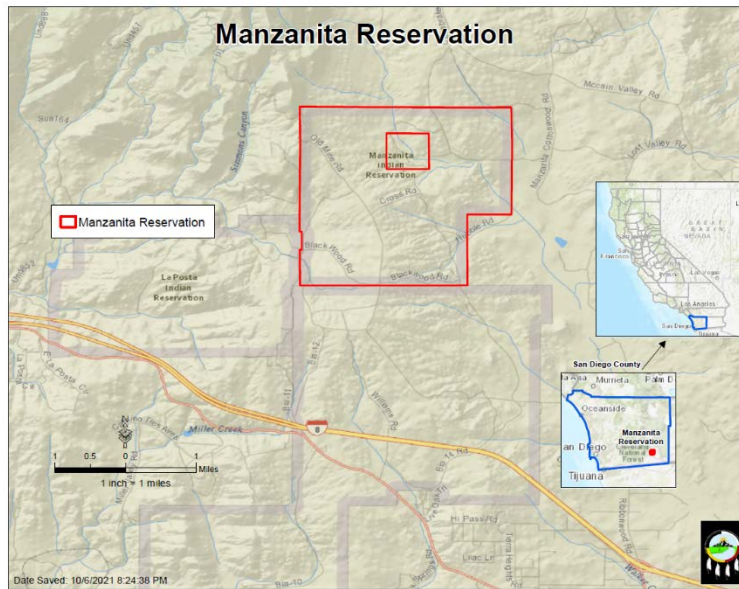


CTNA REPORT COVER PAGE



Project Area: Native American Environmental Protection Coalition (NAEPC)
Project Title: Community Transportation Needs Assessment—“Manzanita Mobility Project”
Amount Funded: \$50,000
Project Contact Name: Jill Sherman-Warne
Project Contact Title: Executive Director of NAEPC
Project Contact Phone: 951-296-5595
Project Contact Email: jill@naepc.com
Date: April 4, 2022
Prepared By: Native American Environmental Protection Coalition



ACKNOWLEDGEMENTS

Clean Mobility Options (CMO) is a part of the California Climate Investments (CCI), a statewide initiative that puts billions of Cap-and-Trade dollars to work in reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment—particularly disadvantaged communities.

NAEPC is a tribally formed, directed and guided organization that is devoted to strengthening Tribal Sovereignty and building Tribal capacity for environmental resources and programs. NAEPC currently has **27 member tribes of which the Manzanita Band of Kumeyaay is a member.**

Manzanita Band of Kumeyaay is a federally recognized Tribe located in Southeastern San Diego County. It is governed by the Manzanita Tribal Council and General Council which is made of all tribal members over the age of 18. The Manzanita Tribal Council works hard to offer its community access to services and resources need to thrive and engage with outside agencies. Their efforts to protect their community during the COVID crisis and its ongoing threat are to be commended.

EXECUTIVE SUMMARY

The grant award began with difficulties for NAEPC due to the status of the organization and then insurance which took a few months to resolve. NAEPC is not a state non-profit and this caused confusion and required the use of attorney's determine if the status as a IRS 501(c)(3) was acceptable. This cost of using our attorney to assist the state staff was not included in this grant and was a cost to NAEPC. The requirement of providing "Commercial General Liability policy that names CALSTART and the State of California, California Air Resources Board, Officers, Agents and employees" seems unnecessary and we were advised by our legal council to refuse the grant on this basis. This again was an added cost NAEPC. The number of individual contacts through-out this process was confusing to this grantee. It is hoped that for future grantees this process will be streamlined.

The purpose of this effort included determining existing knowledge and understanding of clean transportation and mobility options as well as to identify problems, solutions and opportunities. It was vital to determine current transportation behaviors, preferences and barriers to meeting transportation needs of tribal members living on the Manzanita Indian Reservation. The remote location of the reservation provided number of existing barriers to and from services and resources used by the community. Historically tribal members have faced discrimination due to poverty and race. The county transportation authorities have not adequately addressed the needs of its rural residents which is exemplified by the twice a week bus services to this area.

Through this effort, the Manzanita Tribal Council identified the current needs and gaps allow the tribe to plan to meet existing and future transportation needs. NAEPC provided the administrative support along with Manzanita Team members to build a survey unique to the reservation and its community while providing team support to transition efforts stymied by COVID restrictions and engage community members safely. NAEPC also worked with engaging the Tribal Council through team meetings held to discuss ongoing efforts. Tribal communities still rely on one-to-one communications and state program funding sources still make it difficult for tribes to apply. As a result of this work, the

Manzanita Band of Kumeyaay can plan for a future program that may include car sharing or an alternative method of transportation that will meet the community needs and preferences.

In closing, this grant process caused additional labor due to administrative complications. Providing 9 months of payroll to “prove” we were actually paying employees what was claimed was beyond. I reached out to the other tribes who had similar grants (Paskenta and Big Pine). I believed we agreed that we could not recommend any tribe enter into an agreement without knowing all the policy driven hurdles that exist.

INTRODUCTION

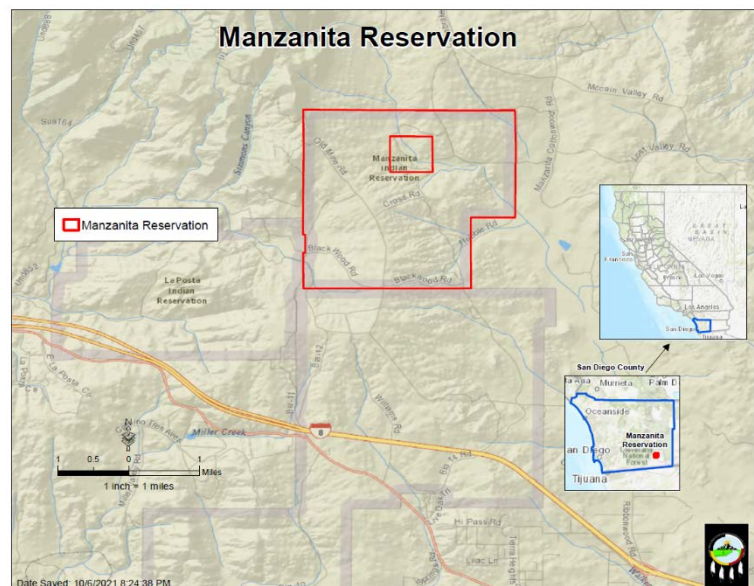


NAEPC Tribes

NAEPC is a tribally formed, directed and guided organization that is devoted to strengthening Tribal Sovereignty and building Tribal capacity for environmental resources and programs. NAEPC currently has **27 member tribes** who meet on a quarterly basis (in person and assisted conference call-in) and an executive committee that meets bi-monthly. Additionally the Southern California Tribes are also considered “border tribes” due to their proximity to the US Mexico Border and face increased

challenges as a result of their location. The Manzanita Band of Kumeyaay is a member of NAEPC and as a result of the relationship with NAEPC tribes know they can rely on NAEPC to assist them in their programs and undertake the role of facilitation and assistance when necessary to assist the tribe in building capacity.

The Manzanita Reservation is located in the remote mountains of Eastern San Diego County near the Interstate-8 Highway. According to the 2010 census only 69 individuals live on the reservation. According to Tribal documents Manzanita is home to 135 people with only 54 over the age of 18. The county is home to nineteen reservations, this is the largest number of reservations out of any county in the United States. The Manzanita Reservation like other remotely located tribes lack access to public transportation, and even limited private transportation ownership which impedes access to employment, education,



health care and food sources. The Tribe lacks funding to invest in transportation infrastructure and options. Transportation funding is typically sourced by the Department of Interior, Bureau of Indian Affairs and the Federal Highway Administration. Both of these federal programs are underfunded therefore access by Tribes for these sources is almost non-existent. The San Diego Association of Governments (SANDAG) in association with the Southern California Tribal Chairman's Association (SCTCA) published the *Intraregional Transportation Study* in 2018 which estimated over \$40 Million is needed to make infrastructure improvements for transportation. Tribal members will carpool together to make the hour drive to go grocery shopping or the health clinic provides the hour long ride for dialysis treatments. The Tribe knows there is need for new or alternative transportation options but little has been done to actually document the transportation needs.

The Project Team included both on and offsite team members. Due to COVID closures outreach efforts were in the state of fluctuation as the Manzanita Tribal Council closed the reservation to all outsiders and restricted traveling to and from the reservation by community members and halted in-person meetings or gatherings. The following individuals worked together to strategize and support using telephonic and on-line applications. Due to community restrictions, the "in-community" team worked on-site and remotely.

Jill Sherman-Warne, Executive Director NAEPC. She began working for NAEPC in 2009 and previously served on the board of directors since 2000. She has been working on environmental issues with Tribal communities in Southern California for over 20 years. For nine years, she served as Environmental Director of the Pechanga Band of Luiseno Indians. She is also the former Assistant Government Manager of the Viejas Band of Kumeyaay. Ms. Sherman-Warne received support from the Southern California tribes to serve as a Governor Appointed Commissioner to the California Native American Heritage Commission. She is now retired from the Commission. Jill also serves on the San Diego American Indian Health Board as a community representative. Her intimate understanding of tribes, tribal operations and tribal communities is a tremendous asset to any project involving tribes.

Helen Medina, NAEPC Team Member. She is the Financial Manager/Translation Coordinator. She began her work at NAEPC in 2008. She oversees day-to-day financial coordination maintaining Quickbooks records and reconciliation. She has worked in financial record keeping for over 10 years. She holds certification in advanced Quickbooks operation. She completed college level book-keeping courses. She works monthly with the contracted CPA firm to ensure monthly reconciliation, maintenance on chart of accounts, journal entry and fiscal practices. She also assists with arranging travel, ordering supplies and maintaining NAEPC Board records. She aides in organizing NAEPC training opportunities and programs for tribes. She also assists with developing environmental education materials and translating materials into Spanish as needed.

Patricia Frank, Manzanita Team Member. She is the Manzanita Environmental and Natural Resource Coordinator. She began her work for the Manzanita Tribe in 2000. She works closely with the tribal council on determining needs for specific grant programs and provide program oversight for the Manzanita Environmental Office. She acts as a representative to outside agencies for the tribe. Her office coordinated flood response after Wildfire events that protected community resources. Patricia is also responsible for leading the Tribe's Renewable Energy efforts.

Theresa Angotti, Manzanita Team Member. She is a trusted Manzanita Community Member. Theresa is frequently called to work for the tribe on projects requiring community engagement and outreach. She

lives on the Manzanita Reservation and serves on a variety to committees and volunteers for community events. She is known to community members and valued for her ability to provide confidentiality when community members are asked to respond to surveys and questionnaires.

Rebecca Blackwood, Manzanita Team Member. She is a trusted Manzanita Community Member. She is a trusted Manzanita Community Member. Rebecca or “Bekka” as she is known in the community, is frequently called to work for the tribe on projects requiring community engagement and outreach. She lives on the Manzanita Reservation and serves on a variety to committees and volunteers for community events. She is known to community members and valued for her ability to provide confidentiality when community members are asked to respond to surveys and questionnaires.

SUMMARY ANALYSIS

The State of California was placed on a shut-down order in March due to COVID. The letter of intent was signed in May of 2020. A CAL-Start request for a revised timeline was given and NAEPC staff provided a revised timeline in August of 2020. A new request from CAL-Start regarding insurance and necessary indemnification for the State and its employees. NAEPC responded by contacting its insurance provider. Due to COVID this response was slow and there was much back and forth between NAEPC, CAL-Start and Insurance due to incorrect forms and language. This took from August of 2020 to November of 2020 to clarify. In the meantime Manzanita staff and NAEPC staff met to discuss the required confidentiality documents required by CAL-Start and the NAEPC and Manzanita Agreement. Due to the tribe being required to sign a confidentiality agreement this took additional time responding to and discussing with tribal leadership the need to sign the required document as well as negotiating a formal agreement between NAEPC and Manzanita due to the complexities of the request for documents required by CAL-Start that had not previously been known as requirements. This took additional time due to COVID closures. NAEPC and Manzanita staff reviewed existing regional studies, worked on creating a survey and questions and planning for community engagement. NAEPC and Manzanita agreed to utilize the survey created by CAL-Start with modifications to better fit the tribal community.

In reality the project was not initiated until the seventh month due to back and forth of required changes, required documents with CAL-Start and then working with Tribal Leaders on required documents and survey approvals.

ACTIVITES Original Proposed Timeline	MONTHS								
	1	2	3	4	5	6	7	8	9
Initiate Project	x						0		
Review existing regional transportation plans	x	x							
Create community survey/questions		x	x						
Initiate with Kick-off event			x						
Initiate first community meeting by calls			x	x					
Create transportation mapping/tracking	x	x	x	x					
Initiate conversation with tribal leaders	x	x							

Clean Mobility Options (CMO) & Manzanita Indian Reservation

Create text messaging campaign				X	X				
Hold clean mobility education and outreach				X	X	X			
Summarize and review findings to date						X			
Initiate additional community follow up				X	X				
Identify and use existing transportation ops						X			
Summarize and review findings to date				X	X			X	X
Hold second clean mobility event							X	X	
Reach out to neighboring tribes for overlap								X	
Respond to clean mobility findings								X	
Tribal Leader to clean mobility effort								X	
Draft summary and findings								X	X
Report out to tribal leaders and community							X	X	X
Submit final report and next steps to funder									X

****O represents the Month of initiated project.**

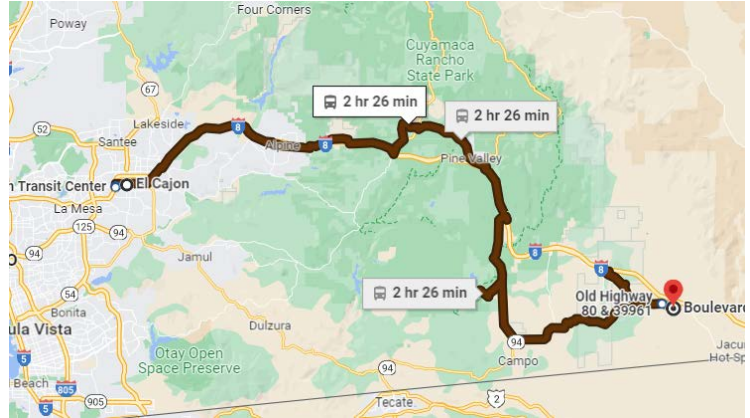
COVID provided a special set of unique set of challenges not only for the Manzanita Tribe but for all tribes throughout the nation. Manzanita remains closed to outside visitors and the community remains vigilant of coming and goings from the reservation. NAEPC staff and Patricia Frank, a Manzanita Employee were barred from entering the reservation due to COVID Restrictions. The two community engagement staff members lived on the reservation and are a part of the community and were allowed to operate by taking turns in the office. Tribal rules allowed one employee at a time in the office. NAEPC staff and Manzanita Staff were able to meet regularly in reviewing transportation documents and preparing the survey. This took longer due to necessary approvals required by Tribal Council (Leadership).

The Tribal Council was very involved in engaging and approving all associated documents with this grant. Once the CAL-Start Survey had been modified and approved by the Tribal Council for use, the associated project staff planned for and scheduled community events. These community events were notices using traditional and customary practices of the tribe which included event flyers. Unfortunately all but one of the events was cancelled. Notices were provided to all adults to participate in the survey and the survey was distributed to households but no surveys were returned. This was a result of assumed COVID fears.

The Manzanita staff onsite (Theresa and Rebecca) live and work on the Manzanita Reservation. And were able to follow up with community residents and provide individual outreach discussing the importance of the community survey and how it would help the tribe address transportation needs. Unfortunately neither Theresa nor Rebecca were confident on answering questions about electric cars. NAEPC and Manzanita staff held discussion about electric cars but confidence comes from ownership and relatable experience. In order to provide a truthful account of how well it works and if the information can be trusted.

Beyond the individual follow-ups and conversations with community members, the Tribal Council finally approved a “Drive-thru” event held in the Tribal office parking lot. This event was a success and every adult living on the reservation participated and the yield results provided great information.

California EnviroScreen has recently recognized it lacks tribal data to adequately assess reservation conditions and for Manzanita this hold true. Manzanita Tribal Roads are almost all dirt. In the winter or spring with rains and snow reliable transportation requires the use of a 4-wheel drive vehicle. Manzanita lacks access to alternative transportation. The San Diego Transit Authority offers one bus per day that takes two and a half hours one way. The bus leaves from Boulevard, the nearest town, at 9:29 am and arrive in the city of El Cajon after 11:58. The next bus back to Boulevard leaves El Cajon at 4:19pm and arrives at 6:45pm. This two and a half hour trip one way is impractical for employment or shopping. Taxi service is occasionally happens if someone is returning from the hospital and costs are covered by Medicare. Lyft and Uber are non-existent. Here is a google fly over providing some more insight to Manzanita:



https://drive.google.com/file/d/1EcXo3mcQfXo7v1z_WCpKGL1XYz_LDC33/view

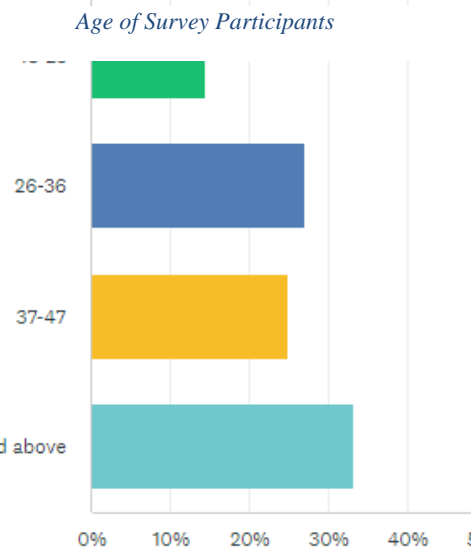
Based on the completed surveys, the Manzanita Community needs more information and relatable experience with an electric vehicle. There were many questions about electric vehicles such as how well does it work when it is cold or snowing? Are there electric trucks that could handle the snow and mud of reservation roads? How long does a battery last and how expensive it is to replace? Is the oil as easy to change as in a gas powered vehicle? What is the first thing to break down on an electric vehicle? How much will my electricity bill increase if I use an electric vehicle? These are just a sample of the questions that were asked. Over 70% of the survey respondents indicated they would be willing to use a car share service.

In closing, education about electric vehicles and alternative transportation options is needed within the community. The Tribe may want to seek funding to initiate a small car share program on the reservation. The Tribe may want to consider purchasing an electric vehicle for tribal use. The County Transportation Authorities provide almost no alternatives for this community. The Tribe is positioned to respond to community needs and it will up to the Tribe to offer alternative transportation options to the community.

DISCUSSION OF NEEDS, GAPS & PREFERENCES

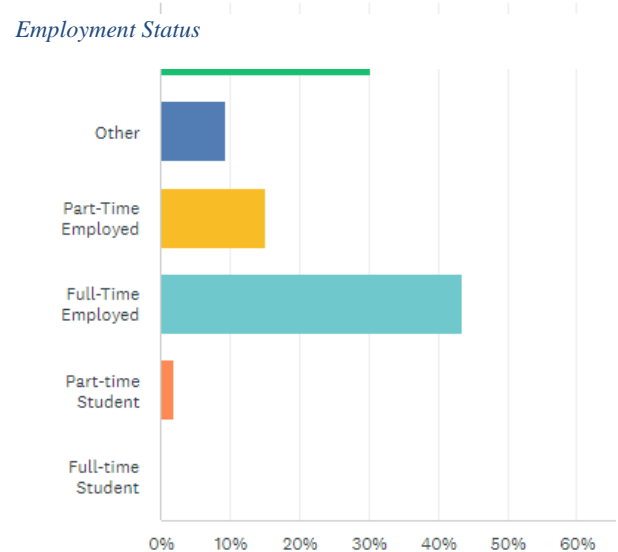
Manzanita staff and Tribal Council determined it was necessary to make modifications to the survey template provided by CAL-Start in order to gain community participation and to be reflective of the community.

Manzanita Tribal Council approved a hybrid event “Drive-Thru” with social distancing one-on-one to



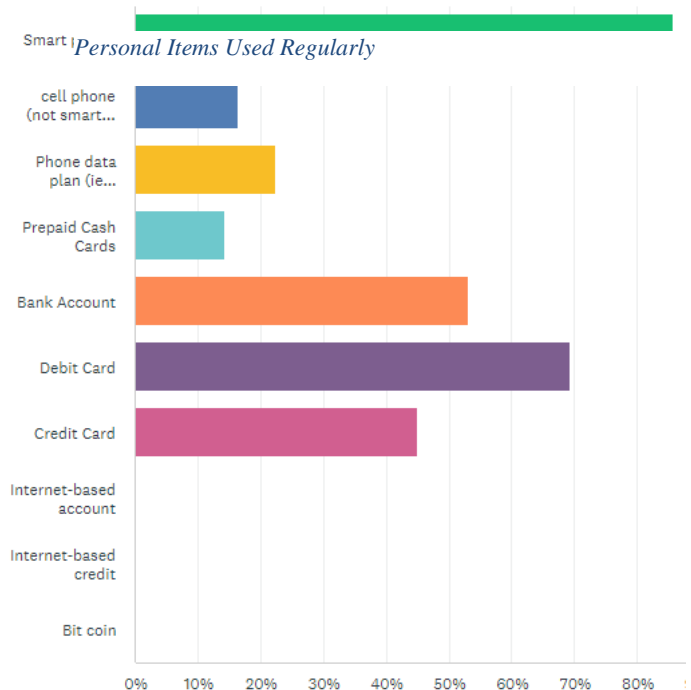
assistance with filling out the surveys. Manzanita was able to collect surveys from all of their adult community members.

The survey results yielded the following results. 14.5 percent of respondents are between the age of 18-25, 27 percent of the respondents were between 26-36, 25 percent of the respondents were between 37-47 and 33 percent were 48 years old and older. 6 individuals skipped this question. 93 percent of respondents were Native American. 3 percent identified with other ethnic groups. 9 individuals skipped this question. When asked language preferences, English was listed as the primary for all but 2 who skipped the question. 11 percent reported some high school. 36 percent of the respondents held a high school diploma or GED. 41 percent of them had some college. 9 percent indicated some college. 2 percent reporting they achieved a master's degree. 43 percent reported working full-time, 15 percent indicated they were part-time employed and 30 percent reported not working. 85 percent reported using a smart



phone. 69 percent use a debit credit card. 14 percent indicated it is difficult for them to walk/roll. 8 percent indicated that it was difficult to use a bike, 14 percent it is difficult to drive and 5 percent indicated it was difficult to take public transit. 82 percent indicated difficult was not applicable. 38 percent reported their income as less than \$25,000. 13 percent with incomes less than \$35,000, 25 percent with incomes less than \$49,000. 22 percent with incomes less than \$65,000. 2 percent with income above \$80,000. All respondents reported multiple individuals living in the home. 34 percent strongly agreed it was easy for them to get to where they needed to go. 36 said it is easy for them to get where they need to go and 19%

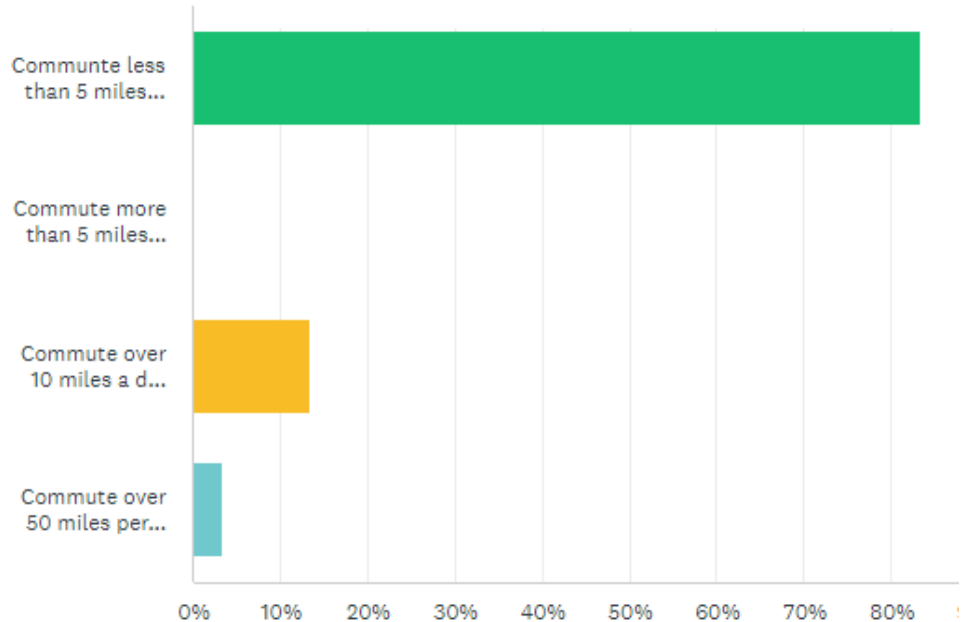
remaining neutral on the question and 11 percent reported they disagree to strongly disagree with ease of transport. 81 percent said they do have a driver's license. 19 percent reported they do not have a driver's license. 2 percent indicated they have no car. 35 percent indicated they own one car, and 64 percent of respondents reported they owned at least 2 vehicles. 50 percent reported they could not afford to purchase or repair a car. 25 percent said they cannot afford gas or insurance. 25 percent indicated they do not hold a driver's license. All respondents 100% reported they could not use a bicycle to meet their transportation needs. 62 percent do not own a bicycle. 60 percent said they could not use a bicycle for transportation needs. 96 percent indicated they do not own any other type of transportation. 50 percent reported they could not afford to buy a bicycle. 95 percent



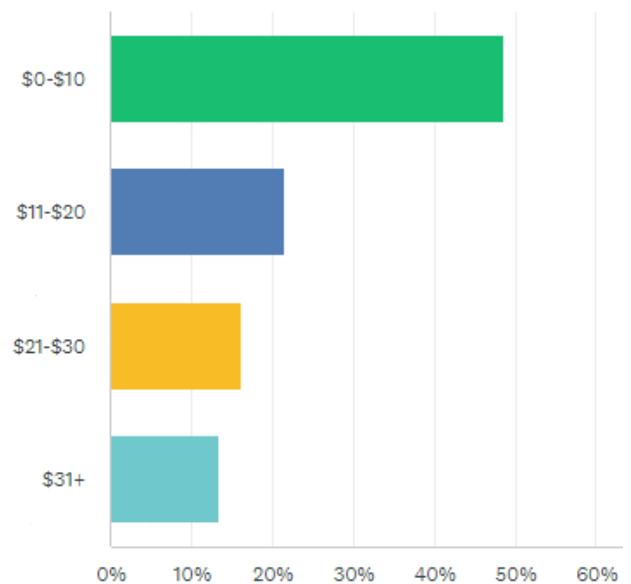
of respondents indicated they would not use public transportation. 33 percent indicating that it would take too long to use it or 20 percent said they do not feel safe using it. 590 percent indicated there are no local stops and stops that do exist are no close. 38 respondents indicated it would not take them to where they would need to go. 17 percent indicated the fare is too expensive. 84 percent of respondents indicated they spend over \$300 a month to use their vehicle. 84 percent

indicate their commute is less than 5 miles per day and yet 14 percent indicate a commute over 10 miles a day but less than 50 miles. And 4 percent indicated their commute is over 50 miles away. 11 percent indicated they would use a car share if made available to them, 9 percent said they probably would use, and 24 percent said they are not sure they would use it. 21 percent said they would probably not and yet 36 percent definitely not. 35 percent said they are not familiar with electric cars, 55 percent said they are not familiar with car share programs and 25 percent said they are familiar with public transit and the same for Lyft and Uber. 37 percent indicated they drive alone daily and 31 percent indicate they drive with other a few days per week. 95 percent say they never ride the bus or light rail and 86 percent say they never use Uber or Lyft. 69 percent indicate they drive alone to do all activities from shopping, commute to work and go to medical appointments. 73 percent said they also drive/ride with others. 49 percent indicated they would use a car share service if it cost less than \$10 per day and 23 percent said they would use it if less than \$20 per day. 27 percent indicated they would use a shuttle service if it was free or low cost. 10 percent indicated they would be interested incentives to purchase a new or used car. 28 percent say they would prefer to be contacted by email and 17 percent they would like a text message.

Work Commute Distance



Acceptable Ride Share Cost



SUMMARY OF CONCLUSIONS

The Manzanita Community is engaged with the Tribal Council. Members rely on the Tribal Office for notices and opportunities. A majority of the Manzanita Community work within 5 minutes of their homes but commute long distances for health care, education, food and entertainment.

The Manzanita Community travelers are typically alone while driving but do occasionally share rides. COVID has impacted any ridesharing that previously existed. The community seems open to the possibility of establishing a car-share program if the cost is low and accessing such a program could be possible with most of the community having access to or use of a smart phones and debit card.

The Tribal Council's leadership will provide the pivotal acceptance of alternative methods of transportation. If the Tribal Council purchased electric vehicles for work use, it could be a great learning opportunity and future acceptance of individuals purchasing their own once they can see it being used within the community.

FOLLOW-UP PLAN

The Manzanita Indian Reservation continues to be closed to the public and office access is restricted. The Tribal Council would be open to the idea of a ride and drive event for the community. They would like detailed information about ownership, repairs and maintenance of an electric vehicle. NAEPC plans on offering a more detailed webinar that can be shared with the community about ownership and maintenance of an electric vehicle. NAEPC is working with GRID Alternatives to provide further details to the community respondents. Manzanita collected email addresses and will use them to provide continued engagement. The Manzanita Tribal Council will use the data collected for future transportation and infrastructure opportunities. The Manzanita Tribal Council has no current plans to seek funding to initiate a shared vehicle program due to lack of capacity to administer a program at this time.