and Leaders
- Motorists Visiting Campsite
- Highway 76 Traffic

Risk Behaviors

Top Behaviors to Target – and some of the key message/strategy "solutions" for addressing those behaviors.

1. Speeding.
    - Slow down.
    - Inform drivers of risks to children and community members.
    - Inform drivers of consequences - that someone may be injured or killed. Remember, the lives of our families are stake.

2. Lack of Alertness for Drivers and Pedestrians.
    - For drivers - be constantly aware of people along the roadside.
    - For pedestrians – be alert and look both ways when walking, stay within shoulder of roadway, always walk facing traffic, wear light colored clothing to ensure you can be seen especially at dusk and at night.
    - Don't be distracted by talking on the phone or texting while driving or walking.

3. Failure to be aware at School Bus Stops and Traffic Turn-outs.
    - Drivers need to slow down and look out for children.
    - Parents need to stay with children to make sure they get on the bus safely.
    - Community leaders and school officials need to determine if bus stops/turn-outs can be physically altered in ways that promote safety.

4. Lack of Community Involvement and Responsibility for Improving Pedestrian Safety.
    - Accept that it's up to each of us to become involved, if we want to ensure our Tribe's safety.
    - Be an example for our children and others in promoting safe behaviors and following traffic laws (e.g., don't speed, stay with your children at bus stops, etc.).
    - Get involved by asking your neighbors, community groups and family to partner with you – hold a meeting, identify steps, enlist Tribal Council to take actions and conduct public education campaign, etc.

Partners/Stakeholders

Summarize those partners and stakeholders that are needed to reach each of the three audiences, including Messengers.

Strategies

- Develop risk communication messages and materials
- Use the "It's Up to Us" campaign slogan to get a "buzz" going and generate interest and excitement – using the hook of tribal culture and respect/care for one another
- Partner with key partner/stakeholder organizations
- Develop an outreach program and calendar for x months
- Internet/social media
- Evaluate efforts to know what resonates/works and refine as needed

Tools to Disseminate Messages

Tribal Members

- Door to door flyers and conversation starters.
- Fact Sheets that summarize key risk communication messages -- what we know, what the risks are and actions to take.

- Pop-up box or running banners with safety messages on the Tribal website.
- Bumper stickers that can be distributed to all tribal members.
- Discussions that build community support at tribal council meetings.
- Tweets with safety messages that can be tweeted on a regular basis.
- Safety messages posted on Facebook.
- Robocalls to community members with back to school and other safety messages.

Campsite Visitors - additional tools

- A "welcome message" on Home Page of Tribal website that addresses visitors.
- Flyers/brochures available to the general public at the campsite.

Highway 76 Traffic

- Signage (explore with CalTrans)
- Flyer or card to give motorists stopped by CHP? (explore with CHP or other partners and stakeholders – maybe could do collaborative public education program like that mentioned at the "bottom of the hill" – drunk driving, etc., I'm not sure who runs that campaign but it was mentioned during the meeting)
- What else to reach this tough population (especially with little money)?

Timeline

Budget

Staffing

Evaluation

IT'S UP TO US!
DRIVE LIKE OUR LIVES DEPEND ON IT.

La Jolla Band of Luiseño Indians – Pedestrian Safety Campaign

FACT SHEET

1) **Too many people have been injured and even killed in traffic collisions on the La Jolla Indian Reservation.**

   - Roads on our reservation are narrow, and people use the shoulders as walkways.
   - Brush along the roadside makes it hard to see cars and people who are walking.
   - There aren't enough signs and crosswalks marked for pedestrians.
   - Drivers aren't always alert for people on foot, drive too fast, and text or talk on the phone while driving.
   - Children don't have enough space to wait safely at school bus stops and buses don't have enough room to safely turnaround.

2) **We're all at risk.**

   - Any of us could be injured or killed by a car going too fast or not seeing us along the road.
   - Children are at special risk because they are young and don't always understand or follow traffic laws.
   - Children need parents and other adults to wait with them at school bus stops and turn-outs.

3) **It's up to all of us – drivers, people on foot, parents and the whole community – to help protect our people.**

   - ***It's Up to Tribal Leaders and Every Member of the Community...to keep our people safe.***
     - Let's make pedestrian safety education a priority for our Tribe.
     - We can each set an example by slowing down when we drive and looking out for people who are walking.
     - We can work together to keep children safe at school bus stops and turn-outs – and explore how the turn-outs can be altered to be more safe.

   - ***It's Up to Parents...to make sure our children are safe.***
     - Stay with your children at school bus stops until they are safely on the bus.
     - Teach your children about traffic laws and to always look for cars.
     - Set a good example by following traffic laws yourself!

   - ***It's Up to Drivers...to drive carefully and watch for others.***
     - Look out for people along the roadway, crossing the road and at school bus stops.
     - Slow down and drive responsibly.
     - Don't talk on the phone or text while driving.

   - ***It's Up to Pedestrians...to be alert and avoid dangerous behavior.***
     - Stay at the side of narrow roads.
     - Watch out for traffic from both directions.
     - Always walk facing opposing traffic.
     - Wear light colored clothing, especially at night.
     - Don't text while walking.

Materials developed in Partnership with the La Jolla Band and California DPH, Ped Safe 2011

It's Up to Us – Drive Like Our Lives Depend On It!

Traffic safety is a big issue in our community. We're all at risk. Here's what YOU can do to help:

- ☑ Drive slowly.
- ☑ Watch carefully for traffic when walking, especially on our narrow roads.
- ☑ Don't talk on the phone or text while driving.
- ☑ Keep an eye out for people along our roadways.
- ☑ Wait with children at bus stops and turn-outs.
- ☑ Be an example for others by following all traffic laws.

For More Information
Contact the La Jolla Band of Luiseño Indians
760-742-3771

LA JOLLA BAND OF LUISEÑO INDIANS

It's Up to Us – Drive Like Our Lives Depend On It!

Traffic safety is a big issue in our community. We're all at risk. Here's what YOU can do to help:

- ☑ Drive slowly.
- ☑ Watch carefully for traffic when walking, especially on our narrow roads.
- ☑ Don't talk on the phone or text while driving.
- ☑ Keep an eye out for people along our roadways.
- ☑ Wait with children at bus stops and turn-outs.
- ☑ Be an example for others by following all traffic laws.

For More Information
Contact the La Jolla Band of Luiseño Indians
760-742-3771

LA JOLLA BAND OF LUISEÑO INDIANS

LA JOLLA BAND OF LUISEÑO INDIANS

Stay *Alert*. Stay *Aware*. Stay *Alive*.

LA JOLLA BAND OF LUISEÑO INDIANS

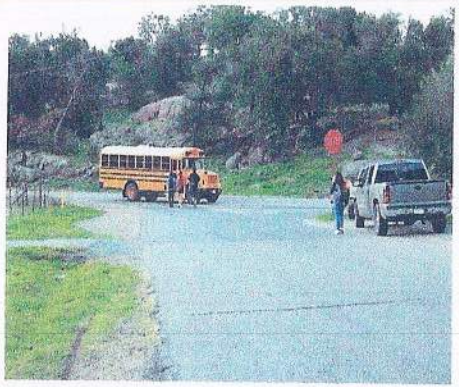
It's Up to Us!

Drive Like Our Lives Depend on It.

PEDESTRIAN SAFETY TIPS

PEDESTRIANS SHOULD...

***Always use a marked crosswalk** when one is available.
***Look LEFT-RIGHT-LEFT** to check before crossing the road.
***Walk on the left side of the road** facing traffic, if sidewalks are not available.
***Be Visible** Wear bright, reflective clothing, and use lights or flashers when its dark or dusk.
***Make eye contact with drivers** before crossing the road.



MOTOR VEHICLE DRIVERS SHOULD...

***Yield to pedestrians in all** crosswalks It's the law.
***SPEED KILLS.** Obey the speed limit.
***Scan for pedestrians often,** Expect to see pedestrians at intersections.
***Keep an eye on students** gathered at bus stops.
***Be ready for the unexpected!** Children have difficulty judging speeds and distances.

It's Up To Every Member Of The Community...to keep our people safe.

- We can each set an example by slowing down when we drive and looking out for people/children who are walking or waiting on our roads.

It's Up To Parents...to make sure our children are safe.

- Teach your children about traffic laws and to always look for cars.
- Set a good example by following traffic laws yourself!

It's Up to Drivers...to drive carefully and watch for others.

- Look out for people along the roadway, crossing the road and at school bus stops.
- Slow down and drive responsibly.
- Don't talk on the phone or text while driving.

It's Up to Pedestrians...to be alert and avoid dangerous behavior.

- Stay at the side of narrow roads.
- Watch out for traffic from both directions.
- Always walk facing opposing traffic.
- Wear light colored clothing, especially at night.
- Don't text while walking.

This material is from A Healthy Works℠ program made possible by funding from the U.S. Department of Health and Human Services, through the County of San Diego and the San Diego Association of Governments.

LA JOLLA BAND OF LUISEÑO INDIANS
22000 Highway 76
Pauma Valley, Ca. 92061
760-742-3771

PEDESTRIAN & DRIVER SAFETY

It's A Shared Responsibility For All Road Users, Including Drivers and Pedestrians.

Inside Are A Few Tips On How To Be More Safe

Safety not just on the Res but everywhere!

- We have a lot of narrow roads on the Reservation, so it is very important for us to **BE ALERT, BE AWARE and BE SAFE.**
- We don't have sidewalks so walk facing traffic as far to the left as possible.
- When waiting for the bus, DO NOT wait in the road.
- When walking on the road don't text as this takes your attention off the road and traffic.
- Make yourself visible to drivers.
- If you're walking at night carry a flashlight and wear bright clothes so you can be seen.
- ALWAYS LOOK **LEFT, RIGHT and LEFT AGAIN** before crossing the road.

SAFETY TIPS FOR DRIVERS

DON'T DRINK AND DRIVE

Be alert: watch for pedestrians at all times

- Scan the road and the sides of the road ahead for potential pedestrians.
- Before making a turn, look in all directions for pedestrians crossing.
- Don't drive distracted or after consuming alcohol or other drugs.
- Do not use your cell phone while driving.
- Look carefully behind your vehicle for approaching pedestrians before backing-up, especially small children
- For maximum visibility, keep your windshield clean and headlights on.

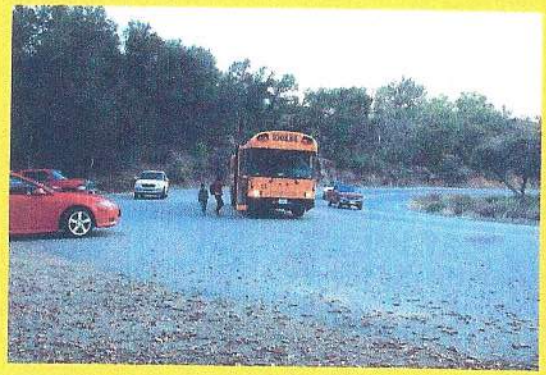
Be responsible: yield to pedestrians at crossings

- Yield to pedestrians in crosswalks, whether marked or unmarked.
- Yield to pedestrians when making right or left turns at intersections.

Be patient: drive the speed limit and avoid aggressive maneuvers

- Never pass/overtake a vehicle that is stopped for pedestrians.
- Obey speed limits and come to a complete stop at STOP signs.
- Use extra caution when driving near children playing along the street or older pedestrians who may not see or hear you.
- Be prepared to stop for pedestrians.

KEEPING OUR BUS STOPS SAFE!



We have a number of bus stops on the Reservation, and it's important that we all remember a few simple tips.

- Remind your children to wait in a safe place away from the road.
- When you get off the bus stay away from the wheels and watch for traffic.
- Walk your young child to the bus stop and have older children walk in groups. There is safety in numbers; groups are easier for drivers to see.
- When driving by a bus stop reduce your speed to allow you to watch for children.
- NEVER PASS A BUS WHEN RED LIGHTS ARE FLASHING

LA JOLLA BAND OF LUISEÑO INDIANS

IT'S UP TO ALL OF US

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- Don't text while walking.

IF EVERYONE DOES THEIR PART, THE RESULT IS A SAFER COMMUNITY

healthy WORKS
Paths to Healthy Living

COUNTY OF SAN DIEGO HHSA HEALTH AND HUMAN SERVICES AGENCY

SANDAG

Made possible by funding from the Center for Disease Control and Prevention, through the County of San Diego and the San Diego Association of Governments

LA JOLLA BAND OF LUISEÑO INDIANS
22000 Highway 76
Pauma Valley, Ca. 92061
760-742-3771

2012 CALENDAR

January						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
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December						
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23	24	25	26	27	28	29
30	31					

Holidays and Observances:

Jan 1	New Year's Day
Jan 2	'New Year's Day' observed
Jan 16	Martin Luther King Day
Feb 20	Presidents' Day
Apr 8	Easter Sunday
May 13	Mother's Day
May 28	Memorial Day
Jun 17	Father's Day
Jul 4	Independence Day
Sep 3	Labor Day
Sep 28	Indian Day
Oct 31	Halloween
Nov 6	Election Day (US)
Nov 11	Veterans Day
Nov 12	'Veterans Day' observed
Nov 22	Thanksgiving Day
Dec 24	Christmas Eve
Dec 25	Christmas Day

ATTACHMENTS SECTION I:

Pedestrian Safety Programming

La Jolla Band of Luiseno Indians

2014 ATP Project Proposal

STRATEGIC HIGHWAY SAFETY PLAN
HSP
OUR PLAN FOR A SAFER CALIFORNIA

For more information, email kchen@berkeley.edu
Last updated: February 13, 2013

Challenge Area 8: Make Walking and Street Crossing Safer
Summary of Updated Data, 2008-2010

Data reports have been provided for Challenge Area 8: *Summary of California Traffic Injury Trends, Area 8: Make Walking and Street Crossing Safer,* for years 2003-2005, 2006-2008, 2008-2010. The following table summarizes the overall number of injury collisions and fatalities with those for Challenge Area 8.

	Injury Collisions			Fatalities		
Year	**Total**	**CA 08**	**% Total**	**Total**	**CA 08**	**% Total**
2003-2005	617,517	40,857	6.6%	12,623	2,154	17.1%
2006-2008	555,910	40,142	7.2%	11,565	2,044	17.7%
2008-2010	**503,552**	**38,203**	**7.6%**	**9,216**	**1,861**	**20.2%**
Change*	-113,965	-2,654	2.3%	-3,407	-293	8.6%
% Change*	-18.5%	-6.5%		-27.0%	-13.6%	

*Between 2003-2005 and 2008-2010

2008-2010→High Level Results

- During the years 2008-2010 there were 503,552 injury collisions in California, of which 38,203 involved walking and street crossing (7.6% of the total).
- During the years 2008-2010 there were 9,216 fatalities in California, of which 1,861 involved walking and street crossing (20.2% of the total).
- Injury collisions involving walking and street crossing accounted for 7.6% of all injury collisions but 20.2% of fatalities.
- 4.9% of collisions involving walking and street crossing result in fatalities, compared with 1.8% of overall injury collisions.

Bottom Line: Injury collisions involving walking and street crossing were more severe than overall collisions and accounted for one-fifth of all fatalities.

2008-2010→Other Highlights

- 8.8% of Challenge Area 8 injury collisions occurred on the State Highway System.
- Injury collisions involving walking and street crossing were much more likely to occur in urban areas (89.9%) than in rural areas (10.1%).
- The incidence of collisions involving walking and street crossing was elevated from 3:00 p.m. to 8:00 p.m. and peaked between 5:00 p.m. and 7:00 p.m.
- The counties with the highest collision occurrence included Los Angeles (38.5%), San Diego (7.7%), Orange (6.5%) and San Francisco (6.0%).

Bottom Line: There was high clustering in urban areas and during early evening. Almost 60% of collisions were in just four counties, and less than 10% occurred on the State Highway System.

2003-2005→2008-2010 (Change)

- Between 2003-2005 and 2008-2010 in California, overall traffic collisions declined 18.5% and fatalities declined 27.0%.
- During the same two time periods, Challenge Area 8 collisions declined 6.5% and fatalities declined 13.6%.

Bottom Line: The decline in collisions and fatalities involving walking and street crossing was much smaller than the overall decline for collisions and fatalities.

TIMS
Transportation Injury Mapping System

Email/Username
Password
Not registered?

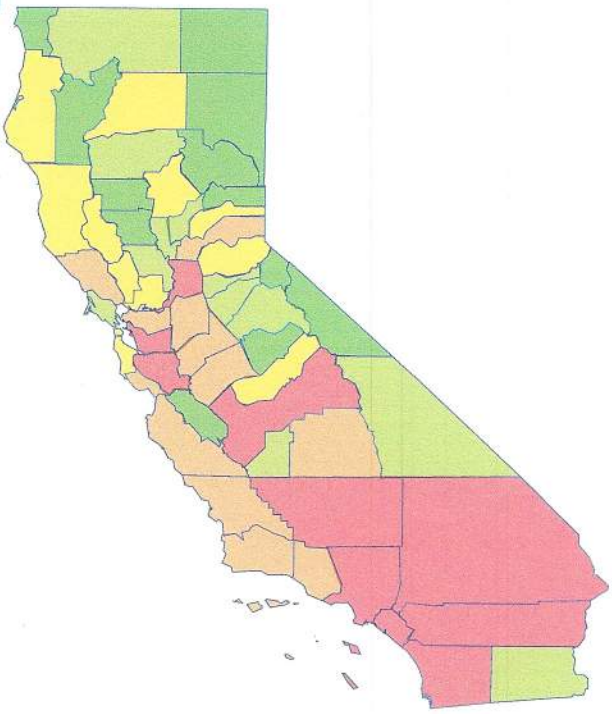
Home About Tools Resources News Help

CALIFORNIA SHSP CHALLENGE AREAS

Interactive map and data summaries of injury trends.

Challenge Area: 2: Reduce the Occurrence and Consequences of Leaving the Roadway ai **Year:** 2011

Summary Map | Annual Trends | Crash Counts: Collision Severity | Victim Counts: Injury Severity | Collision Map for County



Selected Collision Information

Movement preceding accident = 'C' (ran off road), 'N' (crossed into opposing lane) OR Type of collision = 'A' (Head-on)

Number of Collisions

- 0 - 60
- 61 - 124
- 125 - 203
- 204 - 408
- 409 - 4273

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ATTACHMENTS SECTION J:

Disadvantaged Community Data

La Jolla Band of Luiseno Indians

2014 ATP Project Proposal

FIND ZOOM TO INFO ZOOM IN ZOOM OUT PAN

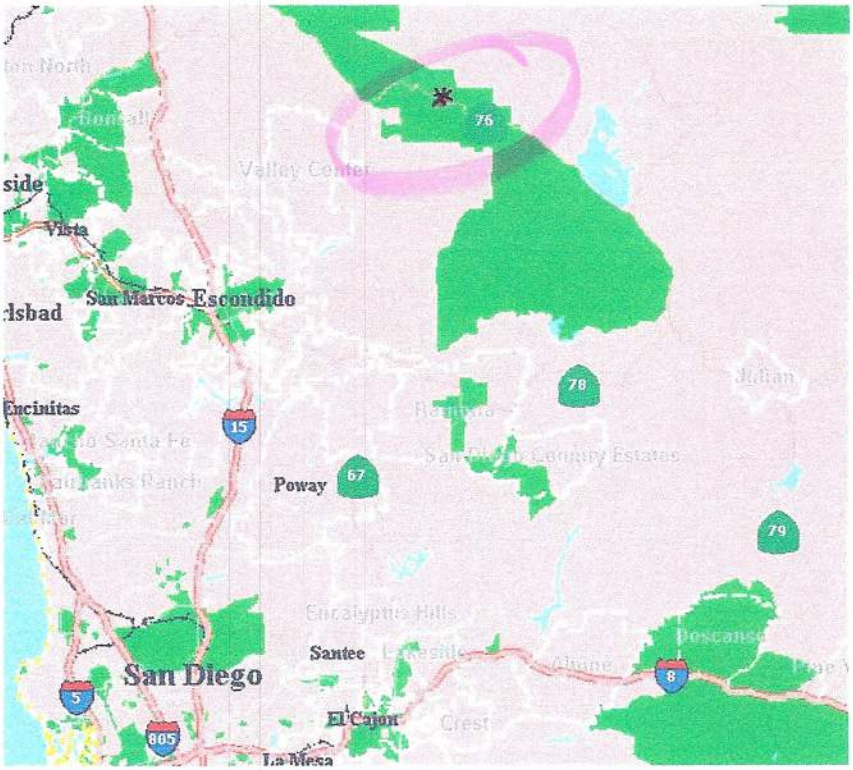
NW N NE
W E
SW S SE

SEE ALL

Compare Maps

Native Am Pop. 2010

Map Width: 45.51 Miles



2010 Census Map Layers
- 2010_Block_Groups
- Water Area
- Highway
- Census Place
- County

Eligible? (Yes or No)
- No
- Yes

0 4 8 12
Miles

Free/Reduced Meal Eligible

Redraw

HELP

FRAC
Food Research and Action Center

Powered by Maptitude for the Web

Download FRAC Mapper Instructions (MSWord Document)

2014 FRAC Summer Food Mapper

Default Map – Free/Reduced Price Meal Eligible (2007-11 ACS)