



Barona Band of Mission Indians
Campo Band of Mission Indians
Ewínapacyp Band of the Kumeyaay Indians
Íipay Nation of Santa Ysabel
Jamul Indian Village of California
La Jolla Band of Luiseño Indians
La Posta Band of the Kumeyaay Nation
Pala Band of Mission Indians
Pauma Band of Luiseño Indians
Rincón Band of Luiseño Indians
San Pasqual Band of Diegueño Indians
Sycuan Band of the Kumeyaay Nation
Viejas Band of Kumeyaay Indians

Meeting Notice and Agenda

Interagency Technical Working Group on Tribal Transportation Issues

The Interagency Technical Working Group on Tribal Transportation Issues may take action on any item appearing on this agenda.

Wednesday, January 22, 2020

10 a.m. to 12 noon
(Luncheon to follow hosted by the San Pasqual Band of Diegueño Indians)

San Pasqual Tribal Hall
16400 Kumeyaay Way
Valley Center, CA 92082

Staff Contact: Jane Clough, Ph.D.
(619) 699-1909
jane.clough@sandag.org



Agenda Highlights

- **Update on California Intertribal Alliance**
- **Regional Air Quality Overview**
- **2021 Regional Plan Update**

Please silence all electronic devices during the meeting

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.



401 B Street, Suite 800
San Diego, CA 92101

(619) 699-1909

Fax
(619) 699-1905

sandag.org



Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group 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 Working Group may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Working Group coordinator no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at 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 sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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.

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

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

如有需要, 我塊可以把SANDAG议程材料翻译成其他語言.

请在会议前至少 72 小时 打电话 (619) 699-1900 提出请求.

DIRECTIONS TO MEETING LOCATION

Meeting location:

San Pasqual Tribal Hall
16400 Kumeyaay Way
Valley Center, CA 92082

Driving directions:

From Downtown San Diego

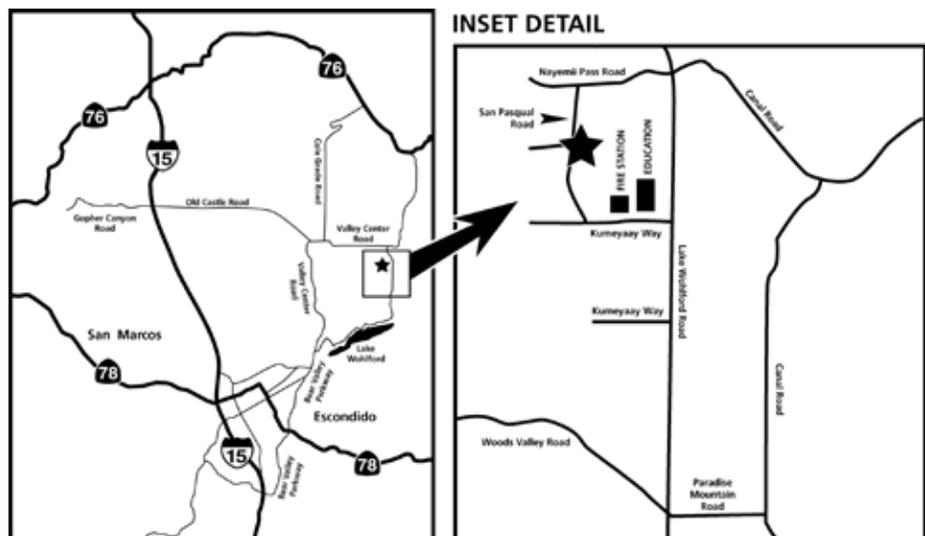
Take CA-163 North
Merge onto I-15 North
Take exit 28 for Center City Pkwy/
South Centre City Pkwy
Turn right toward S Escondido Blvd
Turn left onto S Escondido Blvd
Turn right onto Sunset Drive
Turn left onto Bear Valley Pkwy
Use right two lanes to turn right onto
E Valley Pkwy
Turn right onto Lake Wohlford Road
Turn left onto Kumeyaay Way

From the North

Take I-15 South toward San Diego
Take exit 41 for Gopher Canyon Road toward
Old Castle Road
Turn left onto Gopher Canyon Road
Turn right at the second cross street
onto Champagne Blvd
turn left onto Old Castle Road
Continue onto Lilac Road
Turn left onto Valley Center Road
Turn right onto N Lake Wohlford Road
Turn right onto Kumeyaay Way

From El Centro

Take Interstate 8 West toward San Diego
Take exit 89 for Imperial Highway toward
Ocotillo
Turn right onto Country Route S2/
North Imperial Highway
Continue onto Great Southern
Overland Stage Route
Turn right onto CA-78 East
Turn left onto San Felipe Road
Turn left onto CA-79 South
Turn right onto CA-76 West
Turn left onto Valley Center Road
Turn left onto North Lake Wohlford Road
Turn right onto Kumeyaay Way



Interagency Technical Working Group on Tribal Transportation Issues

Wednesday, January 22, 2020

Item No.		Recommendation
1.	<p>Welcome by San Pasqual Tribal Council and Self Introductions</p> <p>The San Pasqual Tribal Council will welcome the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) and public to their tribal nation.</p>	Information
2.	<p>Public/Member Comments and Communications</p> <p><i>Chairwoman Erica Pinto, Working Group Co-Chair, Jamul</i></p> <p>Members of the public shall have the opportunity to address the Working Group on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.</p>	Information
+3.	<p>Approval of Meeting Minutes</p> <p><i>Chairwoman Erica Pinto, Working Group Co-Chair, Jamul</i></p> <p>The Working Group is asked to review and approve the minutes from its October 2, 2019, meeting.</p>	Approve
4.	<p>Co-Chairs' Reports</p> <p><i>Coleen Clementson, SANDAG</i> <i>Chairwoman Erica Pinto, Working Group Co-Chair, Jamul</i></p> <p>Co-Chairs of the Working Group will share updates from their respective agency/meetings relevant to the mission of the Working Group.</p>	Information
Consent		
+5.	<p>2020 Coordinated Plan</p> <p><i>Jane Clough, SANDAG</i></p> <p>The Regional Short-Range Transit Plan and Coordinated Plan provides a blueprint for the development of transit and human services transportation in the San Diego region over the next five years. Over the next few months, SANDAG will conduct focus groups and outreach events across the county to gather information on specialized transportation needs in the region. The attached report provides additional information on the Coordinated Plan and includes a copy of an outreach questionnaire for information.</p>	Information

Reports

6. **Tribal Transportation Program Coordinating Committee Update** Discussion
Andrew Orosco, San Pasqual

The Working Group will be briefed on issues raised by the TTP Coordinating Committee, including discussion of the new organizational model of the Tribal Technical Assistance Program and integration of BIA road inventory data from the Road Inventory Field Data System to ArcGIS.
- +7. **2020 Performance Management Rule 1 Target Setting** Discussion
Rachel Kennedy, SANDAG

Information on target-setting efforts for Performance Management Rule 1, which include measures related to fatalities and serious injuries on all public roads, will be presented.
8. **Update on California Intertribal Alliance** Information
Jeremy Zagarella, Pauma Tribal Government

An update on recent activities and innovative strategies the California Intertribal Alliance has undertaken for tribal transportation projects will be presented.
9. **Regional Air Quality Overview** Discussion
Nick Cormier, San Diego Air Pollution Control District

San Diego County is currently designated as a nonattainment area for state and federal ground-level ozone standards. Consequently, the San Diego County Air Pollution Control District (APCD) and California Air Resources Board (CARB) must periodically prepare state and federal air quality plans that demonstrate how these standards will be achieved. APCD staff will present a brief overview of air quality in San Diego County, as well information about how tribes can participate in the development of the upcoming federal air quality plan.
10. **2021 Regional Plan Update** Discussion
Jane Clough, SANDAG

An update on the 2021 Regional Plan and an overview of the feedback received from the October workshop and next steps will be presented.
11. **Grant Opportunities** Discussion
Jane Clough, SANDAG

Staff and tribal members have the opportunity to share upcoming grant opportunities that are relevant to implementing projects identified in the Intraregional Tribal Transportation Strategy.

12. Topics for Next Meeting and Adjournment

Chairwoman Erica Pinto, Working Group Co-Chair, Jamul

Discussion/
Possible Action

The Working Group is asked to discuss potential topics for the next quarterly meeting which should take place in April 2020. As the January meeting was in the north, it is recommended that the meeting be held in the south.

+ next to an agenda item indicates an attachment



Interagency Technical Working Group on Tribal Transportation Issues

Item: **3**

Action: **Approve**

October 2, 2019, Meeting Minutes

Co-Chair Erica Pinto (Jamul Indian Village of California) called the meeting of the Interagency Technical Working Group on Tribal Transportation (Working Group) to order at 9:15 a.m.

1. Welcome by Barona Tribal Council and Self Introductions

Co-Chair Pinto welcomed the members of the Working Group and Chairman Edwin “Thorpe” Romero (Barona Band of Mission Indians) led the blessing.

Co-Chair Pinto facilitated self-introductions.

Tribal Nations represented were: Barona Band of Mission Indians; Campo Kumeyaay Nation; Jamul Indian Village of California; La Jolla Band of Luiseño Indians; Manzanita Band of the Kumeyaay Nation; Mesa Grande Band of Mission Indians; Pala Band of Mission Indians; Rincon Band of Luiseño Indians; San Pasqual Band of Diegueño Indians; Sycuan Band of the Kumeyaay Nation; and Viejas Band of Kumeyaay Nation.

2. Public Comments/Communication/Member Comments

There were no public comments, communications, or member comments.

3. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Chairman Romero (Barona) and a second by Vice Chairman Mike Hunter (Jamul Indian Village of California), the Interagency Technical Working Group on Tribal Transportation approved the minutes from its July 24, 2019, meeting. Yes: Chairman Romero (Barona), Gary Connolly (Campo Kumeyaay Nation), Co-Chair Pinto (Jamul), Chairman Fred Nelson, Jr. (La Jolla Band of Luiseño Indians), Lisa Haws (Manzanita Band of the Kumeyaay Nation), Chairman Mike Linton (Mesa Grande Band of Mission Indians), Shasta Gaughen (Pala Band of Mission Indians), Chairman Bo Mazzetti (Rincon Band of Luiseño Indians), Chairman Cody Martinez (Sycuan Band of the Kumeyaay Nation), Mr. Ray Teran (Viejas Band of the Kumeyaay Nation). No: None. Abstain: None. Absent: Ewiiapaayp Band of the Kumeyaay Nation, Iipay Nation of Santa Ysabel, La Posta Band of the Kumeyaay Nation, Los Coyotes Band of Cahuilla/Cupeño Indians, Pauma Band of Luiseño Indians.

2021 Regional Plan Workshop

4. 2021 Regional Plan: Context and Overview

Coleen Clementson provided context and overview for the 2021 Regional Plan to inform the workshop. The 2021 Regional Plan will be the region’s collective vision for the future. SANDAG has developed initial ideas for transforming the region’s transportation system. These key strategies, known as the 5 Big Moves, will set the framework for a new regional transportation vision for the 2021 Regional Plan.

5. Plan Development Process: Using Data to Develop the Transportation Network

Pat Landrum, SANDAG, shared how data is being used to inform the development of the transportation network and its relevance to tribal nations. Data helps answer questions about how the region can apply the

5 Big Moves to maintain and improve mobility, accessibility, and connectivity as the population grows, new travel choices emerge, and travel patterns evolve.

6. Interregional Tribal Transportation Strategy and 2021 Regional Plan: Goal Alignment

Antoinette Meier and Tuere Fa'aola discussed how the goals of the Interregional Tribal Transportation Strategy and how the goals of the 2021 Regional Plan align. The Working Group then participated in a discussion on the alignment of these goals.

Discussion:

Co-Chair Pinto (Jamul) asked Mr. Hasan Ikhata to provide his comments. Mr. Ikhata stated that SANDAG took the comments from the last Tribal TWG meeting and confirmed that the 2021 Regional Plan will be inclusive of tribal concerns. Mr. Ikhata expressed his hope that this meeting will begin the conversation for Tribal Nations to give significant input during the development of the Regional Plan. He also acknowledged that in the past funding was not given directly given to the tribes. Mr. Ikhata stated that he would work on a Memorandum of Understanding to provide resources so that the Tribal Nations can provide significant input on the Regional Plan and implementation. Mr. Ikhata believes that there are many areas in which SANDAG and the Tribal Nations can collaborate to get projects out of the planning stage and into implementation. He stated that Tribal Nations need more opportunities to apply for grants and he hoped that they can reinvigorate this working relationship to make this happen.

Chairman Mazzetti (Rincon) commented that the Tribal Nations have been trying to implement transportation projects years, but – in his opinion- little progress has been made. He asked how things are going to be different in the future. Mr. Ikhata responded with an apology for the lack of resources and not being able to move forward with implementation for projects important to tribes. Chairman Mazzetti (Rincon) elaborated that he has given the County funding for projects for years; however, nothing has been implemented. He further stated that Federal Highway Administration might be interested in the fact that safety projects identified by the tribes have not been implemented.

Chairman Romero (Barona) agreed with Chairman Mazzetti (Rincon) that something needs to be addressed and changed. He added that there have been numerous fatal traffic accidents on Barona and emphasized the importance of the ITTS projects with regards to safety. Chairman Romero acknowledged that while Caltrans and the County have been part of the conversation for years, they need to be more involved as they are the ones responsible for the implementation for many projects in the ITTS.

Chairman Cody Martinez (Sycuan) stated that tribal input has had minimal impact on the Regional Plan and that there is still a lack of understanding of tribal priorities. He believes that the framework and concepts of the 5 Big Moves is great, however, other than the mobility hubs, they do not seem applicable to Indian Country. He echoed other tribal leaders that safety is the top priority.

Co-Chair Pinto (Jamul) commented that the projects identified in the ITTS are very important to everyone and shared that six projects were identified by the Tribal Working Group as ones that were feasible to pursue collectively and find funding.

Chairman Fred Nelson, Jr. (La Jolla) also stated that SANDAG needs to show more of a commitment to the tribes. He shared that while they always talk about projects and planning, there has been no action taken, and therefore it is difficult to see commitment to pushing tribal projects forward. Ms. Jane Clough commented that everyone in the Working Group was present when the ITTS was being developed and the tribes agreed that the inventory not be prioritized but rather see how projects fit new funding sources. Ms. Clough reminded the Working Group that the project list is and will continue to be available and anyone can query the database to identify which projects are eligible for different types of grants. She noted that when Highway Safety Improvement Program (HSIP) funding became available with a tribal set aside, the project inventory was queried and several tribes who had projects fitting the eligibility requirements applied and were successful in getting funding.

Mr. Ray Teran (Viejas) commented that he was very pleased that the elected officials of the Tribal Governments made their statements. Mr. Teran expressed that the planning process is very fatiguing and questioned if there has been a payoff for their past 20 years of work. Mr. Teran also commented that he was disappointed to see the two years of work Tribal Nations put into the ITTS sanitized into the 5 Big Moves. He also shared his belief that people will only implement the 5 Big Moves if driving became too expensive and that the sixth Big Move should be to ration fuel sources so the urban areas can hit the target.

Ms. Ann Fox (Caltrans) stated that Caltrans has the ITTS project inventory, as well as the short list and is looking for ways to advance the selected projects. Ms. Fox updated the Working Group that the Campo and SR-94 projects have been pulled into Caltrans' maintenance project list and that Caltrans is initiating an investigation for the project in Viejas to check if any work is being or has been done. Ms. Fox also commented that with the 5 Big Moves, there is an opportunity to bring technology such as fiber optics to the tribes, and that they can look into bike paths and transit to the reservations. She also shared that they are looking at environmental alternatives for SR-76 in its entirety.

Chairman Mazzetti (Rincon) responded that Caltrans needs to think realistically and look at cost appropriate alternatives that are environmentally sound and economically viable. Ms. Fox responded that Caltrans is looking at more ranges of alternatives. Chi Vargas (Caltrans) also stated that the SR76 project is in the RTP as an operational improvement and that Caltrans is looking at these projects and that Tribal Nations are a part of the process. Chairman Mazzetti responded that Rincon has wanted to do a project with Caltrans, however whenever they ask, they get directed to another agency. Chairman Mazzetti also stated that mitigation falls on the County and is still not clear how the funding was dedicated.

Mr. Ikhata responded that putting projects in the RTP is the easy part, however if the tribes want to get these projects done, then these projects should not just be in the plan. Mr. Ikhata expressed his desire to be honest and shared that there is no money to do any project. Mr. Ikhata stated that he wants to find a mechanism moving forward to maintain an honest discussion with the Tribal Nations. Mr. Ikhata also shared his hope to fund the preparation work for projects that have been identified as important to tribes in the ITTS Project Inventory.

Chairman Martinez (Sycuan) commented that aside from capacity increasing transportation projects, Sycuan is also interested in reducing VMT. With Sycuan's gaming facility, there are 200,000 trips per day and there are opportunities to reduce this number. Chairman Martinez inquired whether there would be an opportunity to conduct a study to gain a better understanding of casinos and their impact on transportation and economy. Mr. Ikhata agreed and stated that they should fund the study. Chairman Martinez also expressed doubts with incorporating technology in rural areas. Mr. Ikhata responded that he wants SANDAG to be the first to try inductive EV charging and that perhaps tribal governments would want to partner, as reservations might be ideal testing grounds.

Mr. Adam Geisler thanked SANDAG for bringing the Vision Team to Barona. He expressed that the La Jolla Band of Luiseño Indians sees an opportunity to change how things work and move forward from how things have been done in the past. Mr. Geisler commented that there are some real gaps that need to be in the plan such as tribal needs and tribal economic impact. Mr. Geisler stated that greenhouse gas emissions and economic vitality are two areas that SANDAG cares about and that these two areas are incentives for tribes. Mr. Geisler believes that the tribal economic corridor is missing from the plan because tribal data is not being included. Mr. Ikhata suggested that Mr. Geisler work with SANDAG to help them understand. Pat Landrum also commented that the data used to develop employment center data was EEE confidential data that includes payroll information.

Mr. Geisler also shared that Tribal Nations have a very different level of connectivity and a lot of the technology discussed with the 5 Big Moves does not exist. Mr. Geisler also expressed concern about emergency preparedness. He stated that even though La Jolla burned in 76', 03', '07, and has flooded, they have not seen an investment in improving the roadway conditions to facilitate better emergency access. Mr. Geisler continued to state that while someone can Uber to La Jolla, there will be no Ubers in La Jolla to take people back to their origin point after. Mr. Geisler also suggested leveraging tribal relationships to help plan for infrastructure to support 5 Big Moves. For example, tribal nations have the capability to build solar

and wind energy sources. Mr. Ikhata responded that SANDAG has applied for grant funding in collaboration with tribes in the past and the question now is how to maximize the opportunity to apply for funding to get projects completed in the shorter term. Mr. Ikhata stated that he plans to establish a process to make sure that everyone is a part of the 5 Big Moves.

7. Interactive Exercise: Potential Applications of the 5 Big Moves to Implement Tribal Transportation Goals

An interactive exercise in breakout groups to analyze how the concepts of the 5 Big Moves can be implemented to support tribal transportation goals. Four stations were set up that represent different goals noted in the ITTS, in light of the 5 Big Moves, to brainstorm solutions that could improve mobility for the Tribal Nations and complement the projects defined in the plan. Below are some of the concepts discussed as they relate to the ITTS goals.

Economic Vitality and Economic and Regional Connectivity

ITTS goal: Regional connectivity is important because the transportation system connects people to jobs, schools, and shopping and recreational destinations.

Most favored ideas included higher frequency for bus transportation, especially for employees, and affordable housing for employees that make long commutes.

Safety and Roadway Conditions

ITTS goal: Safety is the most important issue for tribes in San Diego County. Improving safety for drivers, bicyclists, and pedestrians is important to reduce the number of traffic fatalities and serious injuries on all roads.

Feedback in this area of focus included concerns of lack of transportation options in rural areas. Brainstorming ideas included: providing ride sharing incentives, Advanced goods movement, introducing small buses and/or sprinter vans in rural areas. Favored attributes that align with the 5 Big Moves included: Real-Time Information, and Infrastructure (including fiber) need for connectivity.

Environment and Energy

ITTS goal: In the area of environmental conservation, there are a number of opportunities for collaboration, including creating frameworks for discussing environmental concerns.

Interest in this category included more EV infrastructure incentives or tax credits for electric vehicles. More involvement from jurisdictional and SANDAG supported emergency plans and evacuation planning efforts.

Multimodal Mobility

ITTS goal: Bicycle and pedestrian transportation options provide an economical and healthy way for people of all ages and abilities to travel. Transit provides an affordable alternative to driving and provides another important link to connect people to jobs and basic services.

Inspirational ideas in this category included: policies supporting telework or short work week opportunities, electric vehicles/ motorcycles and charging infrastructure, and light rail. Favored attributes that align with the 5 Big Moves included: promoting rideshare and creating easy pick-up and drop-off zones.

Confirmed Attendance at SANDAG Interagency Technical Working Group on Tribal Transportation Issues Meeting

October 2, 2019

Jurisdiction	Name	Attended	Comments
Jamul Indian Village of California	Erica Pinto – Co-Chair	Yes	
	Michael A. Hunter, Alternate	Yes	
San Pasqual Band of Diegueño Indians	Andrew Orosco, Jr – Vice-Chair	Yes	
	Steven Cope	No	
Barona Band of Mission Indians	Edwin “Thorpe” Romero	Yes	
	Sheilla Alvarez, Alternate	Yes	
Campo Kumeyaay Nation	Harry Cuero, Jr.	No	
	Marcus Cuero, Alternate	No	
	Gary Conolly	Yes	
Ewiaapaayp Band of the Kumeyaay Nation	William Micklin	No	
	Robert Pinto, Sr., Alternate	No	
Iipay Nation of Santa Ysabel	Brandie Taylor	No	
Inaja-Cosmit Reservation	Rebecca M. Osuna	No	
	Leia Arviso, Alternate	No	
La Jolla Band of Luiseño Indians	Fred Nelson, Jr.	Yes	
	George Wilkins, Alternate	No	
	John Beresford, Alternate	Yes	
La Posta Band of the Kumeyaay Nation	Eric LaChappa	No	
	James Hill, Alternate	No	
Los Coyotes Band of Cahuilla/Cupeño Indians	Ray Chapparosa	No	
	Alvina Fletcher, Alternate	No	
Manzanita Band of the Kumeyaay Nation	Angela Elliot Santos	No	
	Johnny Eaglespirit, Alternate	No	
	Lisa Haws, Alternate	Yes	
Mesa Grande Band of Mission Indians	Mike Linton	Yes	
	Jesse Morales	No	
Pala Band of Mission Indians	Robert Smith	No	
	Anthony Ravago, Sr.	No	
	Shasta Gaughen, Alternate	Yes	
	Chris Nejo, Alternate	Yes	
Pauma Band of Luiseño Indians	Temet Aguilar	No	
	Venessa Brown	No	
Rincon Band of Luiseño Indians	Bo Mazzetti	Yes	
	Alfonso Kolb, Sr.	Yes	
	Frank Mazzetti, III, Alternate	No	

Jurisdiction	Name	Attended	Comments
Sycuan Band of the Kumeyaay Nation	Cody Martinez	Yes	
	Sid Morris	No	
	Ania Rzepko	No	
Viejas Band of Kumeyaay Nation	John Christman	No	
	Victor Woods	No	
	Samuel Brown, Alternate	No	
	Darwin Tewanger, Alternate	No	
	Ray Teran, Alternate	Yes	
Advisory Members			
Southern California Tribal Chairman's Association (SCTCA)	Denis Turner	No	
	Mike-Connolly-Miskwish	Yes	
	Chris Devers	Yes	
Bureau of Indian Affairs, Southern California (BIA)	Steve Wilkie	No	
	Leonard Gilmore	Yes	
	Scarlett Carmona	No	
Caltrans, District 11	Chi Vargas	Yes	
	Jose Ornelas	Yes	
	Ann Fox	Yes	
	Vanessa De La Rosa	No	
County of San Diego	Eric Lardy	Yes	
	Richard Chin	Yes	
Metropolitan Transit System	Denis Desmond	No	
	Sharon Cooney	No	
North County Transit District	Chris Duddy	No	
Other Attendees			
Bill Sandke, Borders Committee			
Carlene A. Chamberlain, Jamul Indian Village			
Leo Espelet, Kimley-Horn			
Adam Day, Sycuan Tribal Government			
Adam Geisler, La Jolla Band of Luiseño Indians			
SANDAG Staff			
Coleen Clementson (Co-Chair)			
Hasan Ikhmeta, Executive Director			
Andrea Hamman			
Antoinette Meier			
Jane Clough			
Jose Luis Ayala			
Keith Greer			
Pat Landrum			
Stephanie Ellsworth			
Tracy Ferchaw			
Tuere Fa'aola			



Interagency Technical Working Group on Tribal Transportation Issues

Item: **5**

January 22, 2020

Action: **Information**

2020 Regional Short-Range Transit Plan and Coordinated Plan

Introduction

SANDAG was designated by the State of California as the agency responsible for preparation of the federally mandated Coordinated Public Transit and Human Services Transportation Plan (Coordinated Plan) for San Diego County. The Coordinated Plan also incorporates the Regional Short-Range Transit Plan required by SANDAG Board Policy No. 018, as well as service monitoring data required by state law. The Coordinated Plan provides a five-year blueprint for the implementation of the public transit and human service transportation concepts described in San Diego Forward: The Regional Plan (Regional Plan). SANDAG is in the process of preparing the 2020 Coordinated Plan with an emphasis on further defining the specific transportation needs of the senior, disabled, and low-income populations in the San Diego region.

Discussion

The 2020 Coordinated Plan will be the ninth edition of this plan, which is updated biannually. The Coordinated Plan is designed to implement the goals and policies articulated in the Regional Plan and to fulfill federal requirements under the Fixing America's Surface Transportation Act. It identifies transit needs from a passenger perspective and includes strategies to meet those needs. The Coordinated Plan also serves as a specialized transportation plan for transportation disadvantaged populations, such as persons with limited means, individuals with disabilities, and seniors.

Public Involvement

Public involvement is essential to the development of the 2020 Coordinated Plan. Public outreach meetings will be held across the San Diego region for members of the public to attend and participate. Two focus group meetings will also be held, consisting of transportation providers and transit riders. The Coordinated Transit and Human Services Transportation Plan Working Group, which is composed of community members and social service agency representatives, will also provide input on how to enhance the region's passenger-centered transportation network. The public comment period will continue through the end of February 2020.

Next Steps

The next steps in the development process of the Coordinated Plan is to continue to obtain feedback from the public, stakeholders, and focus group members through March 2020. Staff will begin to draft the Coordinated Plan in early 2020. The draft Coordinated Plan will be released for public comment in late May 2020, culminating in a public hearing to be held at the June 19, 2020, Transportation Committee meeting. Once approved by the Transportation Committee, the plan would be submitted to the state and federal departments of transportation. For more information on the Coordinated Plan process, please visit the SANDAG website at: sandag.org/coordinatedplan.

Key Staff Contact: Lisa Madsen, (619) 595-1432, lisa.madsen@sandag.org

Attachments:

1. 2020 Coordinated Plan Questionnaire English
2. 2020 Coordinated Plan Questionnaire Spanish



2020 Coordinated Plan Outreach Questions

Please fill out and mail directly to 401 B St Suite 800, San Diego, CA 92101 (ATTN: Lisa Madsen), or email to lisa.madsen@sandag.org.

Accessibility

For the most part, are you able to travel from your origin to your given destination without many obstacles?

Please explain what obstacles or challenges you have encountered during your daily travel, if any. Are there obstacles that the members of your community may face in their daily travel? Obstacles could include difficulty in getting to a transit stop/station, missing a bus because it arrived late/left early, Paratransit driver not showing up on-time, etc.

Availability/Connectivity/Coordination

Do you find that the availability of transit/Paratransit/social service transportation is sufficient for your daily travel needs? Please explain your response.

Affordability

Do you find that the amount you spend on travel (transit passes, vouchers, gas, insurance, registration, etc.) is appropriate given your daily travel needs?

Safety and Security

When waiting for service or riding transit/Paratransit, do you feel comfortable at the transit stop/station or pick-up/drop-off location? What improvements could be made to increase your safety and security?



Preguntas de difusión del Plan Coordinado 2020

Favor de contestar y enviar directamente por correo postal a 401 B St., Suite 800, San Diego, CA 92101 (Atención: Coordinated Plan), o enviar correo electrónico a lisa.madsen@sandag.com.

Accesibilidad

¿En general, es usted capaz de viajar desde su origen a su destino determinado sin muchos obstáculos?

Por favor, explique cuáles son los obstáculos o retos, en su caso, que ha enfrentado durante su viaje diario. ¿Hay obstáculos que miembros de su comunidad enfrentan en su viaje diario? Los obstáculos pueden incluir dificultad para llegar a una parada/estación de transporte público, perder el autobús porque llegó tarde/partió temprano, conductor de transporte flexible (Paratransit) que no llega a tiempo, etc.

Disponibilidad/Conectividad/Coordinación

¿Le parece que la disponibilidad de transporte público/Paratransit/transporte de servicios sociales es suficiente para sus necesidades de viajes diarios? Por favor explique su respuesta.

Asequibilidad

¿Le parece que la cantidad que gasta en viajes (pases de transporte público, vales, gasolina, seguro, matrícula, etc.) es adecuada dadas sus necesidades de viajes diarios?

Seguridad y Vigilancia

Cuando está esperando el servicio o cuando está a bordo de transporte público/Paratransit, ¿se siente cómodo en la parada/estación de transporte público o ubicación de recogida y bajada? ¿Cuáles mejoras se podrían hacer para aumentar la seguridad y la vigilancia?

En cumplimiento con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), usted puede solicitar este documento en formatos alternos, contactando al Coordinador de ADA de SANDAG, Director de Diversidad y Equidad, al (619) 699-1900 o (619) 699-1904 (TTY).



Interagency Technical Working Group on Tribal Transportation Issues

Item: **7**

January 22, 2020

Action: **Discussion**

FAST Act Performance Management Rule 1 Target Setting

Introduction

Since 2015, the Federal Highway Administration has issued a number of Final Rules that establish performance requirements for states and Metropolitan Planning Organizations (MPOs). Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads regardless of ownership or maintenance responsibility. An overview of the performance measures, calculations, and data sources is included in Attachment 1.

State Departments of Transportation are required to set PM 1 targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to either establish regional targets or agree to support the state targets. For 2018 and 2019, the Board of Directors elected to support the statewide targets.

Discussion

Consistent with the previous two rounds of safety target setting, Caltrans developed its 2020 PM 1 statewide targets to include aspirational goals related to decreasing fatalities and serious injuries. The 2020 targets are consistent with the California Strategic Highway Safety Plan, which is data-driven, multidisciplinary, and the principal statewide traffic safety planning document.

San Diego County contains approximately 8.4% of the state population, and approximately 8.4% of the crash fatalities/serious injuries in California occur in San Diego County (it is a little lower for some categories of incidents and slightly higher for others). Since fatality and serious injury crash statistics for the San Diego region track closely with statewide trends, staff recommends that SANDAG support the 2020 statewide safety targets outlined below.

Performance Measure	2020 Statewide Targets (5-year rolling average)	Percent Reduction for 2020 Statewide Targets ¹
Number of Fatalities	3518.0	3.03%
Rate Fatalities (per 100 million Vehicle Miles Traveled [VMT])	1.023	3.03%
Number of Serious Injuries	13,740.4	1.5%
Rate of Serious Injuries (per 100 million VMT)	3.994	1.5%
Number of Non-motorized Fatalities and Serious Injuries	4147.4	3.03% for fatalities and 1.5% for serious injuries

¹ Annual percent reduction with a target of reaching zero fatalities by 2050.

Next Steps

This information will be shared with the Board of Directors at their January 24, 2020, meeting. Pending approval, SANDAG will submit PM 1 2020 target setting documents to Caltrans in advance of the February 28, 2020, deadline.

Programing efforts that support the targets are summarized as part of the 2018 Regional Transportation Improvement Program and in San Diego Forward: The 2019 Federal Regional Transportation Plan, Appendix D: Federal System Performance Report. Progress toward the targets will be reported on as part of San Diego Forward: The 2021 Regional Plan. Safety data will be compared to past targets once available. It is anticipated that 2018 safety data will be available to be analyzed in 2020.

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

Attachment: 1. Safety Performance Management Targets for 2020

Safety Performance Management Targets for 2020

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2020 calendar year by August 31, 2019. Caltrans and OTS have adopted aspirational goals consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2020	Percent Reduction for 2020
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In September 2015, California updated its SHSP, which is “a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads” (SHSP, 5). It further states that the “SHSP is a multi-disciplinary effort involving Federal, State, and local representatives from the 4Es of safety [i.e. engineering, education, enforcement, and emergency services]” (SHSP, 2015-2019, 34). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan (SHSP) update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

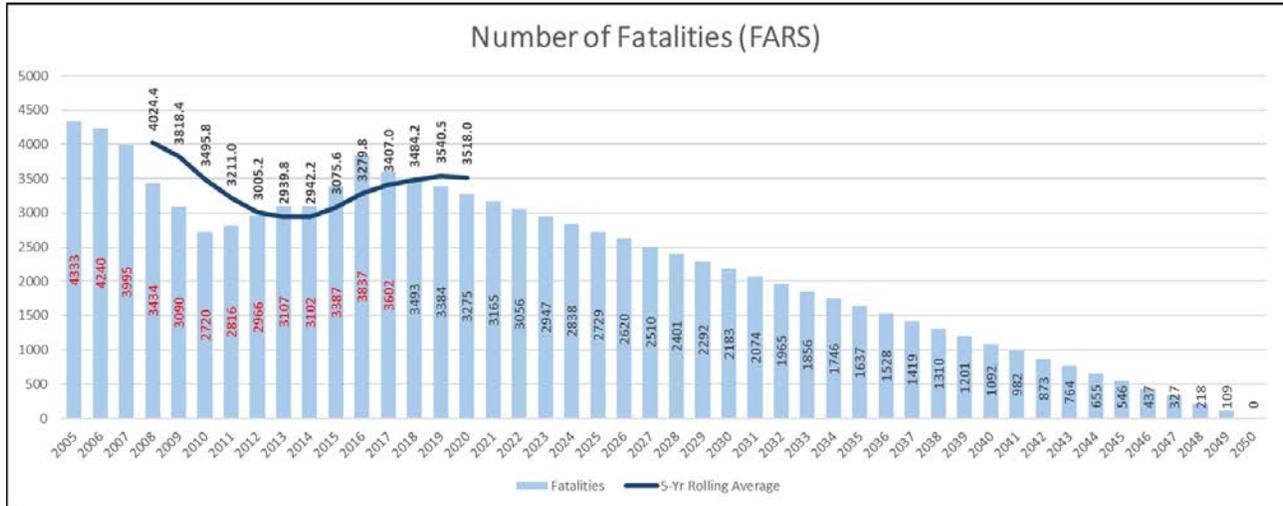
There are three steps to setting safety performance targets, which are: (1) estimating the existing trends to determine where we are now, (2) determining what external factors will impact the target in order to forecast future trends, and (3) estimating targets based on forecasted fatality reductions from safety plans. In line with these steps, on May 8, 2019, a webinar and telephone conference was held to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious Injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050.

After receiving feedback from the MPOs from the webinar and telephone conference on May 8, 2019, the consensus was to select the fourth scenario, which uses a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The next update of the SHSP will be by 2020 and the TZD goals in this future safety plan will be incorporated in the 2021 SPMTs. The rationale for selecting safety targets based on a comprehensive statewide safety plan is to set “empirically derived targets based on quantitative modeling of potential strategies. With this approach, targets are based on empirical evidence of the selected interventions’ previous effectiveness combined with best estimates of future effectiveness, using a model linking inputs and outcomes” (Performance Management Practices and Methodologies for Setting Safety Performance Targets, Federal Highway Administration, 2011). Since safety performance targets pertain to all public roads, in a practical sense for this to work, local jurisdictions need to develop individual performance measures based on the particular needs of the locality and also target the appropriate strategies. If regional implementation is adopted, this denotes a bottoms-up approach where targets are rolled up from the State and local jurisdictions based on safety effectiveness, supported by research, and are more realistic and achievable, which in turn helps secure political support (Joint Transportation Research Centre of the Organization for Economic Cooperation and Development and International Transport Forum, *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, 2008).

The Number of Fatalities

For 2020, the target for fatalities based on the five-year rolling average is **3518.0** with 3275 fatalities projected for the same year. While referring to Figure 2, the blue bars with red text reflect the data that was available in FARS at the time of the target setting process. For the 2020 targets, the last year that data was available in FARS was the 2017 data. The Number of Fatalities 2020 target is set with a target line to decrease fatalities to zero by the end of December 2049. This is denoted by the blue bars with black text that begin in year 2018. The dark blue line represents the 5-year rolling average from the annual fatality numbers.

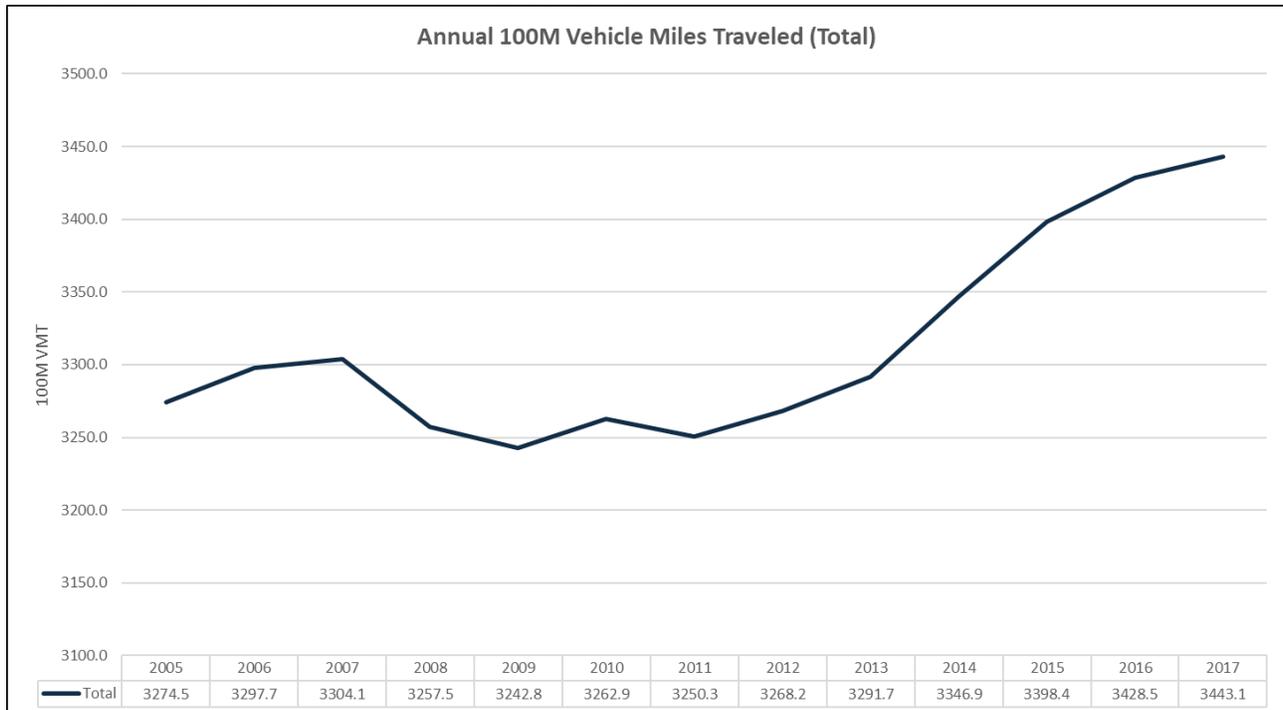
FIGURE 2: THE NUMBER OF FATALITIES



Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT). While referring to Figure 3, traffic volumes have been steadily increasing since 2011. For the purposes of safety performance target setting, a 1 percent increase in VMT is forecasted from year-to-year for the years from 2017 to 2020.

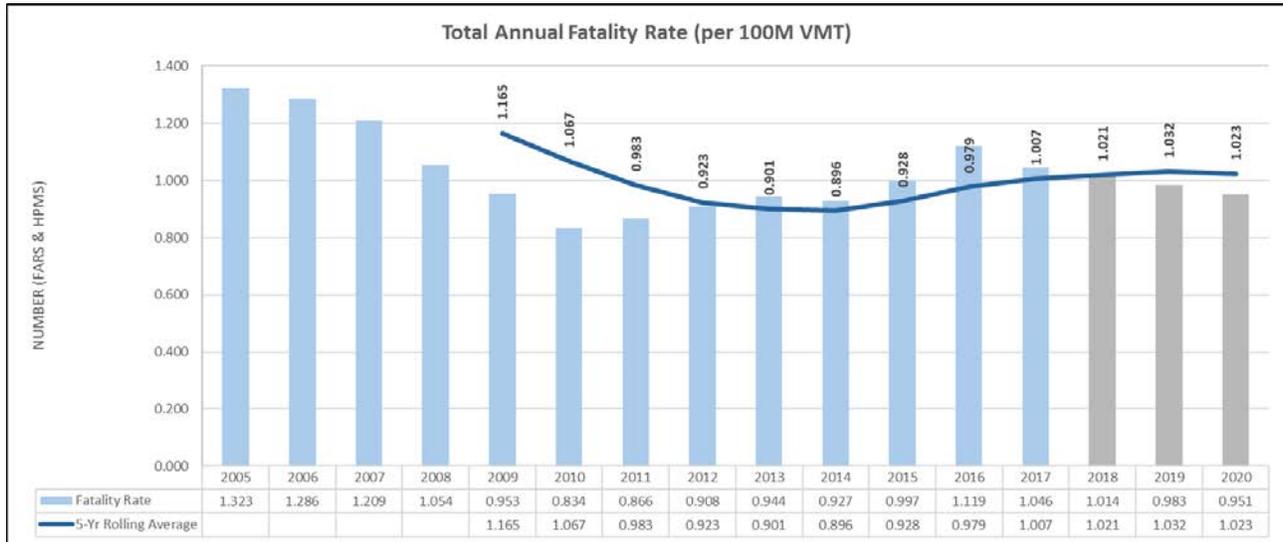
FIGURE 3. ANNUAL STATEWIDE TRAFFIC VOLUMES



The fatality rate is calculated by dividing the number of fatalities by 100M VMT. The same assumptions are relevant for the calculation of the number of fatalities and they are (refer to Figure 4):

- The blue bars denote the current data that is available in FARS (as of June 2019 when the OTS presented their targets to NHTSA);
- The gray bars show a toward zero death target by the of December 2049 from 2017 to 2020.

FIGURE 4. THE FATALITY RATE



The dark blue line represents the five-year rolling average from annual fatality rates that reflect the 2015-2019 SHSP goal, which is **1.023** per 100M VMT. The fatality rate for 2020 is 0.951.

The Number of Serious Injuries

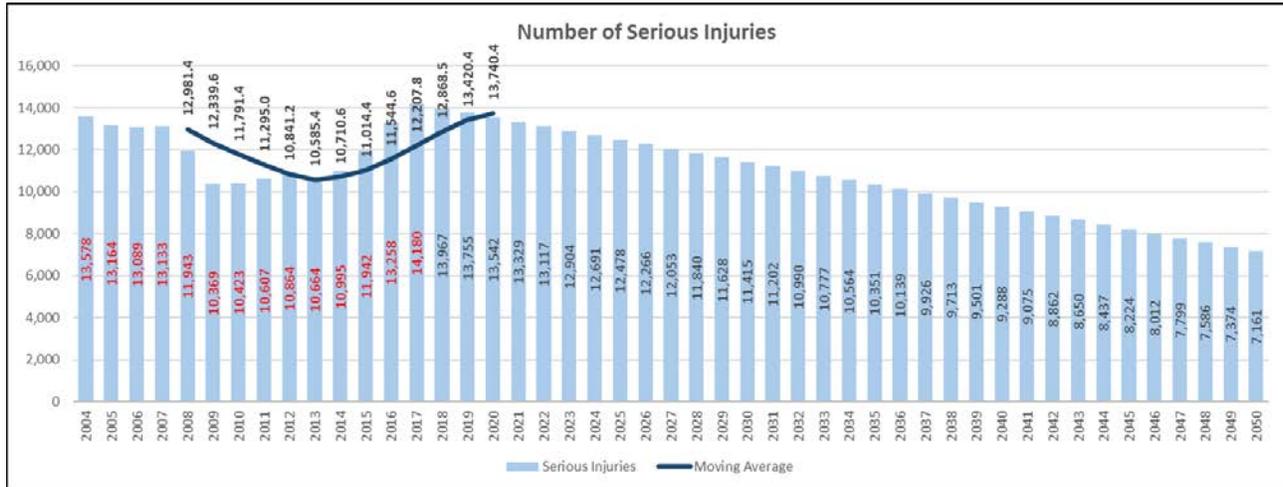
The serious injury data for the State of California resides in the Statewide Integrated Traffic Records System (SWITRS). The definition of serious injury corresponds to “A” in the KABCO Scale and the corresponding value in the SWITRS database is coded as “2”. This is explained in Table 2 (below).

TABLE 2. A COMPARISON BETWEEN KABCO AND SWITRS SERIOUS INJURY DEFINITIONS

KABCO Definition (FHWA)	SWITRS Definition (CHP)
K: Fatal Serious Injury	1: Fatal
A: Serious Injury	2: Injury (Severe)
B: Minor Injury	3: Injury (Other Visible)
C: Possible Injury	4: Injury (Complaint of Pain)
O: Property Damage Only	5: Property Damage Only

Referring to Figure 5 below, the blue bars with red text denotes the current data that is available in SWITRS (as of June, 2019). The blue bars with black text shows the number of serious injuries that decrease 1.5% from 2017-2050. The target year for serious injury numbers is 13,542. The dark blue line represents a five-year rolling average and for 2020 it is **13,740.4**.

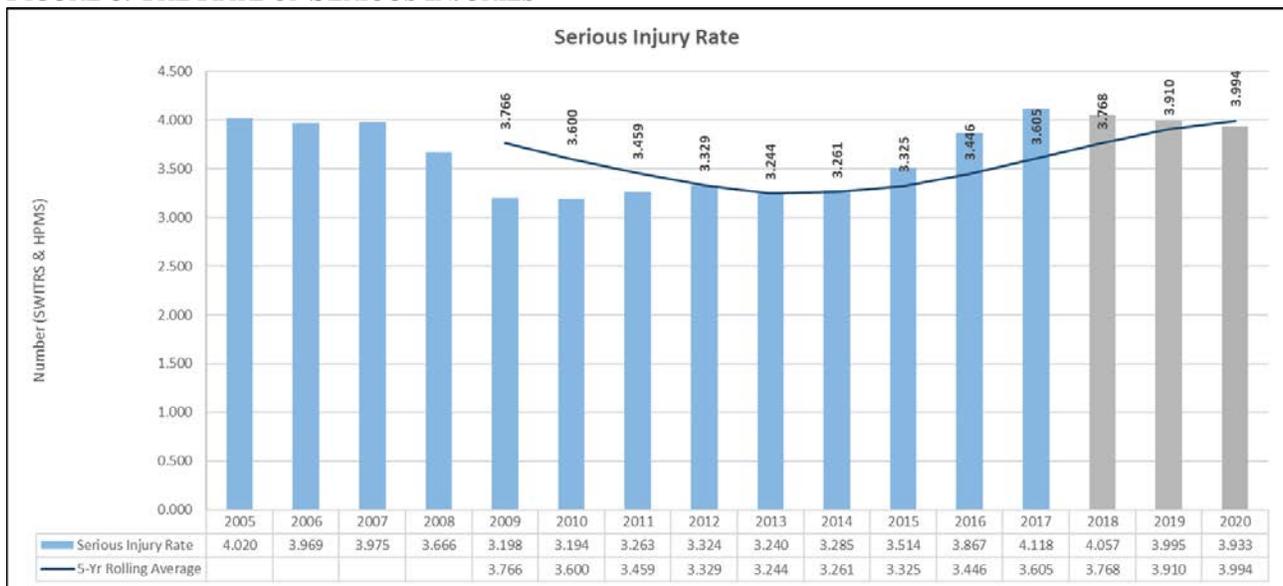
FIGURE 5. THE NUMBER OF SERIOUS INJURIES



The Rate of Serious Injury

The serious injury rate is the number of serious injuries divided by 100M VMT. While referring to Figure 6 (below), the blue bars denote the current data that is available in SWITRS and HPMS. The serious injury rate in 2020 is 3.933. The dark blue line represents a five-year rolling average of serious injuries. This concept is incorporated in the SHSP. This is a “vision” based or “aspirational” target. The 2020 target for the serious injury rate is **3.994**. The Average Annual Daily Traffic (AADT) volumes are increased 1 percent per year from the 2016 levels for the years from 2017 to 2020 (as is the case in calculating the fatality rate).

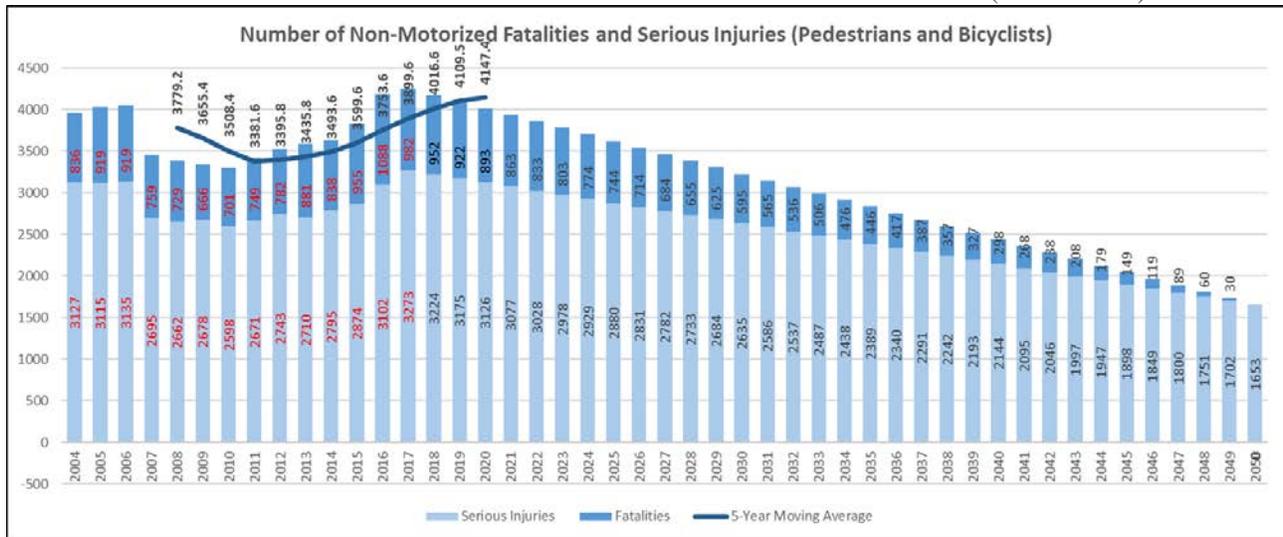
FIGURE 6. THE RATE OF SERIOUS INJURIES



The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)

While referring to Figure 7 (below), the darker blue bars show the number of fatalities for pedestrians and bicyclists combined. In 2017, the number of combined pedestrian bicycle fatalities is 982 as of June, 2019. The lighter blue bars with red text denote the current data that is available in SWITRS for the number of serious injuries for pedestrians and bicyclists combined. In 2017, the number of combined serious injuries for bicycles and pedestrians is 3,273. The dark blue bars depict the decreasing number of fatalities to zero by the end of December 2049. The dark blue line represents the five-year rolling average for non-motorized fatalities and serious injuries, which for the target year of 2020 is **4147.4**.

FIGURE 7. NON-MOTORIZED TARGETS FOR FATALITIES AND SERIOUS INJURIES (COMBINED)



Summary

For a breakdown of the five SPMTs, refer to Table 1. Appendix A also details the outreach efforts done by Caltrans, OTS, and the FHWA to the MPO's, counties, and local agencies in order to coordinate and communicate the SMPTs. Further information with regards to the webinars listed in Appendix A is accessible at: <http://www.dot.ca.gov/trafficops/shsp/>. Here data is provided from Caltrans, OTS, and the FHWA. For example, traffic volumes from HPMS are broken down by county for 10 years. In addition, the webinars have been recorded and can be accessed from this website.

APPENDIX A: Safety Performance Management Target Setting Outreach Efforts

Background:

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system *information* to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that the FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Important Dates/Deadlines:

The overall State targets required by FHWA are due on August 31st, annually, while the MPOs set their targets six months after the State sets its targets. Three of the five safety targets must be coordinated with the Highway Safety Plan administered by the Office of Traffic Safety (OTS), which must submit their targets to NHTSA by June 30th of each year.

Performance Targets must also be included in updates to Long-Range Statewide Transportation Plans (LRSTP), metropolitan transportation plans (MTP), state transportation improvement programs (STIP) and transportation improvement programs (TIP) after May 27, 2019.

Engagement Timeline:

- **May 8, 2019** – A workshop took place by webinar and phone conference to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan’s goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050. After receiving feedback from the MPOs from the webinar and phone conference, the consensus was to select the fourth scenario.

Contacts:

Srikanth Balasubramanian
Phone: (916) 651-9377
Email: balasubramanian@dot.ca.gov

Thomas Schriber
Phone: (916) 654-7138
Email: thomas.schriber@dot.ca.gov