

Ewiiaapaayp Band of Kumeyaay Indians

Long Range Transportation Plan 2023 to 2043

Prepared by

Ewiiaapaayp Band of Kumeyaay Indians

&

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1.0 Background

Through an agreement with the Federal Highway Administration (FHWA), the Bureau of Indian Affairs (BIA) provides technical assistance per Tribal request to compile Long Range Transportation Plans (LRTP) for all Indian reservations to receive Highway Trust Funds (HTF) for road construction and maintenance on the Indian Reservation Road System. The main objectives of the Program Agreement with Tribes are:

1. To establish a process for determining transportation needs on reservations, and
2. Update existing Long Range Transportation Plans (LRTP) that define those needs and recommend improvements to address the needs.

25 CFR Part 170 states the Long-Range Transportation Plan (LRTP) should have a 20-year horizon, and strategies within the LRTP to address future land use, economic development, traffic demand, public safety, and health & social needs. The Tribal government uses its TTP long-range transportation plan to develop transportation projects as documented in a Tribal priority list or TTIP and to identify and justify the Tribe's update to the National Tribal Transportation Facility Inventory (NTTFI). It is suggested TTP LRTP are to be reviewed annually and updated every five years.

2.0 Purpose and Scope

The purpose of Long-Range Transportation Plan (LRTP) is to clearly demonstrate Ewiiapaayp Band of Kumeyaay Indians' transportation needs and to develop planning and funding strategies to meet those needs over a 20-year horizon. The 2023 LRTP will address future land use, economic development, traffic demand, public safety, and health and social needs and is consistent with the purpose and objectives of 25 CFR 170.

Pursuant to 25 CFR 170.414, EBKI will use its Tribal Transportation Program Long Range Transportation Plan to develop, document, and prioritize new roads and bridge transportation projects. To be consistent with State, Metropolitan Planning Organization (MPO) and Regional Planning Organization (RPO) planning practices, the TTP long-range transportation plan will be reviewed annually by Tribal Council and updated at least every five years.

EBKI's 2023-2043 Long-Range Transportation Plan Update was prepared by Carlson & Associates, LLC in compliance with 25 CFR 170.414 which and 25 CFR 170.444. The objective of the EBKI's 2023 LRTP Update is to identify, inventory and document new and existing roads in the both the Big Ewiiapaayp and Little Ewiiapaayp reservation land sections, updating any new roads or bridges into the National Tribal Transportation Facility Inventory (NTTFI) system. The LRTP Update will enable EBKI to secure FHWA or BIA transportation improvement or maintenance funds to improve transportation safety, promote economic development activities, facilitate safe access to tribal and local amenities, and enhance the overall well-being of tribal members.

3.0 Objectives

The main objectives of the LRTP Update are to establish a process for determining transportation needs on Reservations and Rancherias and to assist Tribes in updating the existing LRTP to define transportation needs and recommend improvements to existing roads on Tribal lands.

BIA's Tribal Long Range Transportation Plan Update objectives include:

- Identifying the public roads as defined in the 25 CFR Part 170 – Tribal Transportation Program.
- Conducting a LOS assessment on existing BIA routes and bridges that are identified in the DMR on Reservations and Rancherias.
- Providing technical assistance and assisting with planning evaluations with Tribes to identify existing and/or future deficiencies on the existing road system within Tribal lands.
- Providing technical assistance in updating the LRTP with Tribes to improve their existing and/or future needs.
- Identifying and recommending specific improvement projects, road priorities, and reasonable implementation time frame.

4.0 Introduction

The Ewiiapaayp Reservation falls within the jurisdiction of the BIA's Southern California Agency (Riverside, CA) of the BIA Pacific Regional Office (PRO) in Sacramento, California. The methodologies and contents of this study must be reviewed and accepted by the PRO – Division of Transportation to fulfill the requirements set forth in SAFETEA-LU and 25 CFR 170.

4.1 Study Area

The EBKI Reservation (see [Indian Lands of Federally Recognized Tribe Map](#)) is comprised of two land sections in east San Diego County, California, referred to as “Big Ewiiapaayp” and “Little Ewiiapaayp” (see [Governmental Unit Reference Map \(2022\) Ewiiapaayp](#)). The Big Ewiiapaayp section is Tracts No. T5144 (880.00 acres), T5145 (1,700.13 acres), T5146 (1,520.00 acres, and T5247 (1,360.00 acres), which together total 5,460.13 acres of land held in federal trust. The Little Ewiiapaayp section is Tracts No. T1123 (8.600 acres) and T5210 (1.42 acres) of land held in federal trust.

Big Ewiiapaayp is 5,460.13 acres (see Appendix 11.1 [Land Status Map](#)) within US Census Tract 211. Big Ewiiapaayp is home to the Tribal community in the Laguna Mountains at elevations between 5,000 and 6,400 feet. Big Ewiiapaayp is 19 miles east of Little Ewiiapaayp, 45 miles east of the City of San Diego, 15 miles north of the border with Mexico, and 12 miles north of Interstate 8 in San Diego County. Big Ewiiapaayp is accessed by La Posta Truck Trail / Thing Valley Road, a single lane, 12-mile, dirt road that rises 1,000 feet from Old Highway 80 at its origin to the Big Ewiiapaayp gate. This single access road is without a right-of-way / easement permit for EBKI for the last mile crossing fee simple parcels as a private road to the Reservation gate. One mile north of the Reservation gate this road crosses a privately owned inholding without a right-of-way / easement permit for EBKI.

Big Ewiiapaayp is geographically remote and off-grid to all public utilities, including the public electric grid and all wireline, fixed wireless, and mobile wireless services. The Big Ewiiapaayp Tribal community lies in a narrow valley between steep ridgelines with slopes of 35% to 70%, and at elevations that experience severe weather, including high winds, and snow and ice storms. Big Ewiiapaayp accumulated 106" of snow in 2023. The dirt roads are principally diatomaceous granite that is highly susceptible to erosion. The severe weather, road composition, and inadequate road maintenance, repair, and improvement funds results frequent inaccessibility within and to or from Big Ewiiapaayp.

December through February are subject to seasonal storms with snow, ice, rain, and wind. The largest section of the Reservation (5,460.13 acres or 8.531 square miles) is Big Ewiiapaayp at elevations above 5,000 feet in the Laguna Mountains southeast of Mount Laguna.

The major trip generator within the EBKI tribal area is 90% housing. There are no paved roads on the tribal land. Therefore, most of the crashes in the area occur on the roads accessing the tribal land. The single access road to Big Ewiiapaayp is a US Forest Service private road that allows public access, and one mile is a private road without an access permit. None among the US Forest Service as road owner, or US Border Patrol as a frequent road user, or the California Highway Patrol (CHP) or San Diego County Sheriff with jurisdictional authority, or the Bureau of Indian Affairs (BIA), collects road accident data. CHP collects crash data on non-tribal roads and maintains a traffic crash database called the "Statewide Integrated Traffic Records System" (also known as "SWITRS"). Law enforcement agencies from around the state forward traffic crash reports of the crashes occurring on California's state highways and other roadways to CHP. The reports are then entered into SWITRS by CHP. However, none of these reports include data for La Posta Truck Trail / Thing Valley Road.

Little Ewiiapaayp is 10.02 acres within US Census Tract 212.06 located in the unincorporated community of Alpine. The driving distance is 35 miles and a driving time of at least 1 hour and fifteen minutes between the Big Ewiiapaayp and Little Ewiiapaayp sections. Little Ewiiapaayp is accessible all year. Little Ewiiapaayp is dedicated in its entirety to the Southern Indian Health Council health care clinic (general practice, ambulatory health care and social services) with over 60,000 client visits per year.

4.2 Tribal Profile

The Ewiiapaayp Band of Kumeyaay Indians, California (the "EBKI" or "Tribe") is a federally recognized Indian tribe listed pursuant to 25 U.S.C. 479a-1 (Title 1 of Pub. L. 103-454, Nov. 2, 1994, 108 Stat. 4791), formerly known as the "Cuyapaipe Band of Mission Indians" or the "Cuyapaipe Community of Diegueno Mission Indians of the Cuyapaipe Reservation of California", located in east San Diego County, California.

The Tribe's reservation was established on December 29, 1891, following the passage of the Mission Indian Relief Act. The Bureau of Indian Affairs (BIA) Title Statement Reservations (TSR) for the Ewiiapaayp (Cuyapaipe) Reservation describes a trust patent for 880 acres on February 10, 1893, which is Tract No. T5144, and within which is the Tribal community. The U.S. Land Office original maps dated June 10, 1908, issued for this trust patent includes a handwritten description of this land as "absolutely worthless." After this initial tract was set aside for

the Reservation, reports of starvation among the Indians of the Tribe were common in the 1890s through the early 1900s. An account concerning the Tribe in 1905 (Lummis 1905a:12) reported that their reservation had less than ten acres of arable land and that the Indians subsisted on acorns and hunting and that they had been "totally neglected."

The Big Ewiiapaayp section is home to the Tribal community and its Tribal citizen households and anchor institutions. The Tribal community is among the most rural and remote communities in Indian Country. The Big Ewiiapaayp section is in the Laguna Mountains (Cuyapaipe Mountain within the Reservation is the fourth highest mountain in San Diego County at 6,382 feet). The Tribal community is the only arable area of land for the Tribal community, which measures 48.90 acres with a perimeter of 6,889.59 feet. The remainder of the Big Ewiiapaayp section is steep ridgelines with 30% to 75% grades covered with heavy brush.

The Big Ewiiapaayp section is off-grid to the public electric grid and to all wirelines, fixed wireless, or mobile wireless telecommunications services as an unfiled territory by any carrier or internet services provider. The Tribal community consists of five homes, two program offices, and one warehouse. The Chairman's home is the only building with a working septic system and a connection to the Tribal ground water well, and powered by a small solar system that generates primary power and a propane generator for emergency backup power. The remaining four Tribal homes, two program offices, and one warehouse are without working septic systems, connections to the groundwater well, or access to electric power. Four Tribal homes are eligible to receive a septic system and potentially a connection to the groundwater well from the Indian Health Service (his) Sanitary Deficiency System (SDS) program, but only after the Tribe provides electric power to the Tribal homes. The two Tribal program offices and warehouse are not eligible.

On September 28, 1973, the Tribe adopted a Tribal Constitution, which was submitted to the BIA and approved by the Secretary of the Interior on December 19, 1973, and was amended by the Tribe in a duly authorized election on August 5, 2002 and approved pursuant to authority delegated to the Secretary of the Interior on September 6, 2002. The Constitution of the Tribe provides EBKI's General Council has the power (i) to exercise the powers of self-government and self-determination; (ii) to exercise jurisdiction extending to lands now and hereafter comprising the Reservation, (iii) to manage, lease, contract or otherwise deal with Tribal assets and community resources of the Tribe; (iv) to propose amendments to the Tribe's Constitution; and (v) to exercise other powers as provided in the Tribe's Constitution. The Tribe is composed of self-governing members with a general council including all enrolled members over the age of 18. The Tribal chairman, vice-chairman, and treasurer/secretary are elected positions. The Tribe is since 2001 a Self-Governance Tribe pursuant to the Indian Self-Determination and Education Assistance Act of 1975 (ISDEAA) and P.L. 103-413 dated October 25, 1994 (Indian Self-Determination Act Amendments, Title I, and Self-Governance Permanent Authorization, Title II), U.S.C. 403(b) and 25 U.S.C. §450 et seq., operating Self-Governance funding agreements under compact and funding that the Secretary would have used to operate the programs had they not been turned over to a tribe, 25 U.S.C. §450j-1(a)(l).

Big Ewiiapaayp is located in the Laguna Mountains between the federal public lands of the National Forest System (NFS) land of the Cleveland National Forest, Descanso Ranger District, situated to the west and south of reservation land, and the California Desert District public lands of the Bureau of Land Management to the north and east. The area is host to tens of millions of

dollars in public and private assets including, USDA Laguna Mountain Recreation Area, Pacific Crest National Scenic Trail, San Diego State University's Mount Laguna Astronomical Observatory, two communication sites critical to communications in San Diego County, including Federal Aviation Administration and Department of Homeland Security, and numerous other critical infrastructure/assets. This landscape also supports critical habitat for the endangered Laguna Mountain Skipper butterfly, hosts numerous rare plants, and is rich in cultural and tribal values as an eligible Traditional Cultural Property.

The Ewiiapaayp Reservation lands remain much the same today as it did when the reservation was reserved in 1891, without basic infrastructure. The Reservation has no connection to the public electric grid, no connections to any wireline, fixed wireless, or mobile wireless telecommunications network services, and no community clean water filtration system.

The roadway system providing access to and within the Big Ewiiapaayp section consists of dirt roads that are unimproved and insufficiently maintained due to a lack of adequate annual other Aid to Tribal Government (ATG) funding for Tribal Transportation Program (25 CFR 170) inventory, repairs, and improvements. Since 1891, the only infrastructure projects intended for the Reservation were: (1) \$2 million appropriated for and allocated to the Tribe for road improvements to and within the Reservation that was rescinded in 1980; (2) IHS SDS program that assesses water, sewer, and solid waste deficiencies only for existing Tribal homes and funds construction projects to address the identified need, which in (a) 1980 to 1982 installed the Tribal groundwater well and septic systems to the existing homes in the Tribal community, and (b) in 2024 plans to install septic systems for three Tribal homes if electric power is provided. The EBKI annual BIA Tribal Priority Allocations (TPA), other ATG allocations, including Tribal Transportation Program (25 CFR 170) program funds and Housing and Urban Development (HUD) Native American Housing Assistance and Self-Determination Act (NAHASDA) allocations, are insufficient to maintain or improve Reservation infrastructure. EBKI accrued its NAHASDA allocation for ten years in order to fund one modular manufactured home with a solar energy system and well connection in 2014. The ten years of accrual was necessary because of the extraordinarily high cost of building construction on Big Ewiiapaayp without electricity and with an access road inaccessible by large trucks or heavy equipment.

The federal government relies on competitive grant programs to award funds to respond to unmet federal obligations to tribes, including infrastructure deficiencies. The Tribe reviews and applies to federal funding opportunities as they arise, however, the Tribe does not favorably compete with other applicants and has not succeeded in earning grant award for infrastructure deficiencies to the Big Ewiiapaayp section. EBKI has no discretionary revenues to fund application development by third party consultants or the required Tribal match to awards.

EBKI's conclusion that the Tribe's applications are not competitive with other applicants for grant awards is affirmed by the same outcomes of grant disapprovals over the past four years that were developed by leading experts with a record of success in obtaining grant funding for federally recognized Tribes. EBKI used funds from Covid-19 relief legislation, infrastructure

legislation, and State of California programs¹ to hire leading experts to submit applications funding opportunities for road improvements, broadband deployment, and electrification. However, EBKI did not receive a grant award for their applications² proposed actions.³

A further challenge is the extraordinarily high cost for project development on the Big Ewiiapaayp section due to: (1) the inadequate and unsafe access road that does not support large trucks necessary to transport materials and supplies; (2) the lack of power to support construction projects; (3) the high cost of labor for project activities in the rural and remote location; and (4) the difficult and hazardous terrain and climate. The combination of high project cost and low Tribal population are the principal reasons why the Tribe's grant applications have not resulted in awards.

According to the US DOT Equitable Transportation Community (ETC) Explorer, the area experiences high (disadvantaged) levels of social vulnerability as well as high transportation insecurity, ranking in the top 90th and greater percentiles for transportation access, cost, and safety. Traffic fatalities in this tract are extremely high and are estimated to be 35.72 per 100k people between 2017-2021 (see DOT Disadvantaged Tracts attachment). Over the years the census tracts covering the Big Ewiiapaayp section of EBKI have been designated as areas of high need and poverty. Maps identifying the area's poverty status are attached (see Climate and Economic Justice Screening Tool (CEJST Disadvantaged Tracts, Area of Persistent Poverty, and Historically Disadvantage Communities

<https://screeningtool.geoplatform.gov/en/#12.1/32.83593/-116.38329>.

4.3 Demographics

The Ewiiapaayp Reservation was established on February 10, 1893. EBKI's aboriginal Indian lands once extended from the Pacific Ocean and east, south of the San Diego River, east to Mount Signal near modern El Centro, and south into northern Baja, Mexico. Over time, non-Indian expansion forced the Kumeyaay into the rugged mountains of east San Diego County, in the Laguna Mountains. Ewiiapaayp is translated as "Leaning Rock" and was the traditional home of the Hilmeup clan and the national leader of all the Tipay clans of the Kumeyaay.

Following the federal government's establishment of reservations in east San Diego County, Ewiiapaayp Indian Reservation families, specifically women and individuals of childbearing age were relocated to other nearby reservations with lower elevations to better accommodate

¹ Covid-19 relief legislation (CARES Act; American Rescue Plan Act (ARPA)), Federal infrastructure legislation (Consolidated Appropriations Act (CAA); Infrastructure, Investment and Jobs Act (IIJT)), and the State of California's California Advanced Services Fund (CASF).

² Between 2021 and present the EBKI applied to: the Department of Energy (DOE) Clean Energy Technology Deployment On Tribal Lands – 2023; the Department of Transportation (DOT) Rebuilding American Infrastructure with Sustainability & Equity (RAISE) – 2023; the DOT Rural and Tribal Assistance Program – 2023; the Department of Agriculture (USDA) ReConnect Loan and Grant Program – round 1 (2022) and round 2 (2023); DOT Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program – 2023; DOT Safe Streets and Roads for All (SS4A) program – 2023.

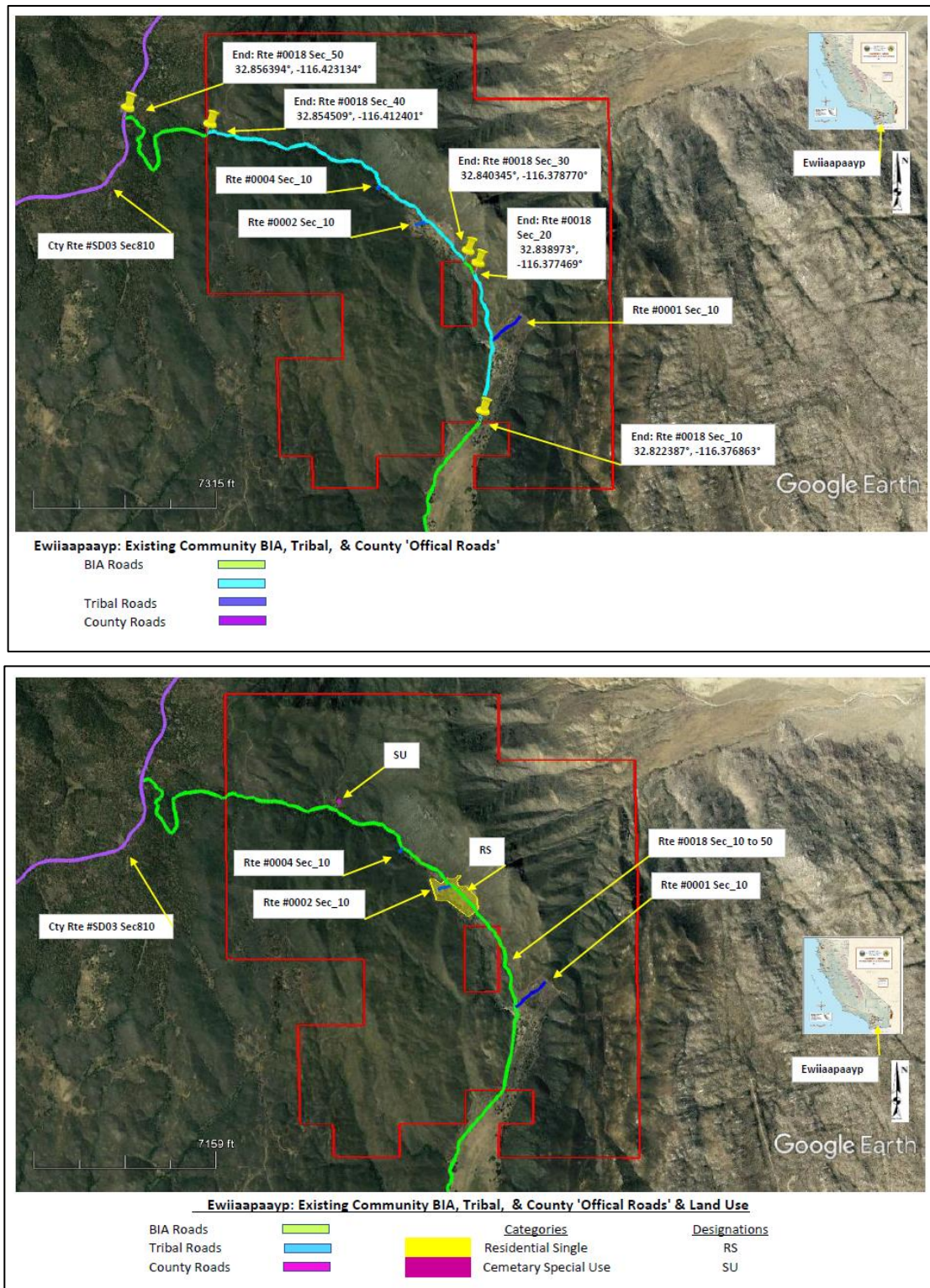
³ Except for the EBKI application to the Department of Commerce's National Telecommunications and Information Administration (NTIA) Tribal Broadband Connectivity Program (TBCP) Round 1, which did not fund the proposed action and instead descoped the award to the minimum amount for further planning purposes.

Federal officials, thus leaving only a few, elderly tribal members remaining on the EBKI Reservation. The forced removal and relocation reduced the number of tribal citizens and adversely affected the tribal members' governance, domestic affairs, and cultural traditions. Forced relocation of tribal members to other reservations also greatly diminished the Tribe's capacity toward self-reliance and growth, which still exists. The reduced population provided the justification of the Tribe's Federal Trustees to forsake EBKI's interests and investment, which is apparent in the Tribe's absence of infrastructure. Without financial support from the Federal government, EBKI's road conditions remain the same as when the Reservation was established in 1891: substandard, rutted dirt roads maintained only by effort of the Tribal citizens. There is no right-of-way for legal access, no drinking water treatment, no connection to the public electric grid, and no connection to wireline, fixed wireless, or mobile wireless telecommunications services.

The Ewiiapaayp Tribe currently has approximately 7 Tribal citizens and 14 total population.

5.0 Existing Transportation and Land Use

5.1 Big Ewiiapaayp Land Use Maps



5.2 Little Ewiiapaayp Land Use Maps



Source: Maxar Imagery (Feb. 2022)

Figure 2: road access for Walker I, Walker II (4221 Alpine Blvd), and Salerno parcels.

6.0 Existing Transportation System

6.1 Public Relations Report 2022-2026

The Public Relations Report, Table 4 indicates where funds that were distributed per MAP21, FAST Act, and road maintenance funds. The Native American Housing Assistance Self-Determination Act (NAHASDA) generated population estimates are the driving factor in the amount of TTP funds Tribes are awarded.

FY 2022, 2023, 2024, 2025, 2026 Pacific Region Tribal Transportation Improvement Program								
Agency	J54573-Southern	Miles of Ownership and Surface Type						
Tribe	Ewiiapaayp	Ownership	Earth (LM)	Gravel (LM)	Paved (LM)	Null (LM)		
Population (NAHASDA)	8	BIA	14.2	11.1	0	0		
Metropolitan Planning Organization	San Diego Assoc. of Governments (SANDAG)	Tribe	1	0	0	0		
Caltrans District	11	State	0	0	11.6	0		
Road Maintenance Funding	No RM Program	Urban	0	0	0	0		
Peogram Type	OSG	County & Township	0	1.1	43.6	0		
Total Miles	82.6	Other BIA	0	0	0	0		
L RTP Date:	1997	Other	0	0	0	0		
FY 2022 TTP Funding		NOTES: FY 2022 RFA - Includes prior year funds and FAST Act remaining funds. STRA-21 at \$ Transportation Bill - STRA-21 FY 2022 to 2026						
FY 2023 TTP Funding								
FY 2024 TTP Funding								
FY 2025 TTP Funding								
FY 2026 TTP Funding								
FY 2027 TTP Funding								
Tribal Contact Information:								
Contact Information BIA (TEPOC) Leonard Gilmore Phone No. cell # (916) 292-0143, Ofc. # (916) 978-6018								
Tribal Transportation Program								
Project Name	Project Type	Project Description/Summary	Program Delivery Type	BIA Contact (TEPOC)	P.L. 93-638 Awarding Official	Project Amount		
Rehab	Construction		638	Leonard Gilmore	N/A			
Planning	Planning	L RTP	638	Leonard Gilmore	N/A			
Road Maintenance Program								
Surface Type	Length	Work Description	Program Delivery Type	BIA Contact (AOTR)	P.L. 93-638 Awarding Official	Project Amount		

Figure 4: BIA Public Relations Report

- **Bureau of Indian Affairs** – there is one BIA road, Rte. #0018 Sec_10 to Sec_50 at 12.8 miles on the FY2020 road inventory.
- **Tribal Roads** – there are four tribal routes at 1 mile on the FY2020 road inventory.
- **State** – there one State routes at 9.8 miles on the FY2020 road.
- **County** – there are four County routes at 44.7 miles on the FY2020 road inventory list.

Master Road Inventory Table

Ewilaapaayp Band of Kumeyaay Indians - Master Road Inventory Table							
Existing Road Inventory							
Road Number	Road Name	Functional Class	Surface Type	Wearing Condition	Length (miles)	Width (feet)	Average Daily Traffic
1	Canebrake Road	Rural Local	Earth	No Surface	0.3	10 ft.	Default
2	Ceremonial Ground Road	Rural Local	Earth	No Surface	0.1	12 ft.	Default
3	Housing Loop Road	Rural Local	Earth	No Surface	0.4	10 ft.	Default
4	Water Storage Access Road	Rural Local	Earth	No Surface	0.2	10 ft.	Default
LM01	Mt. Cuchama Road	Rural Local	Earth	No Surface	2.3	12 ft.	Default
S188	State Route 188	Minor Arterial	Paved	Excellent	1.8	24 ft.	7000
F018	Thing Valley Road	Rural Local	Gravel	Fair	11.1	12-16 ft.	Default
F008	Interstate 8	Major Arterial	Paved	Very Good	9.8	54 ft.	53,500
SD01	La Posta Truck Trail	Rural Local	Paved/Gravel	Good/Very Good	1.4	24-40 ft.	Default
SD02	Old Highway 80	Minor Arterial	Paved	Very Good	19.2	24 ft.	3200
SD03	Sunrise Highway	Minor Arterial	Paved	Very Good	23.8	22 ft.	900
SD04	Willows Road	Community Streets	Paved	Excellent	0.3	24 ft.	10,766
New Roads							
BIA Road Number	Road Name	Functional Class	Surface Type	Wearing Condition	Length(miles)	Width (ft)	Average Daily Traffic
Route 20-S10	Wilows Medical Center	Minor Arterial	Paved	Very Good	0.2	24 ft.	Default
Route 20-S20	Willows Medical Parking 1	Minor Arterial	Paved	Very Good	0.1	64 ft.	Default
Route 20-S30	Willows Medical Parking 2	Minor Arterial	Paved	Very Good	0.1	65 ft.	Default
Route 20-S40	Willows Medical Parking 3	Minor Arterial	Paved	Very Good	0.1	65 ft.	Default
Route 20-S50	Willows Medical Parking 4	Minor Arterial	Paved	Very Good	0.1	186 ft.	Default
Route 21	Willows Medical Center	Minor Arterial	Paved	Very Good	0.1	20 ft.	Default
Route 30	Willows 4026_28_30	Rural Local	Paved	Very Good	0.1	20 ft.	Default
Route 40	Alpine 4221	Rural Local	Paved	Fair	0.1	13 ft.	Default
Route 50	Alpine 4221- Walker 1a	Rural Local	Paved/Dirt	Fair	0.1	18 ft.	Default
Route 60	Walker 1_Salerno	Proposed	Earth	No Surface	0.4		Default
Route 70	Alpine 4353 Alpine Blvd/Salerno St	Rural Local	Paved	Good	0.3	24 ft.	Default
Route 80	Willows 4160	Rural Local	Paved	Good	0.1	21 ft.	Default

7.2 2023 EBKI IRR Inventory Data Sheets



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2023 Inventory

Filter Criteria			
J	2023	54	573

Italicized fields are direct update data
and bold fields are derived data.

For construction costs use
the Greenbook Report

Location ID Region Agency Reservation Road Name	J54573 Pacific Southern Ewilaapa Canebrea 0001	J54573 Pacific Southern Ewilaapa Ceremoni 0002	J54573 Pacific Southern Ewilaapa Housing 0003	J54573 Pacific Southern Ewilaapa Water St 0004	J54573 Pacific Southern Ewilaapa 0018	J54573 Pacific Southern Ewilaapa 0018	J54573 Pacific Southern Ewilaapa 0018	J54573 Pacific Southern Ewilaapa 0018
4-IRR Route Number	10	10	10	10	10	20	30	40
5-Section Number	5	5	5	5	4	4	4	4
10-Class	0.3	0.1	0.4	0.2	9.1	1.2	0.1	2.4
15-Length of Section								
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	073	073	073	073	073	073	073	073
33-Congressional District	50	50	50	50	50	50	50	50
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	2	2	2	2	1	1	1	1
12-Construction Need	2	2	2	2	1	1	1	1
11-Terrain	1	1	1	2	3	3	3	3
25-Roadbed Condition	2	2	2	2	2	2	2	2
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	10	12	10	10	18	18	18	18
13-Surface Type	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1				
22-Existing ADT								
21-ADT Year					2001	2001	2001	2001
23-Percent Trucks					0	0	0	0
34-Owner Route Number								
Roadway Width	10	12	10	10	18	18	18	18
TTAM Future ADT	74	74	74	74	74	74	74	74
TTAM ADS Number	13	13	13	14	12	12	12	12
TTAM Future Surface Type	G	G	G	G	G	G	G	G
35-Drainage Condition					0	0	0	0
36-Shoulder Condition					0	0	0	0
37/38 # RR X I NG/RR XING TYPE					0	0	0	0
39-Right of Way Utility					0	0	0	0
40-Right of Way Cost					0	0	0	0
26-Level of Maintenance					55	55	55	55
27-Snow & Ice Control					1	1	1	1
41-Begin Latitude					0	0	0	0
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2008	2008	2008	2008	2001	2001	2001	2001
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Italicized fields are direct update data and bold fields are derived data.

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Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2023 Inventory

Filter Criteria			
J	2023	54	573

Italicized fields are direct update data
and bold fields are derived data.

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Location ID Region Agency Reservation Road Name	J54573 Pacific Southern Ewilaapa Intersta F008 880 1	J54573 Pacific Southern Ewilaapa Intersta F008 890 1	J54573 Pacific Southern Ewilaapa Intersta F008 900 1	J54573 Pacific Southern Ewilaapa Intersta F008 910 1	J54573 Pacific Southern Ewilaapa Thing Va F018 10 5 7.4	J54573 Pacific Southern Ewilaapa Thing Va F018 20 5 3.7	J54573 Pacific Southern Ewilaapa Sr-188 S188 810 2 1.8	J54573 Pacific Southern Ewilaapa La Posta SD01 810 5 0.3
4-IRR Route Number	693		694					
5-Section Number	9	9						
10-Class	45	33						
15-Length of Section	073	073	073	073	073	073	073	073
18-Bridge Number	50	50	50	50	50	50	50	50
19-Bridge Condition	CA	CA	CA	CA	CA	CA	CA	CA
20-Bridge Length	3	3	3	3	3	3	3	3
32-County	3	3	3	3	3	3	3	3
33-Congressional District	3	3	3	3	3	3	3	3
7-State	3	3	3	3	3	3	3	3
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	3	3	3	3	3	3	3	3
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	80	80	80	80	80	80	80	80
16-Surface Width	54	54	54	54	54	54	54	54
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	4	4	4	4	4	4	4	4
28-Right of Way Status	0	0	0	0	0	0	0	0
29-Right of Way Width	0	0	0	0	0	0	0	0
TTAM BIA Share	11.47	11.47	11.47	11.47	11.47	11.47	11.47	11.47
30-Additional Incidental Percent								
17-Shoulder Width	25	25	25	25	25	25	25	25
14-Shoulder Type	3	3	3	3	3	3	3	3
22-Existing ADT	41000	41000	41000	41000	41000	41000	41000	41000
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks	14	14	14	14	14	14	14	14
34-Owner Route Number								
Roadway Width	99	99	99	99	99	99	99	99
TTAM Future ADT	60885	60885	60885	60885	60885	60885	60885	60885
TTAM ADS Number	2	2	2	2	2	2	2	2
TTAM Future Surface Type	P	P	P	P	P	P	P	P
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude	32.81790000	32.81800000	32.81800000	32.81790000	32.74080000	32.82230000	32.57760000	32.72490000
42-End Latitude	32.81800000	32.81800000	32.81790000	32.81060000	32.82230000	32.85470000	32.59810000	32.72860000
43-Begin Longitude	116.54100000	116.54030000	116.53320000	116.53270000	116.42190000	116.37690000	116.62760000	116.42630000
44-End Longitude	116.54030000	116.53320000	116.53270000	116.51210000	116.37690000	116.41110000	116.64300000	116.42630000
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year	2010	1959	2010	1959	2008	1969	2008	1969
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2023 Inventory

Filter Criteria			
J	2023	54	573

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Location ID Region Agency Reservation Road Name	J54573 Pacific Southern Ewilaapa La Posta SD01 820 5 1.1	J54573 Pacific Southern Ewilaapa Old High SD02 810 2 1.9	J54573 Pacific Southern Ewilaapa Old High SD02 820 2 2	J54573 Pacific Southern Ewilaapa Old High SD02 830 2 2.2	J54573 Pacific Southern Ewilaapa Old High SD02 840 2 2	J54573 Pacific Southern Ewilaapa Old High SD02 860 2 2	J54573 Pacific Southern Ewilaapa Old High SD02 870 2 2	J54573 Pacific Southern Ewilaapa Old High SD02 870 2 2
4-IRR Route Number								
5-Section Number								
10-Class								
15-Length of Section								
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County								
33-Congressional District								
7-State								
8-Ownership								
12-Construction Need								
11-Terrain								
25-Roadbed Condition								
24-Surface Condition Index								
16-Surface Width								
13-Surface Type								
9-Federal Aid Category								
28-Right of Way Status								
29-Right of Way Width								
TTAM BIA Share								
30-Additional Incidental Percent								
17-Shoulder Width								
14-Shoulder Type								
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width								
TTAM Future ADT								
TTAM ADS Number								
TTAM Future Surface Type								
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change								
Update Year								
Status								



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2023 Inventory

Filter Criteria			
J	2023	54	573

For construction costs use
the Greenbook Report

Italicized fields are direct update data
and bold fields are derived data.

Location ID	J54573	J54573
Region	Pacific	Pacific
Agency	Southern	Southern
Reservation	Ewilaapa	Ewilaapa
Road Name	Sunrise	Willows
4-IRR Route Number	SD03	SD04
5-Section Number	810	810
10-Class	2	3
15-Length of Section	23.8	0.3
18-Bridge Number		
19-Bridge Condition		
20-Bridge Length		
32-County	073	073
33-Congressional District	50	50
7-State	CA	CA
8-Ownership	5	5
12-Construction Need	0	0
11-Terrain	3	3
25-Roadbed Condition	5	5
24-Surface Condition Index	80	100
16-Surface Width	22	24
13-Surface Type	5	5
9-Federal Aid Category	1	1
28-Right of Way Status	0	0
29-Right of Way Width	0	0
TTAM BIA Share	11.47	100
30-Additional Incidental Percent		
17-Shoulder Width	2	6
14-Shoulder Type	3	3
22-Existing ADT	900	10766
21-ADT Year	2005	2007
23-Percent Trucks	14	1
34-Owner Route Number		
Roadway Width	26	36
TTAM Future ADT	1337	15988
TTAM ADS Number	6	18
TTAM Future Surface Type	P	P
35-Drainage Condition		
36-Shoulder Condition		
37/38 # RR X I NG/RR XING TYPE		
39-Right of Way Utility		
40-Right of Way Cost		
26-Level of Maintenance		
27-Snow & Ice Control		
41-Begin Latitude		
42-End Latitude		
43-Begin Longitude	33.01090000	32.83440000
44-End Longitude	32.81300000	32.83490000
45-Atlas Map Number [99]	116.56120000	116.72620000
46-50 Grade/Sight/Curve/Stop / Safe	116.50930000	116.73090000
51-Road Category		
52-Year of Construction Change	1969	1969
Update Year	2008	2008
Status	OFFICIAL	OFFICIAL

7.3 2022-2026 Five-Year CSTIPs

7.3.1 FY2022 FAST Act – CSTIP 2% Planning – Pending receipt from BIA

7.3.2 FY2022 FAST Act - CSTIP Road Maintenance - – Pending receipt from BIA

7.3.3 FY2022 to 2026 CSTIP - 2% Planning - – Pending receipt from BIA

7.3.4 FY2022 to 2026 CSTIP - Long Range Transportation Planning (LRTP) - Pending receipt from BIA

7.3.5 FY2022 to 2026 CSTIP - Equipment Acquisition - – Pending receipt from BIA

7.3.6 FY2022 to 2026 CSTIP – Road Maintenance - – Pending receipt from BIA

8.0 Transportation & Safety Plan Integration

8.1 Potential Need for Safety Plans

Each year under the FAST Act, 2016 to 2020, 2% of the available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally recognized Indian tribes through a competitive, discretionary program. Awarded annually, projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes. Transportation fatalities and injuries severely impact the quality of life in Indian country.

8.2 Safety Goals and Objectives

A Tribal Transportation Safety Assessment (TTSA) was completed in 2022. As part of the TTSA Tribal members were surveyed to identify their concerns and elicit suggestions for the safety of motorists, pedestrians, and bicyclists in and around their tribal land, as well as feedback on the existing conditions of roads and infrastructure facilities. The survey was also an opportunity for the community to voice their opinions about pedestrian, bicycling, and transit facilities and transportation safety issues in and around their community.

8.3 Emphasis Areas

Travel destinations on the reservation include housing, cultural/historic monuments, businesses (including Tribally owned businesses), and employment. A Transportation Safety Survey completed by Tribal Members indicates most are concerned about traffic crashes, pedestrian walkways/sidewalks, and access to emergency services. The Survey also indicated Tribal members are least concerned about the bike paths/bike lanes and transit services safety issues. The community members indicated that community events that encourage walking and biking would help residents feel safer.

8.3.1 Emphasis Area 1: Indian Health Council Clinic Driveway

The major concern is the high speed of traffic on Willows Road, and lack of line-of-sight approaching the bus stop contiguous to and east of the Clinic's driveway. The community members have suggested the following for improving safety at this location: more lighting; moving the transit stop shelter to the west side of the driveway; signs and/or signals to slow traffic approaching the transit stop / driveway, slower speeds, better or more crosswalks, and more places for people to sit or rest (ex. benches).

8.3.2 Emphasis Area 2: I-8 / Willows Road interchange

Community members indicated that the safety issues in this area are traffic congestion from the east bound off-ramp to the I-8 / W. Willows Rd interchange and also hazards to Alpine Blvd traffic turning north onto the I-8 / W. Willows Rd overpass. The community members suggested the following for improving safety at this location: installation of a roundabout supplementing or instead of the three-way stop at Alpine Blvd / I-8 – W. Willows Rd eastbound off-ramp, better or more sidewalks, better or more bike lanes or pathways, and more stop signs and/or signals.

Some of the crashes occurring within 1-mile radius of the Little Ewiiapaayp from 01-01-2012 to 12-31-2021 that were closest to the two focus areas of 1) Southern Indian Health Council Clinic Driveway on Willows Road and 2) the I-8 / Willows Road interchange, at Intersections of Willows Road with Eastbound Ramps and Alpine Boulevard identified in the map below.

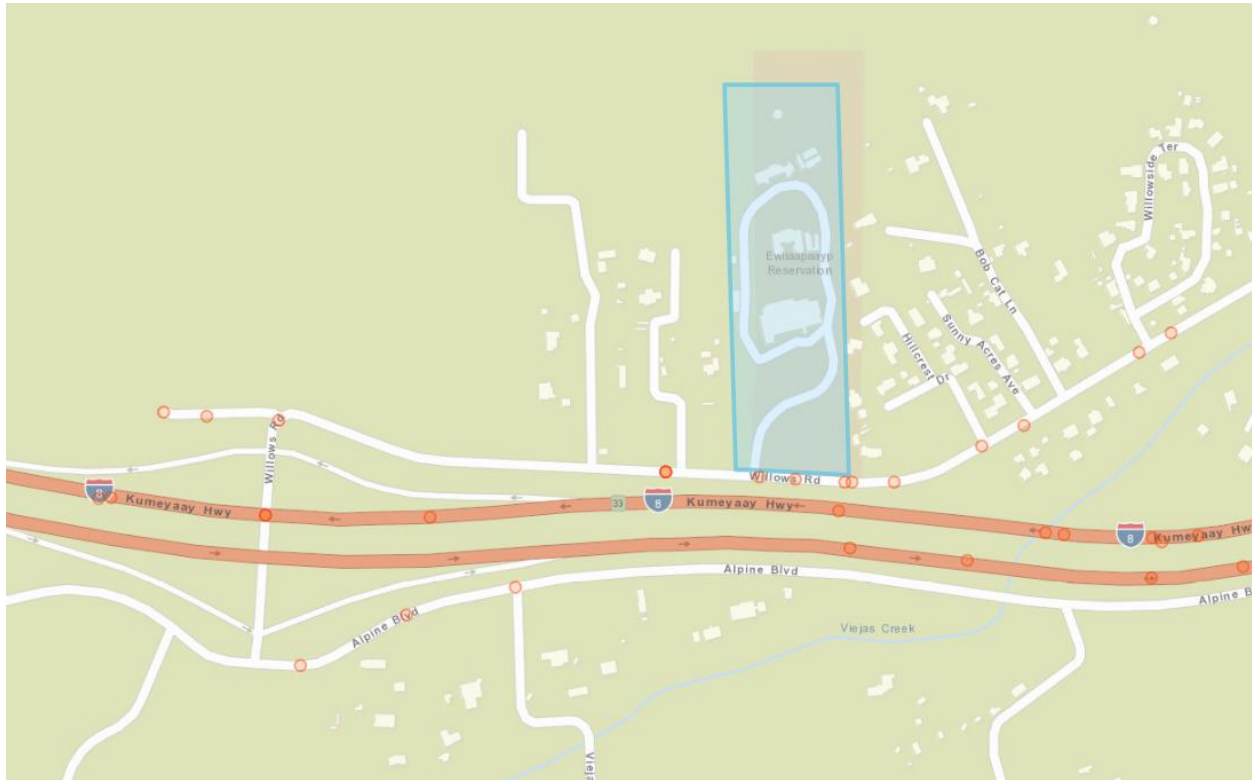


Figure 5: Crash locations in Emphasis Areas 1 & 2

8.3.3 Emphasis Area 3: Big Ewiiapaayp

The access road is from the south. The Tribal citizens access to the Tribal community of Big Ewiiapaayp is limited to one access road, which endangers Tribal citizens health and public safety. For example, during wildland fire events or health emergencies, access is limited due to having one access road and the poor road conditions along the 12-mile access road of La Posta Truck Trail / Thing Valley Rd from Old Hwy 80 to the Big Ewiiapaayp section of the Ewiiapaayp Indian Reservation. Tribal citizens indicated that the safety deficiencies along the 12 miles of the La Posta Truck Trail / Thing Valley Rd between Old Hwy 80 and onto the Big Ewiiapaayp section of the Reservation are numerous and significant. A preferred alternative is a new access road from the unincorporated community of Mount Laguna to the northwest corner of the Reservation with less than one mile of new road, with the existing 12-mile access road serving as an alternative escape route. They also indicated that education for road users on how to use the road safely and more enforcement could provide some improvement in safety.

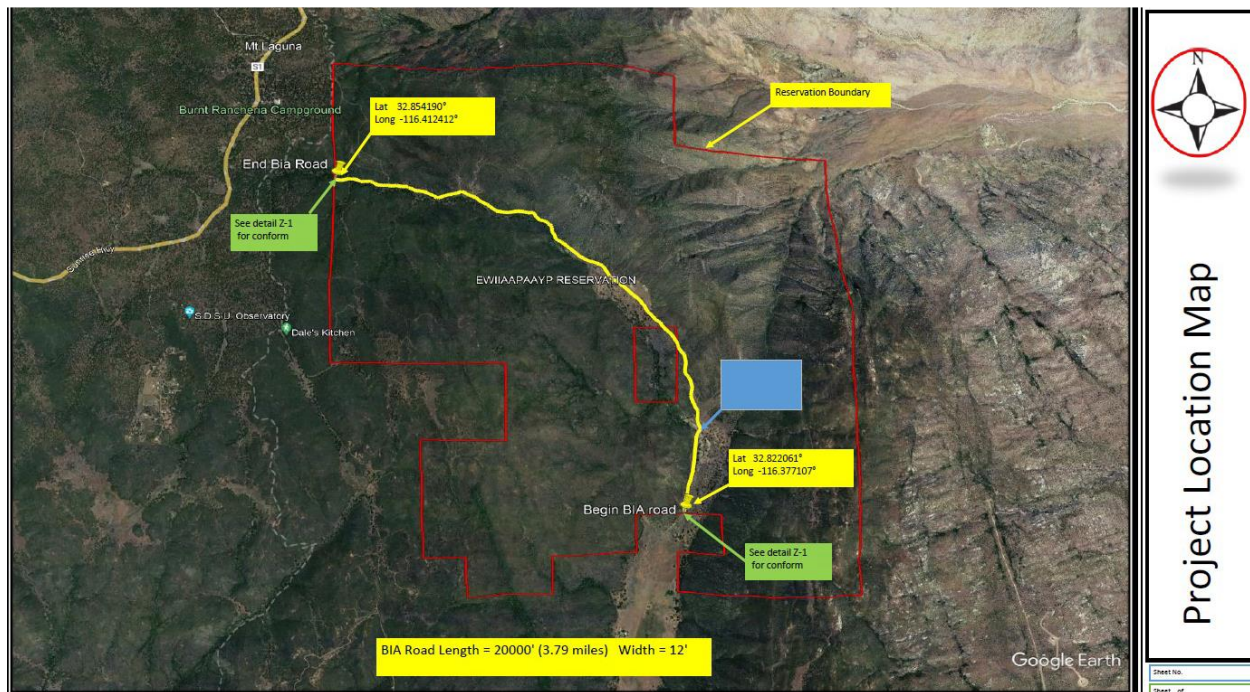


Figure 6: Big Ewiiapaayp Section Access Road

Figure 3 shows the East (“Big”) Reservation in context with Interstate 8, County Road S-1 (Sunrise Highway), the Pacific Crest Trail and nearby recreational destinations, and San Diego State University’s Mount Laguna Observatory (telescopes).

The Ewiiapaayp Band’s Big Reservation occupies 5,460 acres southeast of Laguna Mountain adjacent to the Cleveland National Forest north of I-8, west of and high above the Anza Borrego desert valley. Big Ewiiapaayp is only accessible via an approximately 12-mile, dirt, rural road from the south (dashed red line). This road has locked jurisdictional gates, significant horizontal and vertical curves with limited sightlines, and no safety measures or signage. The lack of adequate culverts, grading, and maintenance results in unsafe conditions, including rutting that prohibit access by any and all emergency, delivery and service vehicles with more than one axel. The northern most one mile of this road to the Reservation gate is owned by the neighboring rancher as a private road without right-of-way/easement permitting access by the Reservation Tribal citizens, and who has on occasion restricted access to the Reservation. Access to the Big Ewiiapaayp reservation can be cut off by wildfires, snowstorms, and washouts caused by rainstorms, and impacts of use without adequate maintenance and repair, on the whims of the neighboring landowner. These risks greatly restrict the tribe’s use of its land for residences and appropriate economic development – including climate change adaptation, resiliency and indigenous knowledge destinations that could complement and enhance the vitality of the nearby Cleveland National Forest campgrounds and Pacific Crest Trail.

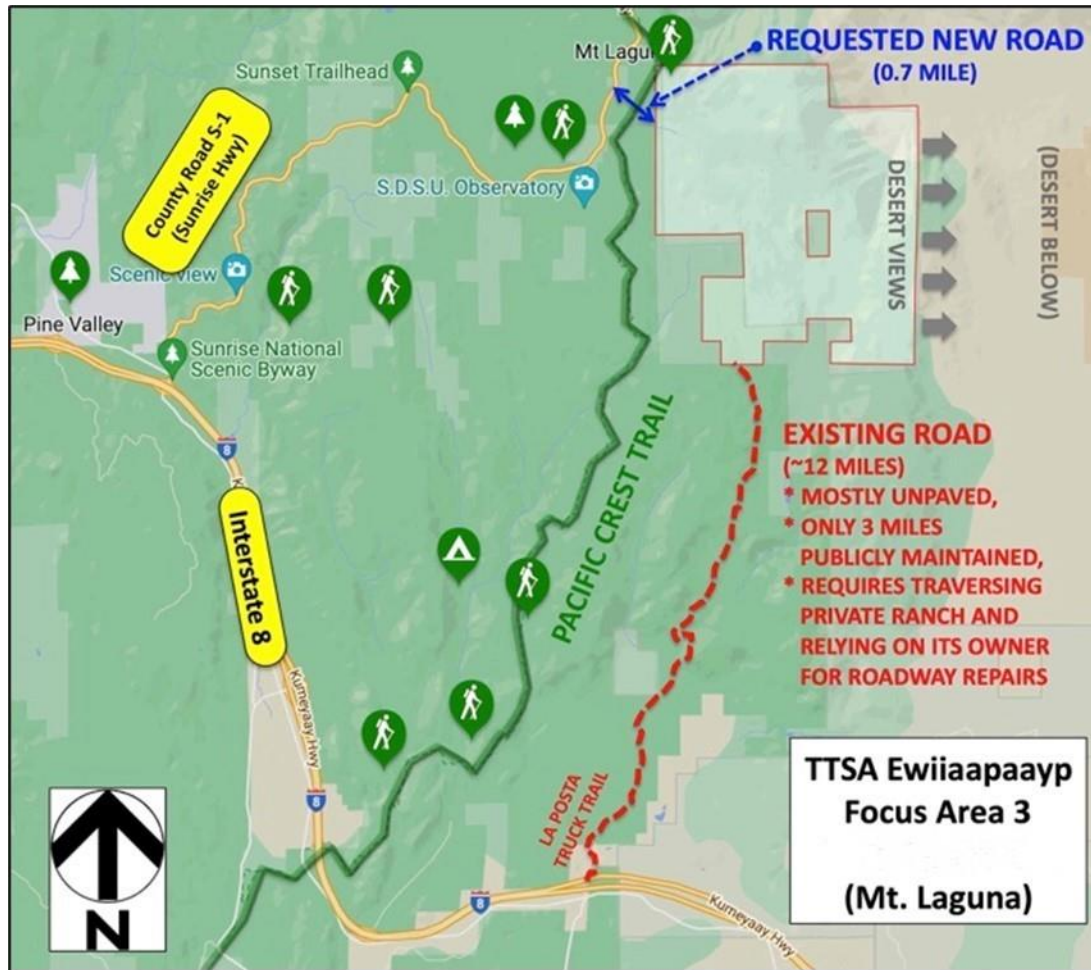


Figure 7: Figure 0 3: Big Ewiiapaayp Reservation context and access

The tribe-submitted permits to the US Forest Service Descanso Ranger District over the last 30 years to construct an access road of less than one mile (dark blue line with arrowheads) to connect Thing Valley Road at the Big Reservation's northwest corner to County Road S-1 (Sunrise Highway) via the existing western segment of Thing Valley Road and Desert View Road. After supporting the Tribe's permit application until 2004, over the past twenty years the U.S. Forest Service rejected the Tribe's permit application in initial screening due to the potential view shed /visual impact from the permit enabling an access road and Tribal citizens crossing the Pacific Crest Trail, even though the Pacific Crest Trail is crossed in four locations by the existing west segment of the Thing Valley Road (west of the Reservation) and Monument Peak Road (northwest of the Reservation).

Beyond the approximately 2-mile County-maintained southernmost section, challenges included deep ruts that challenged this 4-wheel-drive short-wheelbase vehicle, steep edge drop-offs, and sharp horizontal and vertical curves that hide traffic including fast-moving Border Patrol vehicles and also vehicles operated by fellow residents. Some conditions severely inhibit access by long trucks, and certain of the tribe's suppliers have stated that deliveries of goods and materials are not available.

9.0 Deferred Maintenance Roads

The purpose in conducting the Level of Service (LOS) data collection in regards to existing Deferred Maintenance Roads is to identify existing BIA roads within the boundaries of tribal lands that are in need of future maintenance. A LOS rating is applied to existing roads to determine a priority for maintenance, which in turn is given a cost estimate by engineers, thus allowing the Tribe and BIA to apply existing and future TTP funds.

9.1 Level of Service (LOS)

The Table below, shows the existing BIA routes with LOS rating, and the ratings indicate the higher the number the higher the need for road maintenance and repair. This list will be updated in the near future to reflect the recent data collected regarding the LOS rating that was conducted in the summer of 2018. Some roads are now in better condition as a result of Tribal accomplishments to repair their road system.

Ewiiapaayp Deferred Maintenance Assessment for Roads

J54573 - Ewiiapaayp Band (Cuyapaibe)					
Route Number	Qtr	Surface Type Code	Length (mi)	Level Of Service Code	Maintenance Need (\$)
0018	3	1 - Earth Road	14.2	3-Fair	24,495
F018	3	3 - Gravel Surface	11.1	3-Fair	21,229
Reservation Total:			25.3		45,724

(Source: RIFDS DMR, 2013)

The LOS/DMR data collect were used by BIA Engineers to generate approximate cost estimates to rehabilitate an existing BIA road with the full depth reclamation (FDR) approach or considered a routine maintenance (ROU) activity for the tribe to consider depending on their constraint TTP funds and other funding sources. This information is listed in the next section on Suggested Implementation of LRTP: LOS & Safety Plan - Road Maintenance Projects.

9.2 LOS & Safety Plan - Road Maintenance Projects

The cost estimates generated by BIA staff in the tables below are based on commercial estimates. These estimates will change with time, distance, and material cost. Tribes can consider one of two possible options to address the need to repair, restore, and preserve existing roadway surface conditions within tribal lands regarding BIA own roads.

- Option One – a Tribe with an established Transportation Program, with its own equipment and labor can address their road maintenance needs with TTP funds.
- Option Two – to reduce the cost for road maintenance activities (patch work, signs, stripping, etc.) to Tribes. A “host” Tribe can consider the California Indian Tribal Transportation Alliance (CITTA) approach. The CITTA was initiated in the spring of 2019, which considers the “host” Tribe to apply their TTP funds for road maintenance activities and partner with other Tribes who have access to equipment and labor, hence the “host” Tribe will go into an agreement with the partnering Tribe(s) to pay for equipment and labor cost. In this approach the Tribe could have potential savings

of approximately 40% in comparison to commercial cost depending on distance, maintenance activities, and material cost.

- Option Three – a Tribe can request bids for a commercial contract.

9.2.1 FY2023 & FY2025: Short Range Road Maintenance Projects

Table 15. Rte. #F018 Sec_10, 20

Reservation Name: Ewiiapaayp				Route No. F018		Section 10,20	
Recommended Repair (Unpaved)				Quantity	Unit	Unit Cost	Amount
Culvert Cleaning				264.00	L.F	\$9.51	\$2,510.64
Vegetation Removal				74448.00	L.F	\$1.14	\$84,870.72
Ditch Cleaning				0.00	L.F	\$1.14	\$0.00
Road Way Grading				99264.00	S.Y	\$3.00	\$297,792.00
Gravel 6" deep				16544.00	C.Y	\$22.00	\$363,968.00
Install/Replace signs				6.00	EACH	\$250.00	\$1,500.00
Sub- Total							\$750,641.36
Mobilization and Traffic control							\$112,596.20
Sub-total-1							\$863,237.56
Water cost				264.00	L.F	\$7.91	2,088.24
Sub-total-2							2,088.24
TOTAL COST							865,325.80

9.2.2 FY2026 to FY2030: Intermediate Range Road Maintenance Projects

None identified at the time of this report.

9.2.3 FY2031 to FY2040: Long Range Road Maintenance Projects

None identified at the time of this report.

10.0 Funding Sources/Strategies

10.1 Funding Opportunities

The Infrastructure Investment and Jobs Act, otherwise known as the Bipartisan Infrastructure Law (BIL), provides substantial resources to help tribes advance projects that consider the unique circumstances affecting community members' mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members.

Tribes are eligible to access many of the new highway programs created under the BIL, including programs focused on resilience, electric charging and alternative fuel vehicle infrastructure, and repairing and replacing culverts. Tribes can also apply for several USDOT-led surface transportation competitive grant programs that will provide billions for infrastructure projects across the country.

Federal funds are provided to Tribes within specific programs, and each program has its own eligibility criteria for allowable work. The intent of this document is to help increase Tribes' awareness of available highway and bridge Federal funds and the associated eligibility criteria.

Formula Funding:

The FHWA Office of Tribal Transportation distributes Federal transportation funds as they become available. TTP formula funds (known as Tribal shares) are distributed to Tribes and the BIA. Some Tribes receive this funding according to their program agreements with FHWA. The FHWA Office of Tribal Transportation also sends funds to the BIA for Tribes that have made other arrangements to access the program. Other formula funding is distributed to State DOTs by statute, which Tribal roads and bridges may be eligible for. See your respective State DOT for your location for specifics on those funding opportunities. For more information, please visit: <https://highways.dot.gov/federal-lands/programs-tribal/finance>.

Competitive Funding Opportunities (Grants):

Tribes are eligible to apply for a number of USDOT competitive funding opportunities. Examples include the new Safe Streets and Roads for All (SS4A) program; Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program; Charging and Fueling Infrastructure program; Bridge Investment program; Reconnecting Communities Pilot program; and Rural Surface Transportation Grants program; and others. Generally, competitive funding is made available via a Notice of Funding Opportunity (NOFO) published at Grants.gov.

HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Dedicated Tribal Programs				
Tribal Transportation Program (TTP)	\$3.01 B		F	Provide safe and adequate transportation and public road access.
Tribal High Priority Projects Program	\$45 M		C	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program / Bridge Formula Program (BFP) Tribal Bridge Set-aside	\$825 M		C*	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	\$200 M		C*	Replace, rehabilitate, preserve, protect, and construct new bridges.
Tribal Transportation Program Safety Fund (TTPSF)	\$121 M		C	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
Other Programs				
Accelerated Innovation Deployment (AID) Demonstration	\$10 M		C	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies.
Active Transportation Infrastructure Investment Program (ATIIP)	\$200 M	NEW!	C	Supports active transportation networks and spines such as safe bike paths and walking trails
Bridge Formula Program (BFP)	\$27.5 B		F	Fund the replacement, rehabilitation, preservation, and construction of highway bridges.
Bridge Investment Program	\$12.5 B		C	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	\$2.5 B	NEW!	C	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			F	Reduce traffic fatalities and serious injuries on all public roads.
Infrastructure For Rebuilding America (INFRA) (Nationally Significant Freight and Highway Projects)	\$7.25 B		C	Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system.
Local and Regional Project Assistance (RAISE)	\$8.275 B		C	Fund transportation infrastructure projects with significant local or regional impact.
National Culvert Removal, Replacement, and Restoration Grants	\$1 B	NEW!	C	Improve or restore passage for anadromous fish.
National Infrastructure Project Assistance "Mega-projects"	\$5 B	NEW!	C	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation.
National Scenic Byways	\$22 M		C	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities.

* See additional details in the program description.

HIGHWAY AND BRIDGE PROGRAMS: TRIBAL ELIGIBILITY

Program	Funding (FY22-26)	New Program	Formula/Competitive	Purpose
Other Programs (Cont.)				
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	\$275 M		C	Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands.
Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way	\$10 M	NEW!	C	Supports activities to benefit pollinators on roadsides and highway rights-of-way.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$1.4 B	NEW!	C	Support resilience improvements.
Reconnecting Communities Pilot	\$1 B	NEW!	C	Restore community connectivity by removing highways that create barriers.
Reduction of Truck Emissions at Port Facilities	\$400 M	NEW!	C	Reduce truck idling and emissions at ports.
Rural Surface Transportation Grants	\$2 B	NEW!	C	Improve and expand surface transportation infrastructure in rural areas.
Safe Streets and Roads for All	\$5 B	NEW!	C	Support local safety initiatives to prevent transportation-related deaths and serious injuries.
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$500 M		C	Fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.
Transportation Alternatives	\$7.2 B		C	Fund a variety of generally smaller-scale transportation projects.
Wildlife Crossing Pilot Program	\$350 M	NEW!	C	Reduce the number of wildlife-vehicle collisions and improve habitat connectivity.

** See program for additional details.*

The table above is not fully inclusive of all potentially available programs. It omits programs that do not become active unless Congress passes an annual appropriations law to fund those programs.

Source: <https://highways.dot.gov/federal-lands/programs-tribal/contact-info>

Public Transportation

Bus and Bus Facilities Competitive Grants	Federal Transit Administration	\$1,966,392,169
Bus and Bus Facilities Formula Grants	Federal Transit Administration	\$3,161,294,400
Enhanced Mobility of Seniors and Individuals with Disabilities	Federal Transit Administration	\$2,193,105,343
Formula Grants for Rural Areas	Federal Transit Administration	\$4,109,463,374
Pilot Program for Enhanced Mobility	Federal Transit Administration	\$24,102,620
Public Transportation on Indian Reservations Competitive	Federal Transit Administration	\$45,812,610
Public Transportation on Indian Reservations Formula	Federal Transit Administration	\$183,250,437
Research, Development, Demonstration and Deployment Projects (Less Set Aside)	Federal Transit Administration	\$132,218,677
State of Good Repair Grants	Federal Transit Administration	\$21,640,412,832
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	Office of the Secretary	\$500,000,000
Urbanized Area Formula Grants	Federal Transit Administration	\$33,390,947,107

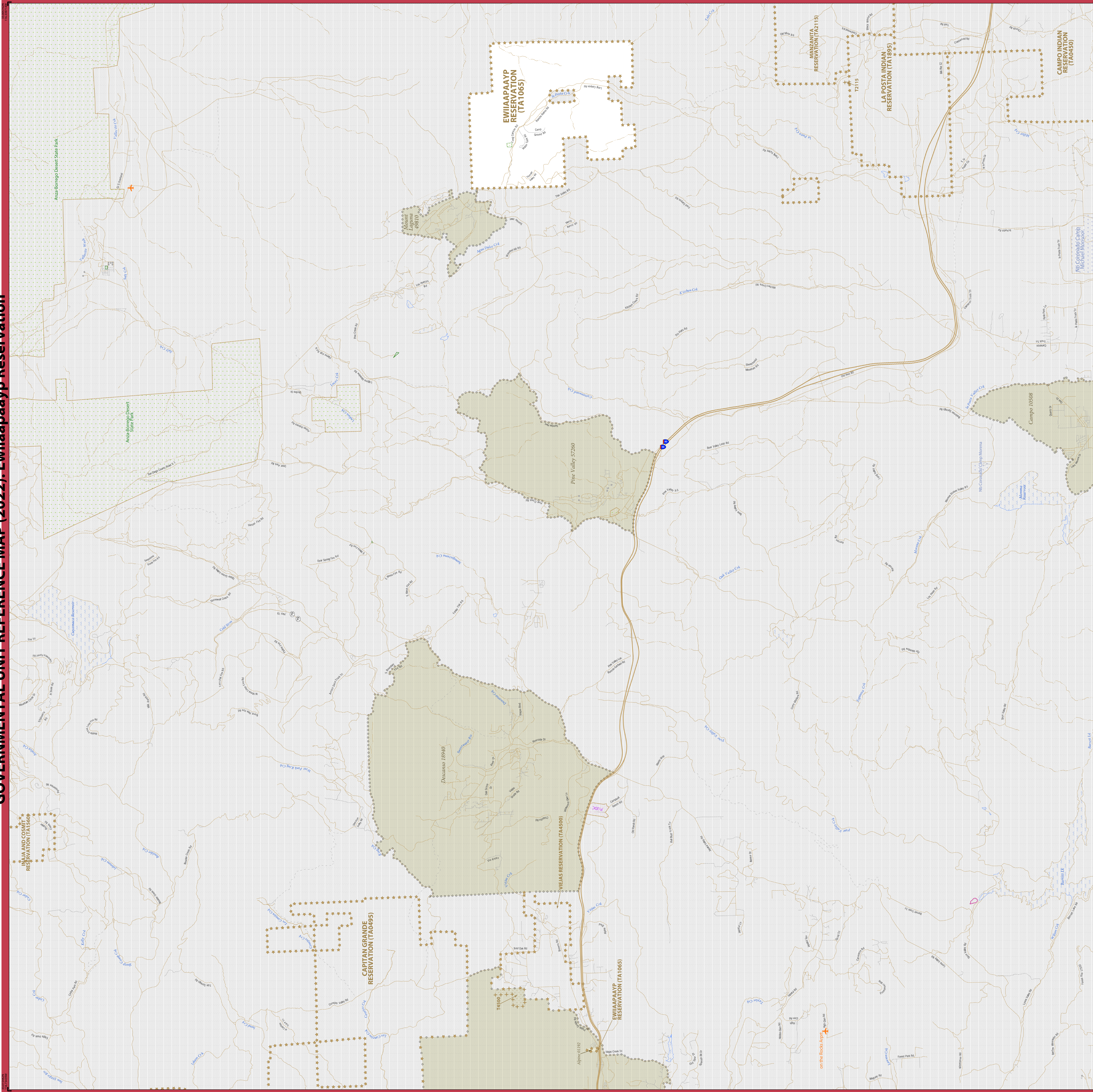
Roads, Bridges, and Major Projects

Bridge Investment Program	Federal Highway Administration	\$12,200,000,000
Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set-aside)	Federal Highway Administration	\$100,000,000
Local and Regional Project Assistance Grants (RAISE)	Office of the Secretary	\$7,500,000,000
National Culvert Removal, Replacement, & Restoration Grant	Office of the Secretary	\$1,000,000,000
National Infrastructure Project Assistance (Megaprojects)	Office of the Secretary	\$5,000,000,000
Nationally Significant Federal Lands and Tribal Projects	Federal Highway Administration	\$275,000,000
Nationally Significant Freight & Highway Projects (INFRA)	Federal Highway Administration	\$7,250,000,000
Rural Surface Transportation Grant Program	Federal Highway Administration	\$1,000,000,000
State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects - INFRA)	Federal Highway Administration	\$750,000,000
Tribal High Priority Projects Program	Federal Highway Administration	\$45,000,000
Tribal Transportation Facility Bridge (Set-aside)	Federal Highway Administration	\$200,000,000
Tribal Transportation Facility Bridges (Bridge Formula Funding Set-Aside)	Federal Highway Administration	\$825,000,000

Tribal Transportation Program	Federal Highway Administration	\$2,966,800,000
Safety		
Crash Data	National Highway Traffic Safety Administration	\$750,000,000
High Priority Activities Program	Federal Motor Carrier Safety Administration	\$432,500,000
Highway Safety Programs	National Highway Traffic Safety Administration	\$1,992,000,000
Highway Safety Research & Development	National Highway Traffic Safety Administration	\$970,000,000
Railroad Crossing Elimination Grants	Federal Railroad Administration	\$3,000,000,000
Safe Streets and Roads for All	Office of the Secretary	\$5,000,000,000
Vehicle Safety and Behavioral Research	National Highway Traffic Safety Administration	\$548,500,000
Wildlife Crossings Pilot Program	Federal Highway Administration	\$350,000,000

11.0 Reference Maps

GOVERNMENTAL UNIT REFERENCE MAP (2022): Ewiaapaayp Reservation



All legal boundaries and names are as reported through the 2022 Boundary and Name Commission. The data were collected from the 2022 Census of Population and Housing, Census of Agriculture, and Census of Governmental Units. The statistical data collection and tabulation purposes only; their depiction and designation for statistical purposes does not constitute a determination of jurisdictional authority or rights of ownership or entitlement.

Source: U.S. Census Bureau, Census of Population, Housing, Agriculture, and Governmental Units (CPL), 2022. Data from the 2022 Census of Population, Housing, Agriculture, and Governmental Units (CPL) are available at <https://www.census.gov/data/tables/2022/cpl.html>.

Created by Geography Division: December 06, 2022

Reviewed by Geography Division: December 06, 2022

Approved for Release: December 06, 2022

U.S. DEPARTMENT OF COMMERCE U.S. ECONOMIC DEVELOPMENT

Projection: Albers Equal Area Conic
Datum: North American Datum of 1983
Spheroid: GRS 80
Datum Ellipsoid: GRS 80
15 Standard Parallel: 34.00 27
Central Meridian Parallel: 119.32 20
Central Meridian Parallel: 119.32 20
Central Meridian Parallel: 119.32 20
Latitude of Projection Origin: 32.14 23
False Easting: 0
False Northing: 0

Scale	0	1	2	3	4	5
1. Attitudes toward the disabled	1	1	2	1	1	1
2. Attitudes toward the elderly	1	1	2	1	1	1
3. Attitudes toward the handicapped	1	1	2	1	1	1
4. Attitudes toward the poor	1	1	2	1	1	1
5. Attitudes toward the sick	1	1	2	1	1	1
6. Attitudes toward the unemployed	1	1	2	1	1	1
7. Attitudes toward the young	1	1	2	1	1	1
8. Attitudes toward the old	1	1	2	1	1	1
9. Attitudes toward the disabled	1	1	2	1	1	1
10. Attitudes toward the handicapped	1	1	2	1	1	1

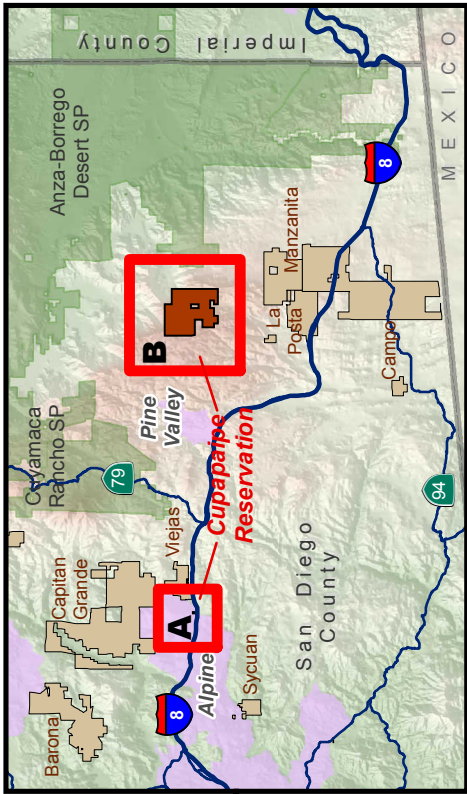
Boundary and Annexation Survey (BAS) ID: 49900601065
PDF versions of the BAS maps are available at:
www.census.gov/programs-surveys/bas/geographies.html
For more information, or to request additional maps, please email geo_bas@census.gov.

55504990601065001000000

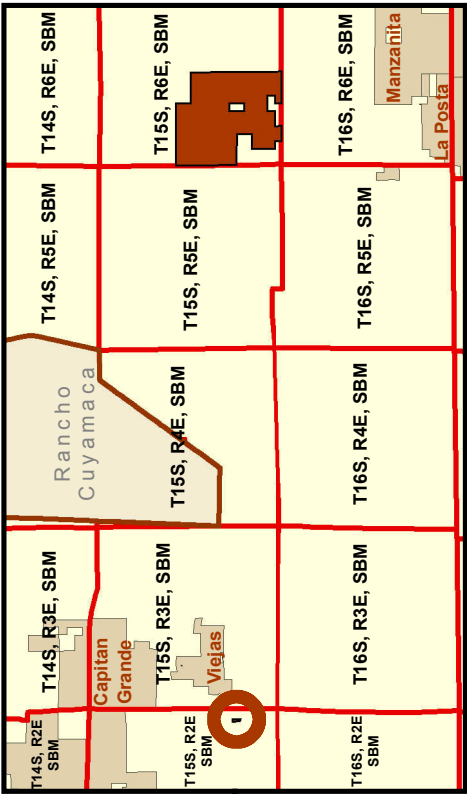
U.S. DEPARTMENT OF INTERIOR
Bureau of Indian Affairs
Pacific Regional Office
Land Title and Records

Cuyapaipe Reservation
San Diego County, California

LAND STATUS
As of June 2012



Regional View



Public Land Survey System
San Bernardino Meridian

LEGEND

Tract Status

- Tribal Tract
- Allotted Tract
- Fee Land

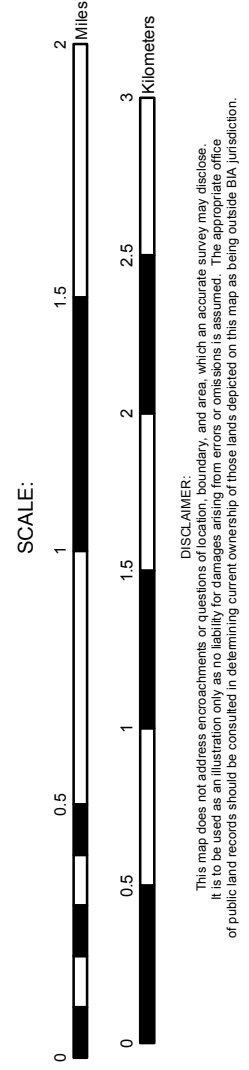
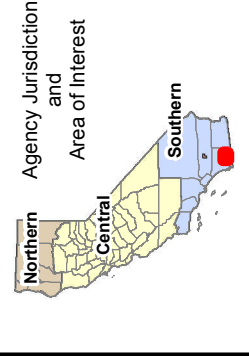
Land Survey Status

- 5.07 Allotment or Tract Number
- 5.07 Acreage of Tract (per section)
- Public Land Survey Section
- BLM Lot, Lot Number, Lot Acreage
- BLM Tract and Tract Number

Ownership status shown is subject to revision after audit of records.



California Indian Trust Land
U.S. Bureau of Indian Affairs
Pacific Regional Office - Division of Real Estate Services
2800 Cottage Way, Suite W-2619
Sacramento, California 95825 Ph. (916) 978-6000
Projection: California State Plane Zone VI
Datum: North American Datum 1983 Spheroid: GRS 1980



Sheet No. 1 of 1



Pacific Region

Cuyapaipe (573)

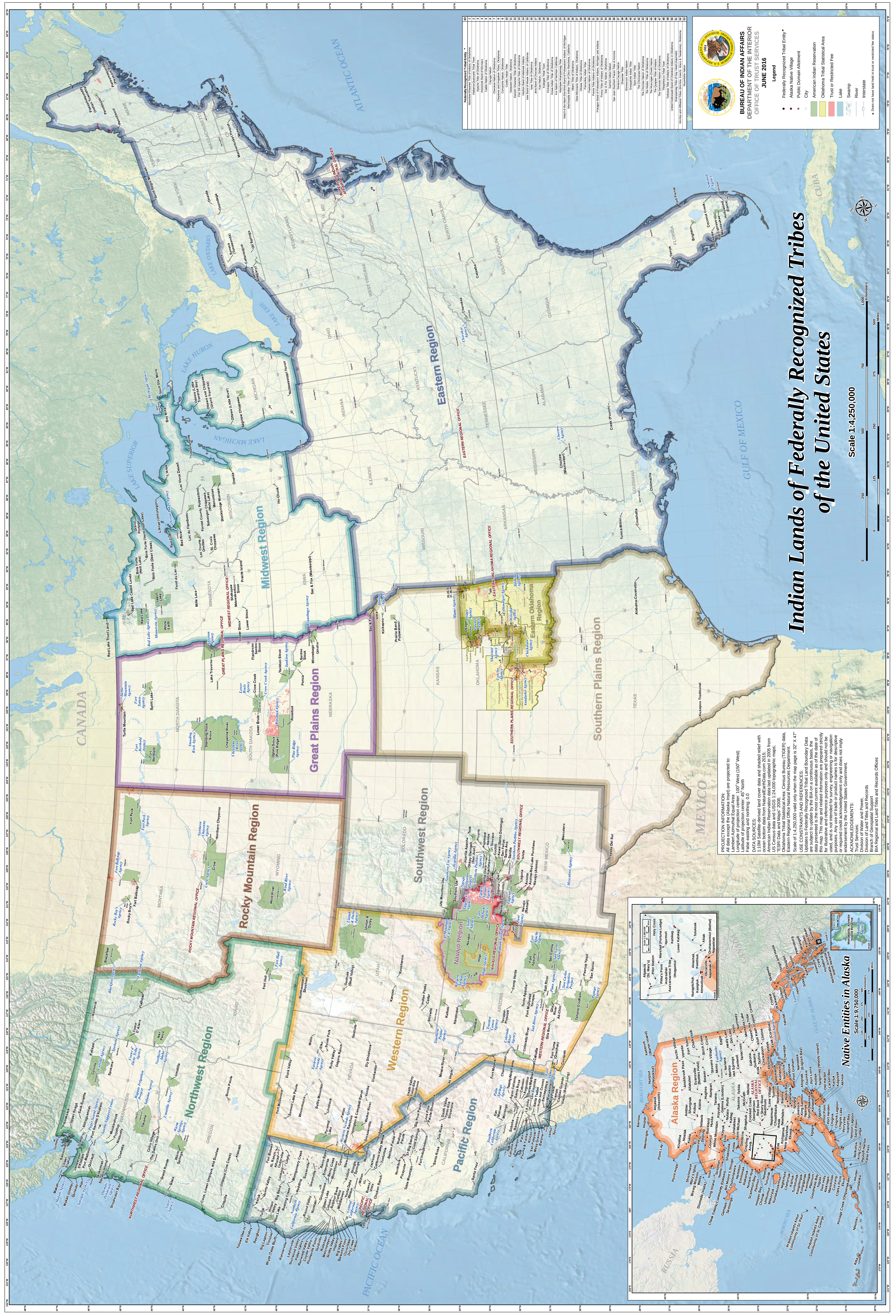
Ver. 2

Cartographer: Jamie Schubert

Map Date: 06/15/2012

Project Name/Location: X:\Gis\field\S map.MXD\Cuyapaipe_ARCH_C-201206.mxd

CUYAPAIPE 573



Indian Lands of Federally Recognized Tribes of the United States

Scale 1:4,250,000



BUREAU OF INDIAN AFFAIRS
DEPARTMENT OF THE INTERIOR
OFFICE OF TRUST SERVICES
JUNE 2016

Legend

- Federally Recognized Tribal Entity
- Alaska Native Village
- Public Domain Allotment
- City
- American Indian Reservation
- Oklahoma Tribal Statistical Area
- Trust or Restricted Fee
- Swamp
- River
- Interstate

* Does not have land in trust or restricted fee status

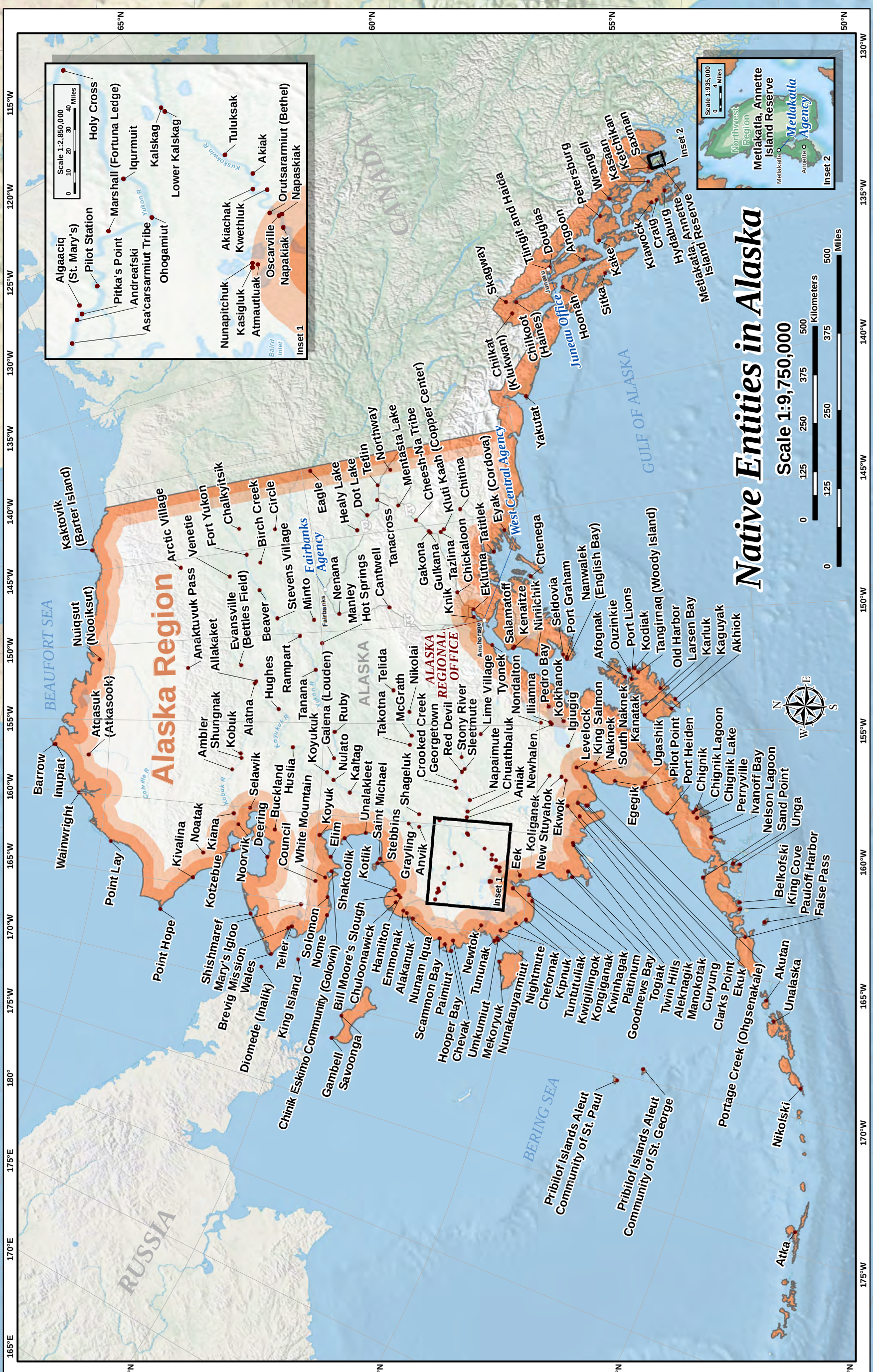
Federally Recognized Tribal Entity	
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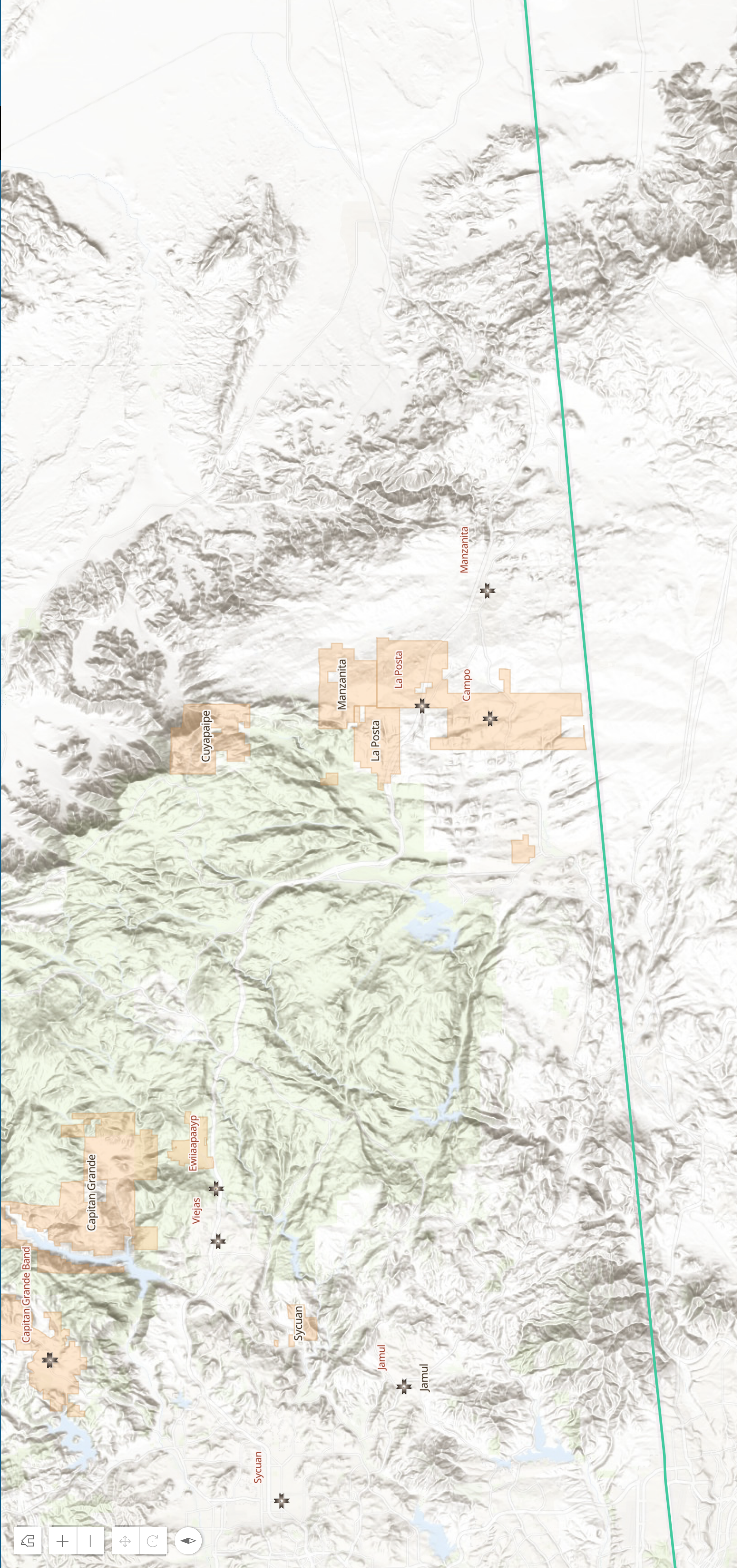
PROJECTION INFORMATION:
All data except the (Alaska) is projected to:
Lambert Conformal Equal Area
Latitude of projection center: 49° North
False easting and northing: 0.0

DATA SOURCES:
This map was created using data from the American Indian Reservation data last updated in 2005 from the US Census Bureau and the USGS 1:250,000 topographic maps.
Oklahoma Tribal Statistical Area: Census Bureau (TIGER) data
Eastern Regional Office: National Resources Department
Scale of 1:4,250,000 valid only when the map page is 32" x 47"

USE CONSTRAINTS AND REFERENCES:
This map is presented as the most current available as of the date of publication. It is not intended for survey, engineering or navigation purposes. Any use of trade or product names is for descriptive purposes only and does not imply endorsement by the United States Government.

ACKNOWLEDGEMENTS:
Trust Services
Division of Land Titles and Records
Branch of Geospatial Support
BIA Regional and Land Titles and Records Offices





12.0 References

The hyperlinks below provide background and references:

- Office of Tribal Transportation: <https://highways.dot.gov/federal-lands/programs-tribal>
- Code of Federal Regulations, 25 CFR Part 170 Tribal Transportation Program, Subpart A
<https://www.ecfr.gov/current/title-25/chapter-I/subchapter-H/part-170>
- Tribal Transportation Program Delivery Guide, Revised March 2023: <https://highways.dot.gov/federal-lands/programs-tribal/guide/tribal-transportation-program-delivery-guide>
- Barona Tribal Transportation Safety Assessment, U.C. Berkely, 2022
- FHWA Funding Opportunities for Tribal Nations,
<https://highways.dot.gov/federal-lands/programs-tribal/contact-info>