AGENDA HIGHLIGHTS

- UPDATE ON REGIONAL HOMELESSNESS IN SAN DIEGO COUNTY
- DEVELOPMENT OF 2019 SAN DIEGO FORWARD: THE REGIONAL PLAN

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

YOU CAN LISTEN TO THE BOARD OF DIRECTORS
MEETING BY VISITING OUR WEBSITE AT SANDAG.ORG

MESSAGE FROM THE CLERK

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

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Request to Comment form, which is located in the rear of the room, and then present the form to the Clerk of the Board seated at the front table. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Board meeting. Any handouts, presentations, or other materials from the public intended for distribution at the Board meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list either at the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905.

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

如有需要，我们可以把SANDAG议程材料翻译成其他语言。
请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。

**SANDAG offices are accessible by public transit. Phone 511 or visit 511sd.com for route information.**

**Bicycle parking is available in the parking garage of the SANDAG offices.**
### Board of Directors
Friday, October 13, 2017

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<tr>
<th>ITEM NO.</th>
<th>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</th>
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<td>1.</td>
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<td>Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.</td>
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### REPORTS

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<td>2.</td>
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<td>INFORMATION</td>
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<td>(Dr. Sue Lindsay, San Diego State University; Gordon Walker, San Diego Regional Task Force on the Homeless)</td>
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<td>Dr. Sue Lindsay, Executive Director of the Institute for Public Health, San Diego State University; and Gordon Walker, Chief Executive Officer, San Diego Regional Task Force on the Homeless; will provide an overview on current trends, programs, and regional efforts related to homeless populations throughout San Diego County.</td>
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<td>DEVELOPMENT OF 2019 SAN DIEGO FORWARD: THE REGIONAL PLAN</td>
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<td>DISCUSSION/POSSIBLE ACTION</td>
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<td>(San Marcos Mayor Jim Desmond, Transportation Committee Chair; Phil Trom)</td>
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<td>The Board of Directors is asked to provide feedback on revisiting the vision, goals, and policy objectives for 2019 San Diego Forward: The Regional Plan, including potential public outreach efforts.</td>
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<td>If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.</td>
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<th>ITEM NO.</th>
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<td>5.</td>
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<td>The next Board Business meeting is scheduled for Friday, October 27, 2017, at 9 a.m.</td>
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<th>ITEM NO.</th>
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<td>+ next to an agenda item indicates an attachment</td>
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DEVELOPMENT OF 2019 SAN DIEGO FORWARD: THE REGIONAL PLAN

Introduction

SANDAG is scheduled to update San Diego Forward: The Regional Plan in October 2019. The updated plan will be known as “2019 San Diego Forward: The Regional Plan” (commonly referenced as the Regional Plan). The framework of the Regional Plan will be built around its vision, goals, and policy objectives. The plan will use these foundational elements to create an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

The Transportation and Regional Planning Committees provided feedback on this item at their meetings on September 1, 2017. This report includes a summary of the comments received from those committees. The Board is asked to provide feedback on revisiting the vision, goals, and policy objectives for the 2019 Regional Plan, including potential public outreach efforts.

Discussion

Vision, Goals, and Policy Objectives

The development of the vision and goals contained in the 2015 Regional Plan was based on feedback received from the Board of Directors, Policy Advisory Committees, public, local jurisdictions, focus groups, working groups, and a regionwide survey. The feedback indicated a preference for prioritizing the economy and job opportunities, maintaining and improving the transportation system, and supporting environmental preservation and healthy communities. The current vision and goals, as adopted in the 2015 Regional Plan, are illustrated on the right and the policy objectives are included below.
Policy Objectives

The policy objectives for the 2015 Regional Plan provide a broad context in which local and regional decisions can be made that foster a healthy environment, a vibrant economy, and a high quality of life for all. They also provide a framework for specific actions that the region can take to achieve the plan’s goals, realize its vision, and measure progress.

- Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.
- Take advantage of new technologies to make the transportation system more efficient and environmentally friendly.

- Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages.
- Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.

- Create great places for everyone to live, work, and play.
- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.

- Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas.
- Protect and restore our region’s urban canyons, coastlines, beaches, and water resources.

- Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the mega-region and national network, and works for everyone and fosters a high quality of life for all.
- As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.

- Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.
- Support energy programs that promote sustainability.
**Input on Public Outreach Options to Inform or Refine the Vision, Goals, and Policy Objectives**

The current vision, goals, and policy objectives are the result of the extensive public outreach effort that was conducted for the 2015 Regional Plan. In July 2017, the Board received information on the updated Public Involvement Plan (PIP) for the 2019 Regional Plan, which provides a menu of outreach options to be selected depending on the audiences and evolving circumstances. Examples of outreach practices from the updated PIP include focus groups, public opinion surveys, SANDAG Board and Policy Advisory Committee meetings, public workshops, partnership network with regional community-based organizations to reach low income and minority communities, and web-based interactive communications. Staff is seeking input if public outreach options are desired in order to revisit the Vision, Goals, and Policy Objectives for the Regional Plan update.

**Policy Committee Feedback Received**

This report was presented to the Transportation and Regional Planning Committees on September 1, 2017. Both committees recognized the breadth of outreach that was conducted to develop the vision, goals, and policy objectives for the 2015 Regional Plan and did not recommend further outreach. In summary, the committees’ discussion on the vision, goals, and policy objectives included the following feedback:

- Request to include asset management, system preservation, and state of good repair concepts in the policy objectives
- Discussion of including climate change and greenhouse gas emissions reductions in the Environmental Stewardship policy objective

**Next Steps**

Input from the Board will be incorporated into the vision, goals, and policy objectives to guide the development of the 2019 Regional Plan.

Kim Kawada  
Chief Deputy Executive Director

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org
To the San Diego City Council, Mayor & SDPD
Rethinking our Response - Relief is here!

RECHARGE RANCH & DROP-OFF DEPOT ~ R2D2

Q. How can we lift the City of SD out of legal tangles and our vulnerable out of danger & disease?
A. Repurpose Charger Park for short-term activation as Recharge Ranch & Drop-off Depot to serve as temporary Coordinated Entry Center for Geographic Sub-populations Pilot Program

TRANSFORM HURT FROM DEPARTURE OF THE CHARGERS INTO HEALING FOR THOUSANDS!
CHARGER PARK, 50 acres located on Murphy Canyon Rd. north of Aero Drive, is perfectly suited for immediate relief Shelter and Bridge Housing while rapid Climate Friendly inventory is built.

WHAT WORKS? Adaptive reuse of CHARGER PARK for very short-term activation to receive unsheltered encampment Residents from Pilot Program Geographic Sub-population areas 92101, SD Riverbed & Tributaries. Plenty of room for drop-offs from SDPD HOT, PERT & RAP Teams also.

THIS REPRESENTS A SOCIALLY & FISCALLY RESPONSIBLE REMEDY TO:

♥ Recent lawsuit filed for encroachment ticketing
   July 17th suit filed against Mayor, City council & Police Chief for aggressive ticketing of unsheltered is due in part to City’s failure to provide sufficient shelter & housing options & capacity

♥ Hepatitis A Epidemic among encampment Residents which has resulted in 5 deaths
   Avoidable deaths caused by unsanitary living conditions in Downtown and SD Riverbed

♥ Regional Stormwater concerns for toxic runoff from most populated encampments
   Bacteria is too hazardous for the fragile ecosystems of our Bay & Coastal waterways resulting in unnecessary fines due to non-compliance with Federal Clean Water Standards

WHY DOES THIS WORK? Other benefits of CHARGER PARK for Pilot Program:

♥ Great Facility & Appropriate Amenities - Recently occupied - No remediation necessary, has showers, medical facility, commercial kitchen, offices, large paved areas for portable sanitation

♥ Plenty of Space – “to revive the sprung structures as shelter, favored again by many Leaders, Public & Private, on the 50 acres, 14 are gated, for immediate placement and safe Shelter & Bridge Housing for all Geographic Sub-Populations from Pilot and all CES Sub-Populations within those geographic areas - Veteran, family, individual, youth, seniors. Plus pets, pals & possess ons

♥ Great Collaborative Location - Near Services – Within in half mile of RTFH, United Way, Jewish Family Services, 211, Sheriff & SD County HHSA, Homeless Court, easy for Providers to be on-site Not near Schools

WHAT ELSE MAKES SENSE? Fluid Plan to accommodate Client Needs & Community Concerns

♥ No foot traffic on Murphy Canyon - Robust, scheduled & on-demand electric shuttle transportation for facility Residents on & off property to Dr. appts, job interviews, to bus stop, Wal-Mart, etc.

♥ City of SD becomes Regional Environmental & Social Justice Leader - By voluntarily addressing worst encampment toxin source Geo areas & by caring for our most vulnerable

♥ Returns the Downtown Streets to Residents, Merchants, Tourists - Long overdue

♥ Restores SD River and Pueblo Watershed to Parklands - it should be!

♥ Centrally located - Easy access for all Leadership & Community Volunteers

♥ Leverage Regional Faith Community - to enhance performance of Service professionals

Regional Water Quality Board chooses next Geo Subpop encampment clearing areas. We avoid fines - the Region has a template;
Respectfully submitted for your consideration by Monica Ball, UPLIFT, 619-708-3512, mbreelestate@cox.net – Love to discuss!

Old Library, Golden Hall, Qualcomm Stadium, Open Space Park restrooms
Enclosed please find material regarding my urgent concerns about MTS GROSS NEGLIGENCE.

I have lived in this area for the past 33 years, in fact, just after the July 18, 1984 McDonald’s Massacre, in San Ysidro, California, with still many unanswered questions, regarding police responsibility.

While driving into San Diego, on 8, we heard on the radio; “Roger Hedgecock, Mayor of San Diego, has been indicted on 11 Felony Charges…” I said to my son, “Honey, I don’t want to live around anymore White Trash Corruption!” We visited my sister and then moved to Mexico, away from the Long Arm of the California Law. A move I have never been sorry for.

August 1, 1983, on Santa Catalina Island, My Dream Island, I Petitioned the California Commission on Judicial Performance to Investigate and Remove Robert H. Furey, Jr., a Mafia judge, from the California Bench. Five Branches of the Mafia were illegally using HUD Low-Cost Section 8 - Housing Funds to illegally build a Tax Right-off for the rich; Hamilton Cove.

June 1982 Robert H. Furey, Jr. introduced himself to me in the Avalon Courthouse; “I’VE BEEN SENT OVER HERE TO GET RID OF YOU!” I asked him, “You and who else?”

June 6, 1986 The California Commission on Judicial Performance sent me a Registered Letter indicating; ‘WE HAVE UNANIMOUSLY REMOVED ROBERT H. FUREY, JR. FROM THE BENCH”, WITH PAY! A WRIGLEY PERK!

October 29, 1987 I received a Registered Letter from The California State Supreme Court indicating; “WE HAVE UNANIMOUSLY REMOVED ROBERT H. FUREY, JR. FROM THE CALIFORNIA BENCH ON THE GROUNDS OF; ‘8 WILFUL MISCONDUCTS, 11 CHARGES OF PREJUDICIAL CONDUCT, INCAPABLE OF PERFORMING HIS DUTIES IN OFFICE,’, BUT REFUSED TO DISBAR THE BASTARD, INDICATING; “WE DO NOT HAVE ENOUGH GROUNDS…” JUST ANOTHER WRIGLEY PERK.

THEN IN FEBRUARY, 1988, FORMER L.A. PUBLIC DEFENDER, WILBUR LITTLEFIELD, HIRED FUREY AS AN L.A. PUBLIC DEFENDER. WRIGLEY PERK OR NO WRIGLEY PERK, SHT HIT THE FAN. I HAD JUST SPENT 4 YEARS, 2 MONTHS, 3 WEEKS AND 1 DAY OF MY LIFE GETTING RID OF THIS WHITE TRASH CORRUPTION OFF THE CALIFORNIA BENCH AND THIS NUMB NUTS Hires THE BASTARD TO PROTECT AND SERVE THE POOR AND ELDERLY CITIZENS OF L.A. ?????????????????????????????????????

I WROTE LETTERS TO EVERYONE, INCLUDING THOSE 2 ARMENIANS, GOV. GEORGE DUEKMEJIAN AND FORMER L.A.D.A. ROBERT H. PHILIBOSIAN, WHO ATTEMPTED, ILLEGALLY, TO HELP FUREY “AID AND DECLARE (MY 16Y/O CONCERT CLASSICAL PIANIST) A WARD OF THE CALIFORNIA COURT…” SHT REALLY HIT THE FAN! NEXT THING I HEARD WAS FUREY WAS LIVING IN FLORIDA, WRITING WILLS, UNABLE TO DESTROY ANYMORE INNOCENT LIVES.

J UST BEFORE LEAVING THE ISLAND I WAS INFORMED BY MY WONDERFUL PUBLIC DEFENDER THAT, “Jerry SANDERS’ PAPA, A SAN PEDRO COP, WAS FUREY’S #1 IRISH DRINKING BUDDY, THE DEVILS IN WAITING, MAIN REASON I WAS FORCED TO MOVE TO MEXICO.

MTS Supervisors Held, Perry, Asst. Atty. Bruin have all yelled at me, “GET AN ATTY!!!” I don’t have $30,000.00 UP-FRONT MONEY, nor do I have $300.00/hour. San Diego atty’s tell me I don’t have enough boxes…!! “Cause I care for myself I am being persecuted. Rather than going the Humanistic way of The All Mighty Dollar. My dad was a U.S. Marshall. Dad taught me, “You respect the Law and the Law will respect you!” Don’t lie, cheat or steal and respect the elderly! Dad was also the School Bd. Pres. and made sure we learned our Constitutional Rights, “They’ll help you down the road”
TO: San Diego City Council  
San Diego, California  
FR: Nancy I. Cuskaden, Holistic Chiropodist  
Court Certified  
DT: September 12, 2017  
RE: Texas

I spoke with Kevin, my wonderful 21 years grandson, who is a Texas Fire Fighter. I informed Kevin that San Diego had sent “relief” to Texas and he said, “Thanks grandma, that means a lot to me!” I informed him that I planned to go in front of the city council and “Thank” them.

I boarded a #215 MTS bus for downtown and just a few blocks away the bus broke down. When we finally got running again I realized that I was forced to reschedule my day,,,but I did make it to the Jose Azano Jury Selection.

I returned Home to the U.S.A. on May 20, 2016, after +30 years in Mexico. Since then I have been inundated with MTS GROSS NEGLIGENCE; July 28, 2016 I boarded a #7 MTS bus at 54th and University. The door “jackknifed”, hitting my TRIGEMINAL NERVE, CAUSING GREAT TRAUMA AT MY LEFT ELBOW. AT THE LAST STOP I CROSSED UNIVERSITY TO CATCH THE WEST BOUND #7, BACK HOME. I WAS IN SO MUCH PAIN, I was afraid I wouldn’t be able to board the next bus, for fear of vomiting. The #7 bus approached and when I realized that it was the very same #7 bus I had just gotten off of, the damn door banged in to my left shoulder, causing MORE PAIN. The bus driver said, “IT'S BEEN DOING THAT ALL DAY LONG”!!!!!!!!!!!!!!! I said, “Then why in the hell don’t you get the damn thing off the streets?”

JANUARY 20, 2017, IN THE WORST STORM OF THE LAST 100 YEARS. I jumped a trolley to SDSU, about 4:20p.m. from Hillcrest. At Qualcomm the trolley stopped and the conductor told us, about 50 passengers, “YOU HAVE TO GET OFF! THIS TROLLEY IS OUT OF SERVICE!” MY FUCKED-UP ELBOW, crippled by MTS’ GROSS NEGLEGENCE, WAS HURTING LIKE HELL! I asked the conductor if we couldn’t wait in the car ‘til the next trolley came????? He said, “NO! I HAVE TO GET THIS CAR BACK TO THE YARD!” SO AFTER +30 MINUTES OF HELL, WE WAITED IN RAIN, SLEET, WIND WITH NO SHELTER.

THANK GOD THERE WERE NO CHILDREN WHO HAD TO SUFFER.

WE FINALLY got to the #215 MTS bus stop at SDSU and WAITED FOR ANOTHER +30 MINUTES.(WITH NO SHELTER). I can honestly say that in my +76 years I have never been in such a “HELPLESS SITUATION”, nor have I ever had to deal with such Callous Humanistic people. IT’S FRIGHTENING FOR ME TO EVEN THINK ABOUT GETTING ON AN MTS BUS, OR TROLLEY FOR THAT MATTER.

THEN TO TOP IT OFF, FIRST PART OF AUGUST I BOARDED ANOTHER #215 BUS FOR HOME FROM DOWNTOWN. ON THE WAY HOME ON EL CAJON BLVD. THE BUS DRIVER HIT A POTHOLE THAT I FEEL DISCONNECTED MY RIGHT KIDNEY FROM ITS COMFORT ZONE. WANT TO TALK ABOUT MORE MTS PAIN, AND I AM DEALING WITH THESE TIN HORNS IN COURT; SOME OF SANDERS' “STRONG-ARM/CHICAGO STYLE BLACKMAILERS” .......

WASN'T DUFUS SANDERS MARRIED TO THE ARMENIAN MAFIA????????

It’s really sad, and dangerous today, that San Diego Taxpayers must tolerate such Roguery from MTS.
TO: CLERK OF THE SUPERIOR COURT OF CALIFORNIA, COUNTY OF SAN DIEGO

330 BROADWAY
SAN DIEGO, CA. 92101-3827

FR: NANCY L. CUSKADEN, IN PROPRIA PERSONA
PLAINTIFF

HOLISTIC CHIROPODIST Court Certified)

DT: SEPTEMBER 11, 2017

RE: CASE #: 37-2017-00018567-CU-PO-CTL  CUSKADEN vs MTS (IMAGED) FILING DATE; 5-23-17
NEXT EVENT TYPE: CIVIL CASE MANAGEMENT CONFERENCE; OCTOBER 27, 2017, BEFORE THE HON. EDDIE C. STURGEON  PLAINTIFF’S REQUEST FOR CONTINUANCE

NANCY L. CUSKADEN, PLAINTIFF, IN PRO PER, NOW COMES BEFORE THE HONORABLE SUPERIOR COURT OF THE COUNTY OF SAN DIEGO, CALIFORNIA, WITH A MOTION FOR CONTINUANCE. PLAINTIFF IS SUFFERING FROM SEVERE NERVE DAMAGE AND HAS BEEN UNABLE TO RETAIN AN ATTORNEY, BECAUSE OF HER UNUSUAL CASE, i.e. PLAINTIFF IS A HOLISTIC CHIROPODIST /HEALER, (Court Certified), I TAKE CARE OF MYSELF AND TEACH OTHERS TO DO THE SAME. THEREFORE, SAN DIEGO ATTORNEYS TELL ME THAT I "DO NOT HAVE ENOUGH BOXES!"

THIS MONTH I HAVE AN APPOINTMENT WITH A NEUROLOGICAL SPECIALIST IN HOPES OF OBTAINING RELIEF FROM MTS’ GROSS NEGLIGENCE, WHICH IS CAUSING ME A GREAT DEAL OF NERVE TRAUMA.

THEREFORE, I AM REQUESTING THAT MY MOTION FOR CONTINUANCE BE GRANTED AND THAT MY NEXT COURT EVENT BE MOVED FROM OCTOBER 27, 2017 TO JANUARY 8, 2018.

NANCY L. CUSKADEN, PLAINTIFF DECLARES UNDER PENELTY OF PURJURY THAT THE FORGOING IS TRUE AND CORRECT.

NANCY L. CUSKADEN, PLAINTIFF, IN PRO PER

DATED:

CC: MTS/ MICHAEL RIPLEY, ATTY.
12520 HIGH BLUFF DRIVE #110
SAN DIEGO, CA. 92130

EX: Google; San Diego woman questions MTS door safety/7-13-17/CH.10T.V., San Diego, Ca.
November 14, 2016

Ms. Nancy Cuskaden
5343 Monroe Ave
San Diego, CA 92115

Agencies: Metropolitan Transit System & San Diego Transit Corporation
Claim #: TS-11940
Date of Loss: 7/28/16

Dear Nancy:

I have completed my investigation into your incident and your loss was not the result of any negligence on the part of The Metropolitan Transit System. However, I would like to offer as a goodwill gesture; Twelve month Transit compass card in exchange for a signed Release of All Claims. If this offer is acceptable to you, please call me at (619) 557-4584. Failure to accept this offer within six months of the date of this letter voids the offer.

NOTICE OF REJECTION OF CLAIM

Notice is hereby given that the claim you presented to the Metropolitan Transit System and San Diego Transit Corporation is rejected.

WARNING

Subject to certain exceptions, you have only six (6) months from the date this notice was personally delivered or deposited in the mail to file a court action in a municipal or superior court of the State of California on this claim. See Government Code Section 945.6.

This time limitation applies only to causes of action arising under California law for which a claim is mandated by the California Government Tort Claims Act, Government Code Sections 900 et. seq. Other causes of action, including those arising under federal law, may have shorter time limitations for filing.

Regards,

Mark Held
October 20, 2016

Nancy Cuskaden
5343 Monroe Ave  #405
San Diego, CA  92115

Reference:  City File #:  14081
Date of Incident:  07/28/2016
Claimant/Your Client:  Cuskaden, Nancy

Dear Ms. Cuskaden:

Claims against the City of San Diego are referred to this office for investigation, and with the advice of the office of the City Attorney a determination of legal liability. Our investigation has determined the City of San Diego did not own, operate, control and/or maintain the operations, property and/or vehicle which gave rise to your claim on or about the subject date alleged in your claim.

As you may know, the liability of a municipality to persons who claim damages is strictly limited by the legislature of the State of California governing municipal operations. We must review the circumstances of your claim within the terms of those laws. We regret that investigation and legal opinion oblige us to conclude that the City must deny your claim.

Subject to certain exceptions, you have only six (6) months from the date this notice was personally delivered or deposited in the mail to file a court action on this claim. See Government Code Section 945.6. However, you should be advised, if you persist in pursuing any litigation in this action, the City of San Diego may pursue sanctions, attorney fees and costs pursuant to Code of Civil Procedures Sections 128.7 and 1038.

You may seek the advice of an attorney of your choice in connection with this matter. If you desire to consult an attorney, you should do so immediately.

Sincerely,

[Signature]

Marta Terrell
Claims Aide
TO: Jan Goldsmith,  
Attorney  
CITY OF SAN DIEGO

FR: Nancy L. Cuskaden,  
Holistic Chiropodist (court certified)

DT: November 20, 2016

RE: Legal Clarification

On July 28, 2016 I was injured on an MTS - Route #7 - #1016 on University & 54Th.  
October 17, 2016 I submitted a Claim to the City of San Diego's Risk Management.  
On October 27, 2016 Marta Terrell, Claim Aide, informed me that San Diego was not liable in this matter. I was to contact MTS. Claim #14081.  
On November 10, 2016 I submitted a Claim to MTS, TS-11940  
November 16, 2016 I received a Denial Letter from Mark Held, Risk Supervisor, indicating: "I have completed my investigation into your incident and your loss was not the result of any negligence on the part of The Metropolitan Transit System. However, I would like to offer as a goodwill gesture; Twelve month Transit compass card in exchange for a signed Release of All Claims..."  
#1: Mr. Held's letter of 'DENIAL' is not signed. Therefore, is it a Legal Document?  
#2: Is MTS responsible for my 'RACKED' body or is the City of San Diego??  
I would appreciate it very much if you would please send your answer to my e-mail;  
nancylamasajista1@gmail.com

Thanking you,

Nancy L. Cuskaden

cc: Mark Held, San Diego Risk Supervisor for MTS  
Kris Griffin, San Diego Liability Supervisor

2-1-17

T'd really appreciate some cooperation regarding MTS.
Thank you for being there.
June 6, 2017

Nancy Cuskaden
5343 Monroe Ave #405
San Diego, CA 92115

Re: Agencies: Metropolitan Transit System & San Diego Trolley, Inc. & S.D.T.C.
Date of Loss: 1/20/17
Our File #: TL-06-5672-17

Dear Nancy:

Heavy rain caused track flooding that resulted in your train being cut from service. Loss of service from excessive rainfall is both rare and out of our control.

NOTICE OF REJECTION OF CLAIM

Notice is hereby given that the claim you presented to the Metropolitan Transit System/San Diego Trolley, Inc. & San Diego Transit Corporation on 5/30/17 is rejected in its entirety. The effective date of the rejection is 6/06/17. Please be advised that there are specific time limitations that you must comply with for bringing a court action against Metropolitan Transit System/San Diego Trolley, Inc. & San Diego Transit Corporation. The time limitations are subject to the parameters specified below.

WARNING

Subject to certain exceptions, you have only six (6) months from the date this notice was personally delivered or deposited in the mail to file a court action in a municipal or superior court of the State of California on this claim. See Government Code Section 945.6.

This time limitation applies only to causes of action arising under California law for which a claim is mandated by the California Government Tort Claims Act, Government Code Sections 900 et. seq. Other causes of action, including those arising under federal law, may have shorter time limitations for filing.

Regards,

Mark Held
MTS Claims Supervisor

6-6-17

Date
RTFH Core Functions

• $18 million federal HUD funds

• Coordinated Entry System

• Homeless Management Information System:
  ✦ 50 partner agencies ✦ 350 unique programs ✦ 550 unique users

• Point In Time Count
2017 PITC Highlights

Regional Homelessness Estimates

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
<th>2017</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unsheltered</td>
<td>4,940</td>
<td>5,621</td>
<td>+14%</td>
</tr>
<tr>
<td>Sheltered</td>
<td>3,752</td>
<td>3,495</td>
<td>-6%</td>
</tr>
<tr>
<td>Total Homeless</td>
<td>8,692</td>
<td>9,116</td>
<td>+5%</td>
</tr>
</tbody>
</table>
Regional Trend over 5 years

Regional 5-Year Trends

<table>
<thead>
<tr>
<th>Year</th>
<th>Unsheltered</th>
<th>Sheltered</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>4305</td>
<td>4574</td>
<td>8879</td>
</tr>
<tr>
<td>2014</td>
<td>3985</td>
<td>4521</td>
<td>8506</td>
</tr>
<tr>
<td>2015</td>
<td>4156</td>
<td>4586</td>
<td>8742</td>
</tr>
<tr>
<td>2016</td>
<td>3752</td>
<td>4940</td>
<td>8692</td>
</tr>
<tr>
<td>2017</td>
<td>3495</td>
<td>5621</td>
<td>9116</td>
</tr>
</tbody>
</table>

% Change 2013 to 2017
- Unsheltered: +23%
- Sheltered: -19%
- Total: +3%
Regional Breakdown
sheltered + unsheltered

<table>
<thead>
<tr>
<th>Region</th>
<th>% of the Region</th>
<th>Total Homeless Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Diego</td>
<td>62%</td>
<td>5,619</td>
</tr>
<tr>
<td>North County Inland</td>
<td>14%</td>
<td>1,287</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>9%</td>
<td>814</td>
</tr>
<tr>
<td>South County</td>
<td>8%</td>
<td>711</td>
</tr>
<tr>
<td>East County</td>
<td>7%</td>
<td>685</td>
</tr>
</tbody>
</table>
Survey Results:

- 39% Mental Health Issues
- 40% Physically Disabled
- 29% Domestic Violence Survivor
- 20% Substance Abuse issue
- 16% Currently on Probation or Parole

Sub-Populations:

- 19% increase seniors (Age 55+)
- 62% increase Chronically Homeless
- 2% decrease Families w/ children (under 18)
- 9% decrease Veterans
San Diego County’s Homeless System of Care

Sue Lindsay, Ph.D., MSW, MPH
Associate Professor of Epidemiology, Emeritus
Institute for Public Health
Graduate School of Public Health
San Diego State University
Definitions

Homeless Management Information System (HMIS):  
An online database established by the federal office of Housing and Urban Development to store information about homeless clients served in a community. Data is entered into the HMIS by all programs for all clients that receive any type of homeless dedicated service. Includes entry and exit dates, project type(s), client demographics, family structure, length of stay and exit destination. This information was traditionally used to create standard reports to be sent back to HUD for funding decisions.

Coordinated Entry System (CES)  
A federal “best practice” designed to ensure that homeless clients at highest risk are deemed eligible and can be “matched” to one of two permanent housing programs 1) rapid re-housing or 2) permanent supportive housing. Beginning in January 2017, San Diego County set the goal to assess and appropriately refer ALL homeless persons throughout the county using the Coordinated Entry System.
To Reduce Homelessness you need:

- To reach beyond annually counting sheltered and unsheltered homeless persons, or even asking the question: Does this specific program or intervention work?

- We need to examine the entire system of care and all its components, e.g. inflow, clients served, and exit destinations for project types and sub-populations.

- To be the most effective and efficient, we need to know:
  - Who and how many are seeking homeless services and why?
  - What services are being offered to whom and why?
  - What are the outcomes of those services in different sub-populations?
  - Do you have the correct combination of services for your population?
  - How do you concisely describe the current system of care to the community as well as the many agencies and projects serving the homeless?
Collective Impact for Reducing Homelessness:
San Diego’s Homeless System of Care
Throughout San Diego County

50 agencies, 220 programs, 450 HMIS users

Current Programs:
• 56 permanent supportive housing programs
• 55 transitional housing programs
• 40 emergency shelters
• 28 Rapid-Rehousing programs
• 15 street outreach programs
• 8 homeless prevention programs
• 7 support services only programs
• 4 permanent housing only programs
• 3 safe haven programs
• 2 permanent housing plus services programs
• 2 day shelters
January 2017 Point-in-Time Count
One Day in January
Counts only those unsheltered and in temporary shelter on that day
Total = 9,116

Unsheltered (5,621, 62%)
Temp Sheltered (3,495, 38%)
Homeless System Framework
Those served by the Homeless System of Care

Unsheltered

Services Only Outreach, Day Shelter etc. (26%)

Temporary Shelters ES/SH/TH (34%)

Permanent Housing Projects RRH/Permanent Housing (40%)
San Diego’s Homeless System Framework

http://www.rtfhsd.org/resource-library/regional-reports/
The Demand for Services is Very High!

- The size of the system of care and the number of people served annually is much larger than most thought it was. Robust and flexible with many different project types.

- The number of unique clients enrolling in all projects consistently exceeds the number exiting the system over all quarters and all sub-populations.

- 46% of those “new to the system” came in from the street, and 25% of them had been homeless over 1 year (the effect of coordinated entry).
Significant Increase in Coordinated Entry and Assessment
Veteran Success since Oct 1, 2017:
1,497 (53%) of identified homeless veterans were placed in permanent housing
only 9% exited programs back to the street

52% New to System
Veteran Success

Unique Clients Served by Project Type

- Permanent Housing Projects: ↑ 51%
- Transitional Housing: ↓ 35%
Less Success with Chronically Homeless

51% Previously Served
50% in ES/TH/SH
37% exit to street
22% re-entering after permanent housing placements
51% Previously Served (no PH)
Rapid-Rehousing Success

Rapid Re-Housing without move-in: ↑ 96% in 2 years

Rapid Re-Housing with move-in: ↑ 68% in 2 years
Summary

- Homelessness is a county-wide challenge that requires county-wide solutions. It is highly associated with San Diego’s economic environment.

- There is a very large regional demand for homeless services, far more than is reflected in the Point in Time Count.

- San Diego now has almost universal coordinated assessment, clients with the highest risk for chronic homelessness have been identified, and many await housing.

- In the past year, we have had excellent success placing homeless veterans in permanent housing.

- The availability of affordable permanent housing is key. All cities should be working toward affordable housing solutions including landlord incentive programs.

- The System Framework is publicly available on the RTFH website. We encourage all interested in homelessness to visit the site.
Development of 2019 San Diego Forward: The Regional Plan
Board of Directors Item 3 | October 13, 2017

Why a Regional Plan?

- Blueprint for regional transportation planning
- Integrated with local land use plans
- Minimum 20-year horizon and updated every four years
- Identifies regional transportation investments
- Must be fiscally constrained
- Must meet federal air quality requirements
- Developed through an inclusive public process
Why a Regional Plan (continued)

- Includes a Sustainable Communities Strategy
- Identifies an eight-year projection of the regional housing need
- Complies with state requirements to develop a Regional Comprehensive Plan
- Subject to California Environmental Quality Act (CEQA)
- Leads to project implementation through the 5-year Regional Transportation Improvement Program (RTIP)

2019 Regional Plan Schedule and Key Milestones

<table>
<thead>
<tr>
<th>Fall 2017 / Early 2018</th>
<th>Spring 2018</th>
<th>Summer 2018</th>
<th>Spring / Fall 2019</th>
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</thead>
<tbody>
<tr>
<td>Vision, Goals, and Policy Objectives</td>
<td>Network Development (All Modes)</td>
<td>Define Unconstrained Network</td>
<td>Active Transportation and Roadways</td>
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<tr>
<td>2050 Regional Growth Forecast</td>
<td>Revenue Constrained Scenarios</td>
<td>Evaluate Revenue Constrained Scenarios</td>
<td>Select Preferred Transportation Scenario</td>
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<tr>
<td>Evaluate Technologies</td>
<td>Revenue and Cost Projections</td>
<td>Draft/Final 2019 RP/SCS, Air Quality Conformity, and EIR</td>
<td></td>
</tr>
<tr>
<td>Revenue Constrained Scenarios</td>
<td>Ongoing Public Involvement</td>
<td>Draft/Final RHNA</td>
<td></td>
</tr>
</tbody>
</table>

Ongoing Public Involvement
2015 San Diego Forward: The Regional Plan Vision & Goals

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

San Diego Forward Policy Objectives (2015)
San Diego Forward Policy Objectives (2015)

Mobility Choices
- More travel choices
- New technologies to make transportation more efficient and accessible

Environmental Stewardship
- Protect the environment
- Promote sustainability

San Diego Forward Policy Objectives (2015)

Regional Economic Prosperity
- Provide access for all communities
- Make freight more efficient and environmentally friendly

Partnerships/Collaboration
- Design transportation collaboratively
- Recognize vital economic, environmental, cultural, and community linkages
San Diego Forward Policy Objectives (2015)

Healthy and Complete Communities
• Create great places
• Connect communities through a variety of transportation choices

Habitat and Open Space Preservation
• Set aside more open space
• Protect and restore our region’s urban canyons, coastlines, beaches, and water resources

Vision, Goals, and Policy Objectives

Options for the 2019 Regional Plan
• Reaffirm current vision, goals, and policy objectives
• Revisit vision, goals, and policy objectives
Next Steps

• **Incorporate Board input** into the vision, goals, and policy objectives to guide the development of the 2019 Regional Plan *(October 2017)*

**Future Board of Directors Actions**

• **Seek direction** on the transportation network development process *(October 2017)*

• **Hear a report** on the development of the regional growth forecast *(December 2017)*

• **Seek direction** on revenue forecast options *(Early 2018)*

• **Seek direction** on revenue constrained transportation scenarios and performance measures *(Early 2018)*

• **Board of Directors selects** preferred revenue constrained transportation scenario *(Summer 2018)*
Policy Objectives – Proposed Refinements

- Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.
- Take advantage of new technologies to make the transportation system more efficient and environmentally friendly.
- **Ensure system preservation, asset management, and state of good repair.**

Policy Objectives – Proposed Refinements

- Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, sustainable living, **and address climate change.**
- Support energy programs that promote sustainability.