



Borders Committee Agenda

Friday, September 27, 2024

1 p.m.

Welcome to SANDAG. The Borders Committee meeting scheduled for Friday, September 27, 2024, will be held in person in the SANDAG Board Room. While Borders Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/87943913726>

Webinar ID: 879 4391 3726

To participate via phone, dial a number based on your current location in the US:

+1 (669) 900-6833 +1 (929) 205-6099 International numbers available: <https://us02web.zoom.us/j/87943913726>

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Public Comments: Members of the public may speak to the Borders Committee on any item at the time the Borders Committee is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference Borders Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG 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. A physical copy of this agenda may be viewed at the SANDAG Toll Operations Office, 1129 La Media Road, San Diego, CA 92154, at any time prior to the meeting.

To hear the verbatim discussion on any agenda item following the meeting, the [audio/video](#) recording of the meeting is accessible on the SANDAG website.

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.

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, Borders Committee (BC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC, BC, and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.



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SANDAG Notice of Non-Discrimination | Aviso de no discriminación de SANDAG | Abiso sa Hindi Pandidiskrimina ng SANDAG | Thông cáo Không phân biệt đối xử của SANDAG | SANDAG 非歧视通知 | SANDAG: إشعار عدم التمييز

This meeting will be conducted in English, and simultaneous interpretation will be provided in Spanish. Interpretation in additional languages will be provided upon request to ClerkoftheBoard@sandag.org at least 72 business hours before the meeting.

Esta reunión se llevará a cabo en inglés, y se ofrecerá interpretación simultánea en español. Se ofrecerá interpretación en otros idiomas previa solicitud a ClerkoftheBoard@sandag.org al menos 72 horas antes de la reunión.

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí |

免費語言協助 | 免費語言協助 | مجانية لغوية مساعدة | 무료 언어 지원 | رایگان زبان کمک | 無料の言語支援 |

Бесплатная языковая помощь | Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite |

ជំនួយភាសាឥតគិតថ្លៃ | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອກັບພາສາຟຣີ | Kaalmada Luqadda ee Bilaashka ah |

Безкоштовна мовна допомога | sandag.org/LanguageAssistance | (619) 699-1900

Closed Captioning is available

SANDAG uses readily available speech recognition technology to automatically caption our meetings in Zoom. The accuracy of captions may vary based on pronunciations, accents, dialects, or background noise. To access Closed Captions, click the "CC" icon in the toolbar in Zoom. To request live closed caption services, please contact the Clerk of the Board at clerkoftheboard@sandag.org or at (619) 699-1900, at least 72 hours in advance of the meeting.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.



Borders Committee

Friday, September 27, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of Borders Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Borders Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Approve

Francesca Webb, SANDAG

The Borders Committee is asked to approve the minutes from its June 28, 2024, meeting.

[Meeting Minutes](#)

Reports

3. 2024 Bike Anywhere and Tijuaneando en Bici

Information

Elizabeth Hensley-Chaney, Daniel Gomez, Alianza por la Movilidad Activa, A.C.; Tomas Perez-Vargas, Consejo de Desarrollo Economico de Tijuana; Nikki Tiongco, Caltrans District 11

Elizabeth Hensley-Chaney, Daniel Gómez, and Tomás Pérez-Vargas will present an overview of activities promoting active transportation on the border, including the celebration of 2024 Bike Anywhere and Tijuaneando en Bici.

[Bike Anywhere and Tijuaneando en Bici Supporting Materials](#)

4. Calexico East Port of Entry Bridge Expansion

Information

David Aguirre, Imperial County Transportation Commission

David Aguirre will present an overview of the Calexico East Port of Entry Bridge expansion and related improvements.

[Supporting Materials](#)

+5. 2024 San Diego Regional Tribal Summit Summary

Information

Paula Zamudio, SANDAG

Staff will present a summary of the 2024 San Diego Regional Tribal Summit that took place Friday, June 14, 2024.

[2024 San Diego Regional Tribal Summit Summary](#)
[Att. 1 - Tribal Lands in the San Diego _Updated 8.23](#)
[Att. 2 - Draft 2024 Tribal Summit Summary](#)
[Supporting Materials](#)

Adjournment

6. Adjournment

The next Borders Committee meeting is scheduled for Friday, October 25, 2024, at 1 p.m.

+ next to an agenda item indicates an attachment

July 26, 2024

June 28, 2024, Meeting Minutes

[View Meeting Video](#)

Vice Chair Carolina Chavez (South County) called the Borders Committee meeting to order at 1:56 p.m.

1. Public Comments/Communications/Member Comments

Public Comments: Truth and The Original Dra.

Member Comments: None.

Consent

2. Approval of Meeting Minutes

The Borders Committee was asked to approve the minutes from its March 22, 2024, meeting.

3. Overview of June 2024 Elections in Mexico

This report provided a general overview of the results of Mexico's 2024 federal elections, held on June 2, 2024.

Public Comments: Truth and The Original Dra.

Action: Upon a motion by Mayor Dane White (North County Inland), and a second by Deputy Mayor Terry Gaasterland (North County Coastal), the Borders Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Vice Chair Chavez, Councilmember Vivan Moreno (City of San Diego), Deputy Mayor Gaasterland, and Mayor White.

No: None.

Abstain: None.

Absent: County of San Diego, Imperial County, and North County Coastal.

Reports

4. SR 11/Otay Mesa East Port of Entry: Binational Agreements

Senior Regional Planner Dr. Andrea Hoff and Senior Legal Counsel Betsy Blake presented the item.

Action: Upon a motion by Deputy Mayor Gaasterland, and a second by Councilmember Moreno, the Borders Committee voted to recommend that the Board of Directors adopt Resolution No. 2024-32, approving and authorizing the execution and delivery of the Amended and Restated Toll Allocation Agreement with Mexico's Ministry of Infrastructure, Communications, and Transportation (SICT), the Toll Governance Agreement with SICT, and the Custodial Agreement with the North American Development Bank and SICT.

Public Comments: Truth and The Original Dra.

5. Adjournment

The next Borders Committee meeting is scheduled for Friday, July 26, 2024, at 1 p.m.

Vice Chair Chavez adjourned the meeting at 2:45 p.m.

DRAFT

Confirmed Attendance at Borders Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attended
South County	Carolina Chavez, Vice Chair	Member	Yes
	Luis Plancarte	Alternate	No
East County	Laura Koval	Member	No
	Patricia Dillard	Alternate	No
City of San Diego	Vivian Moreno	Member	Yes
	Sean Elo-Rivera	Alternate	No
County of San Diego	Joel Anderson	Member	No
	Nora Vargas	Alternate	No
Imperial County	Jesus Eduardo Escobar, Chair	Member	No
	Mitch McKay	Alternate	No
North County Coastal	Terry Gaasterland	Member	Yes
	Ryan Keim	Alternate	No
North County Inland	Dane White	Member	Yes
	Joe Garcia	Alternate	No
Riverside County	Crystal Ruiz	Member	Yes
	Yxstian Gutierrez	Alternate	No
Republic of Mexico	Alicia Kerber-Palma	Member	No
	Gilberto Luna	Alternate	No
Southern California Tribal Chairmen's Association	Raymond Welch	Member	No
	Cody Martinez	Alternate	No
Caltrans	Everett Townsend	Member	No
	Roy Abboud	Alternate	Yes
San Diego County Water Authority	Valentine Macedo, Jr.	Member	Yes
	Steve Casteneda	Alternate	No
Southern California Association of Governments	Naresh Amatya	Member	No
	David C. Salgado	Alternate	No
Orange County	Vacant	Member	
	Vacant	Alternate	

Item: **3**Action: **Information**

July 11, 2023

2023 Bike Anywhere and Tijuaneando en Bici Crossborder Celebration Update

Background

This year, *Bike Anywhere* and *Tijuaneando en Bici* were held on Thursday, May 18. *Bike Anywhere* was first celebrated in the San Diego region in 2021 as a transformed event resulting from the cancellation of the traditional *Bike to Work Day* during the COVID-19 pandemic. *Bike Anywhere* conserves the tradition of *Bike to Work* and is celebrated on the third week of May, which is National Bike Month in the United States. *Bike to Work Day* was originated by the League of American Bicyclists in 1956 to increase public interest in biking and to promote it as an alternative for commuting to work. South of the border, *Tijuaneando en Bici* is the local initiative envisioned by the community to pair the events and reflect the binational spirit of our shared region. The first *Tijuaneando en Bici* was held in 2011, making this year its thirteenth-year celebration. The purpose of this celebration is to remind and to encourage biking across the borders as a viable, fun, and healthy transportation choice for all types of trips, contributing to the reduction of GHG emissions, and to reduce vehicle miles traveled (VMT) in the most transited area of our international border.

Key Considerations

San Diego is part of a shared binational region with Baja California, Mexico, which has a shared population of almost 6 million people. This binational metropolis is connected throughout four unique and busy international land border crossings, where the concept of replacing trips taken by cars with those by some form of active mobility would be extremely beneficial, reducing the impact of the negative externalities linked to car traffic congestion that are felt by communities near the San Ysidro – Puerta México Land Ports of Entry, the busiest international land ports of entry in the world. In this way, for thirteen consecutive years, the crossborder community has joined in on Bike Month celebrations, adding innovative activities that included:

- partnering with the City of Tijuana and the private sector to offer free rides for cyclists using the newly implemented Binational SITT (Tijuana's Bus Rapid Transit Service);
- providing an interactive presentation of current bike infrastructure project for students of the Escuela Libre de Arquitectura of Tijuana;

- realizing a bike ride starting at the Terminal Centro of the city BRT (known locally as the SITT) along Tijuana's Avenida Revolución to the City Hall building in the Zona del Río, where a statement concerning the importance of reducing roadway fatalities in Tijuana (based on the report "[Ni una Muerte Vial](#),") was read and delivered to City Council members.

The organizers, *Alianza por la Movilidad Activa*, A.C. (AMAAC), Tijuana Economic Development Council (CDT), and the San Ysidro Chamber of Commerce, observed the beginning of construction of the Border to Bayshore Bikeway in San Diego and the opportune timing in Mexico to promote intermodal mobility that can match related efforts in the San Diego region, including exploring possibilities for a future crossborder bike crossing, and joining efforts with the Tijuana – San Diego 2024 World Design Capital.

Next Steps:

Participants agreed to continue promoting bike projects and activities in our border region, including exchange of experiences and a visit of citizens and authorities to a selection of bike infrastructure projects that are currently under development in San Diego County.

Facilities for transborder bicycle use in Tijuana-San Diego: notes on the recent history of binational cooperation (or lack thereof)

September 27, 2024
Borders Committee
@SANDAG



1



2

Pre-
2006



"Jesus Hernandez, 34, said he now gets an extra hour and a half of sleep by riding his weatherworn, 7-year-old bike rather than crossing on foot. He had been rising at 2:30 a.m. to make it to work at a San Diego shutter factory by 6:30."

"You never know how bad it will be, so I decided to take the bicycle," said Hernandez. He now leaves his car in Tijuana and hops onto the bicycle for a quick five-minute ride to the trolley station."

Source: Bicyclists Escape Long Lines but Discover Other Headaches - Los Angeles Times (latimes.com)
<https://www.latimes.com/archives/la-xpm-2001-nov-26-me-8352-story.html>

3

2011



4

2011



5

GSA

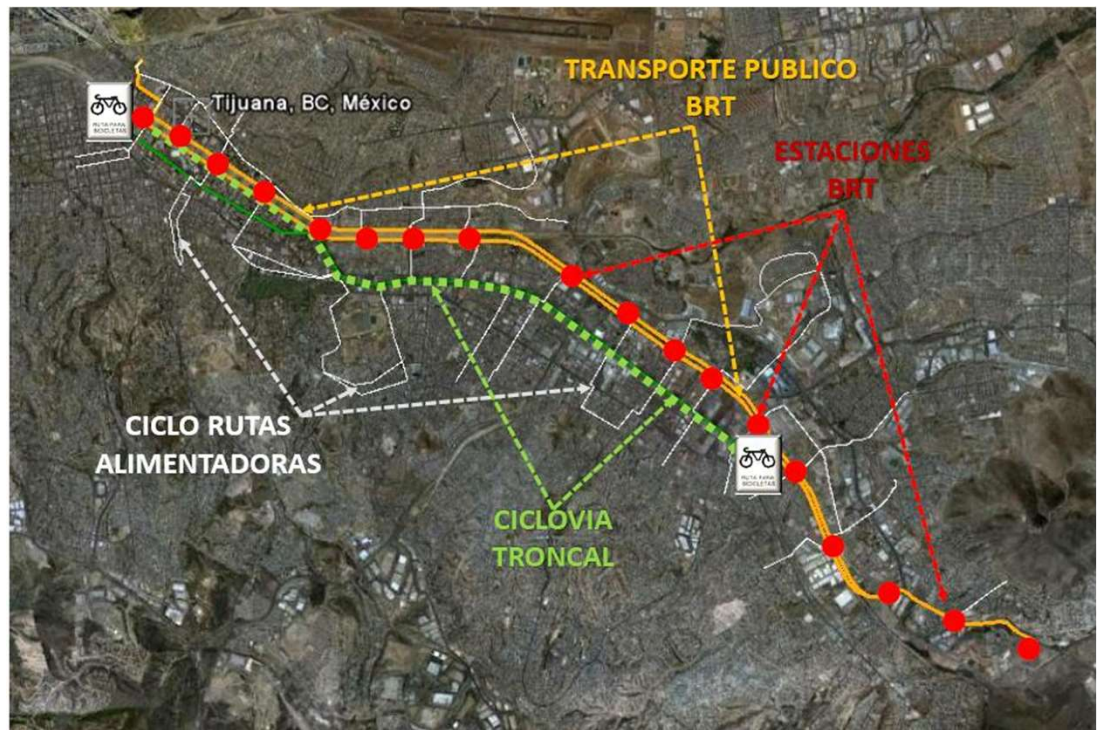
West Pedestrian Facility

2013



6

2015



7

2015



8

2015



9

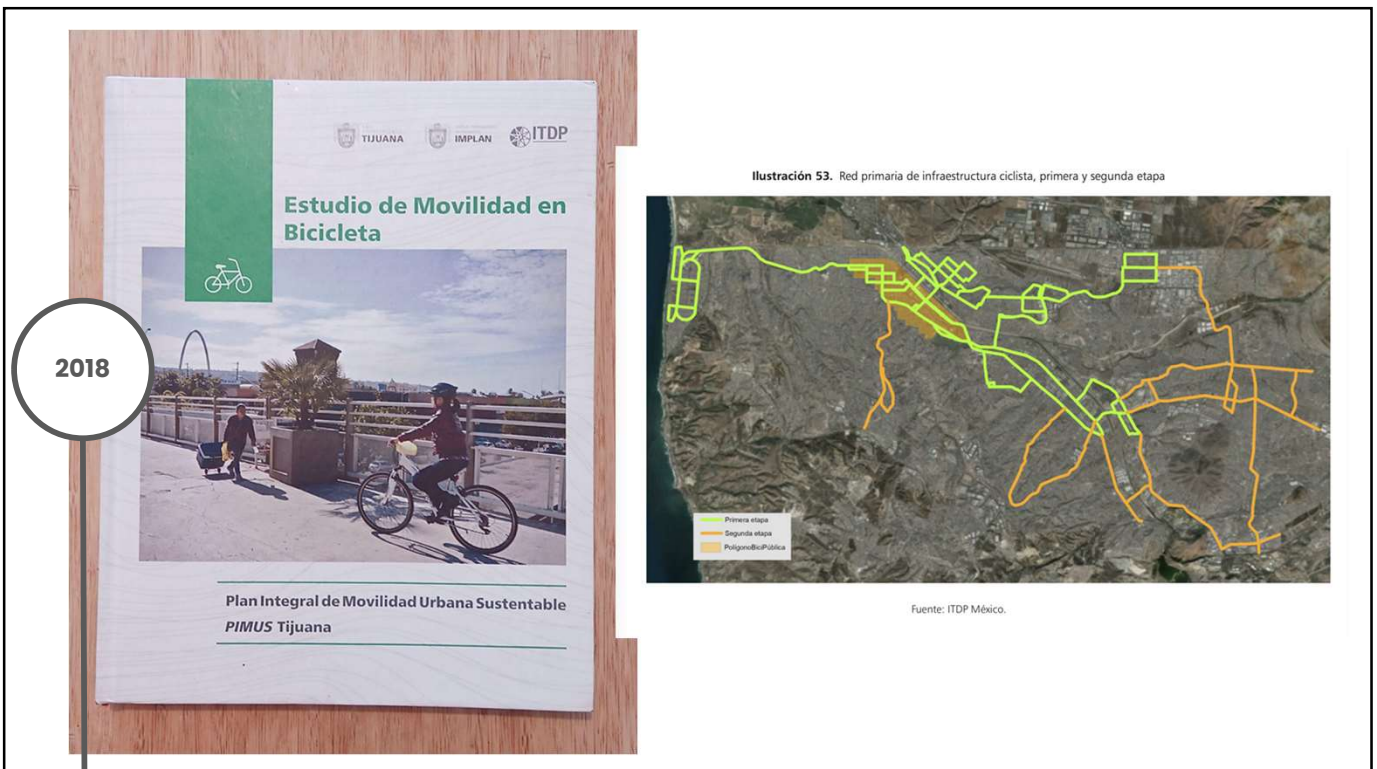
2016



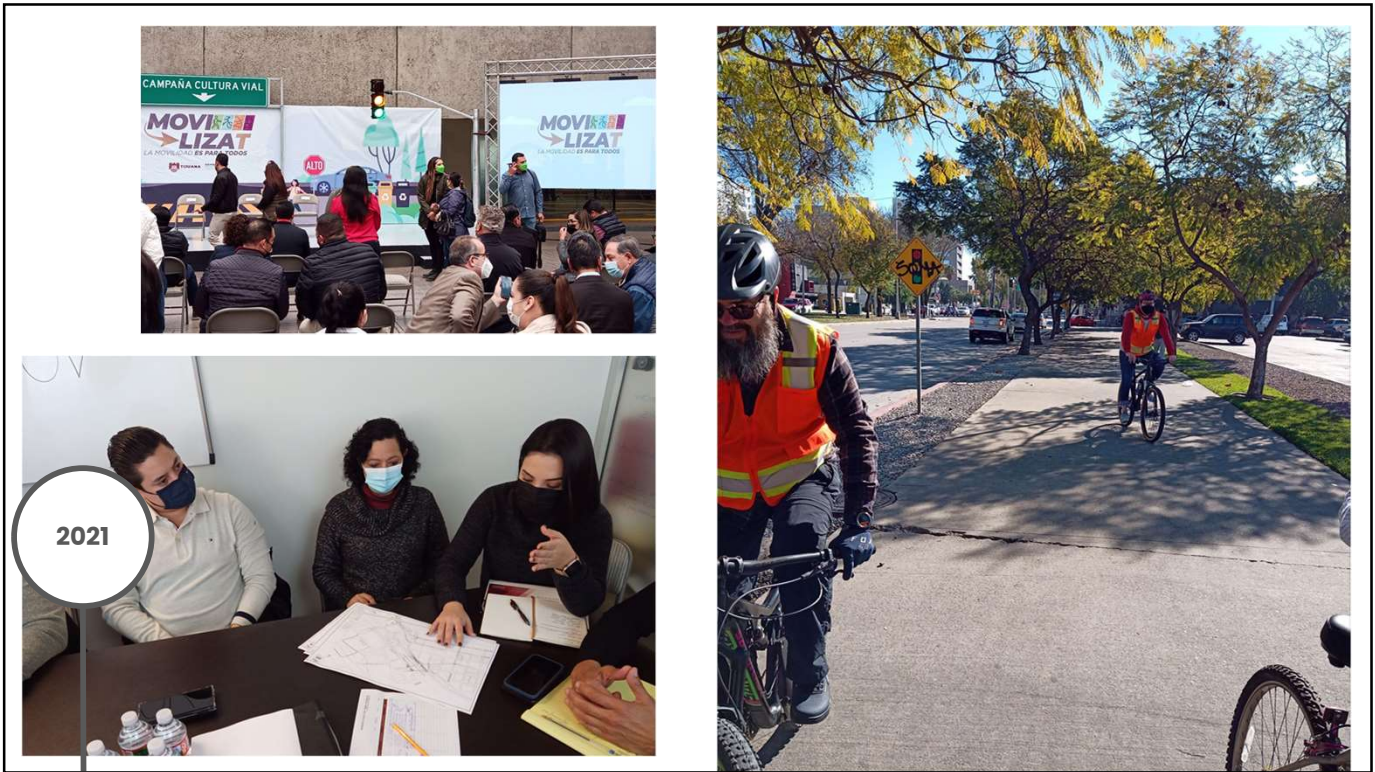
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11



12

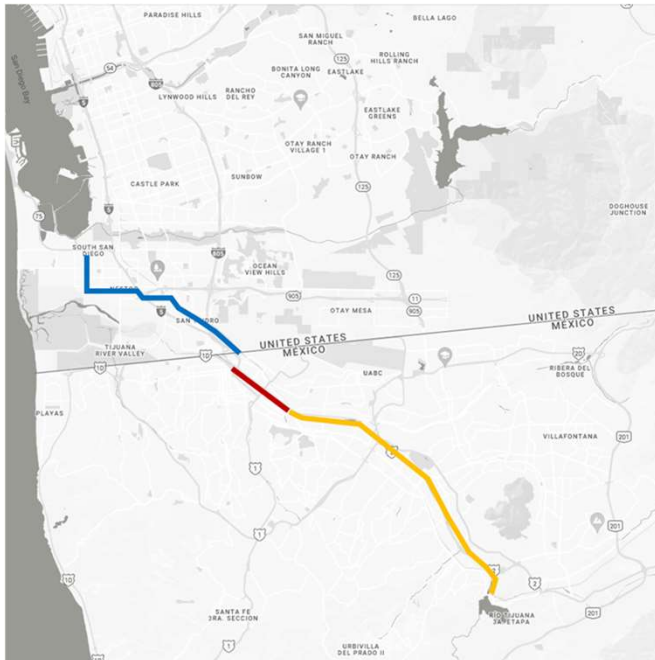


13



14

2024



15

2024

Desde el año 2011, usuarios de la bici de la zona fronteriza han ido fomentando el uso de la bicicleta mediante la celebración de un evento anual en el mes de mayo, conocido como Tijuaneando en bici. En éste XXIV edición de Tijuaneando, se realizarán diversas actividades los días 16, 17 y 18 del mes de mayo, con el objetivo de promover el uso de la bicicleta en la región mediante la creación de infraestructura y programas.



TIJUAN EANDO EN BICI 2024
FOMENTANDO EL USO DE LA BICICLETA

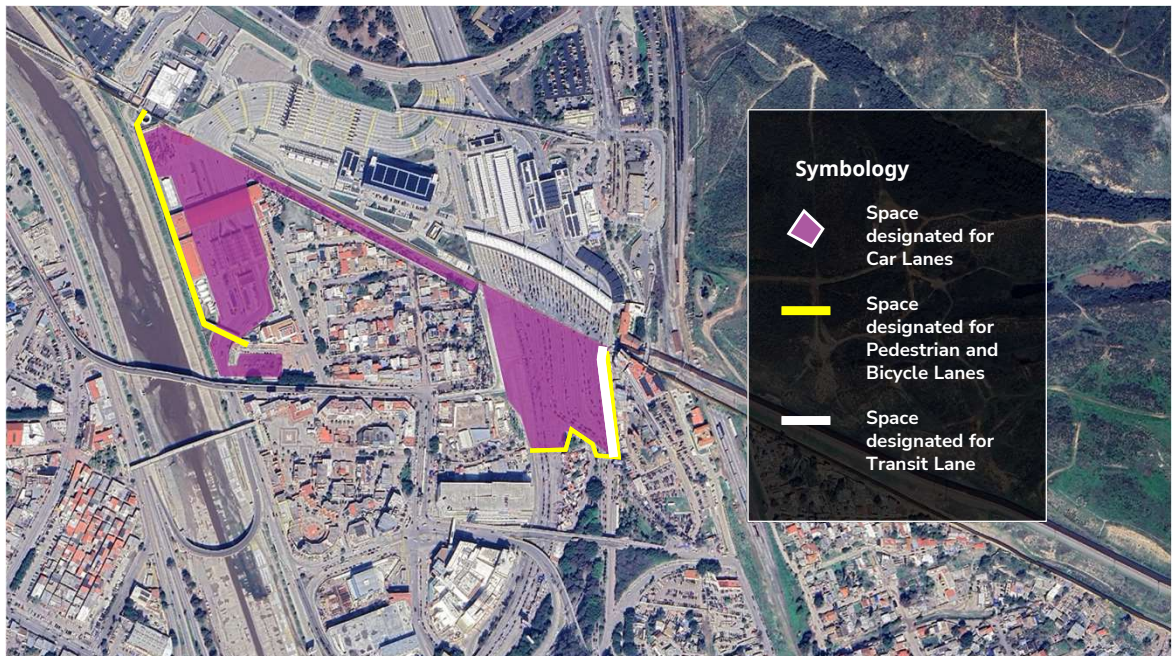


16



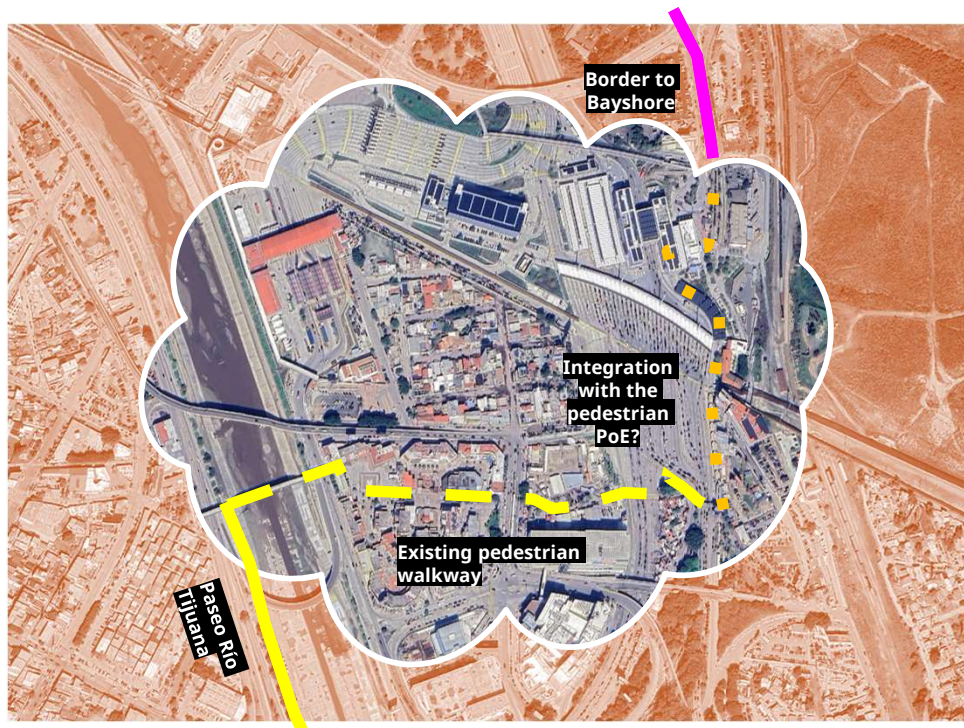
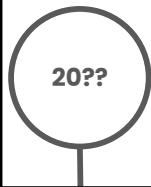
2024

17



2024

18



19

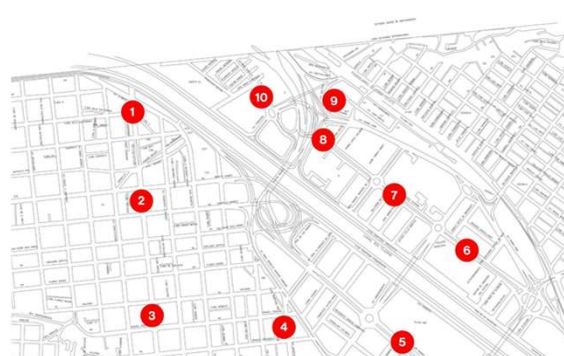
Tomás Pérez Vargas Rosales, Eje de movilidad del CDT,
<https://cdt.org.mx/>
Elizabeth Hensley C. + Daniel Gómez Patiño, Alianza por la
Movilidad Activa, A.C. @alianzaporlamovilidadactiva



20

Exigimos espacios públicos de calidad en Tijuana

**Sábado
28 de septiembre
11 am - 8 pm
Tijuana
@moverlaciudad**



- | | |
|---|---|
| 1. Terminal Centro: | Escuela Libre de Arquitectura Taller del Ciclista Urbano |
| 2. Estación Calle Tercera / Revolución: | Observatorio Centro de Estudios Cinematográficos Ingravita |
| 3. Estación Jal Alai: | Performing Arts Benjamin Arcia |
| 4. Estación Telefónica: | Cámara del Libro: El Grafógrafo Luchuk Colectivo Taltecan |
| 5a. Estación Plaza Río: | Tijuana Access |
| 5b. Estación Plaza Río: | Maite Soleno Ensemble de aientos del Refugio |
| | Instalación textil: La Santa Trinidad, Lactosssa, Madame |
| | Montzua Pasarela: Sin Flores, Official Mayorga, The Fockkk |
| 6a. Estación Palacio Municipal: | Wear, con Venus Models |
| 6b. Estación Palacio Municipal: | Josemar borderlandnoise+nettnett radio Benjamin Maries |
| | RA+ Arquitectos & Border Arquitectos Artista Caroline Marks |
| 7. Estación Diana Cazadora: | por AGNTES Charles Glaubitz |
| | Se hace arquitectura / Se hace ciudad Planning & |
| 8. Estación Pueblo Amigo: | Placemaking del Capital Mundial del Diseño |
| 9. Estación Garita Puerta MX: | Colectivo BEFOCULT con el apoyo de Pacífico Universidad |
| 10. Estación Amistad: | Colectivo Micoriza Raíces en Tránsito |
| | Consejo de Desarrollo de Tijuana |

Colaboradores:

Alianza por la Movilidad Activa, A.C.
Conservatorio de Danza México / Tijuana Dance Company
Instituto Municipal de Participación Ciudadana



CALEXICO EAST PORT OF ENTRY

PROJECT OVERVIEW
BY: DAVID AGUIRRE, EXECUTIVE DIRECTOR

CALEXICO EAST PORT OF ENTRY

Border Crossing Data

2023/2024 Calexico East Port Statistics

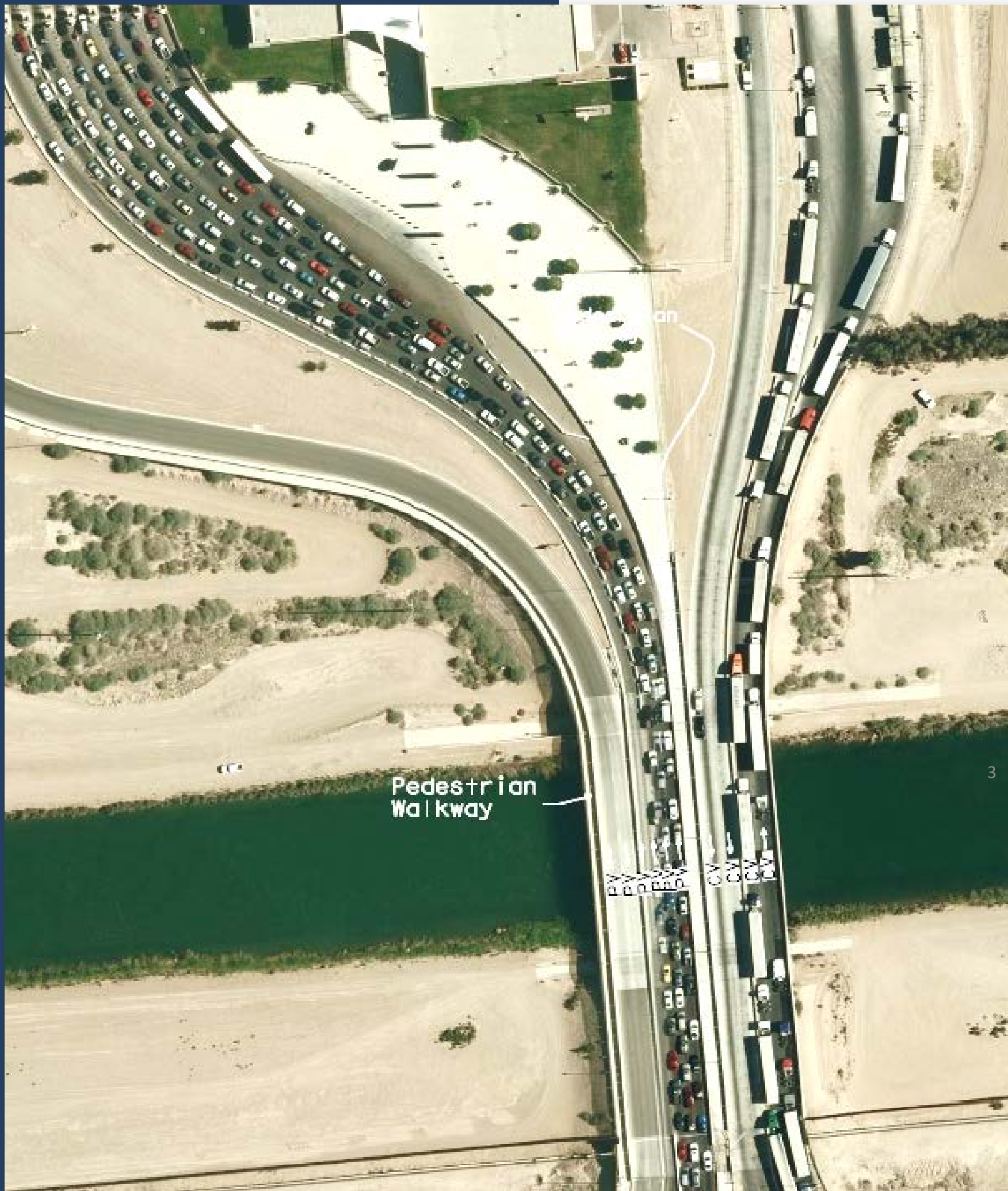
- 458,159 Trucks entered the US from Mexico
 - 1% increase from 2022¹
 - 6.2% of overall truck crossing to US from Mexico¹
- 527,221 Pedestrian Crossings²

Import/Export Data

2024 Calexico East Port Statistics

- \$784 Million Exports
- \$1.2 Billion Imports
- Exports grew 7.36% between 2023 and 2024
- Ranked 53 of all ports for exports
- Ranked 42 of all ports for imports

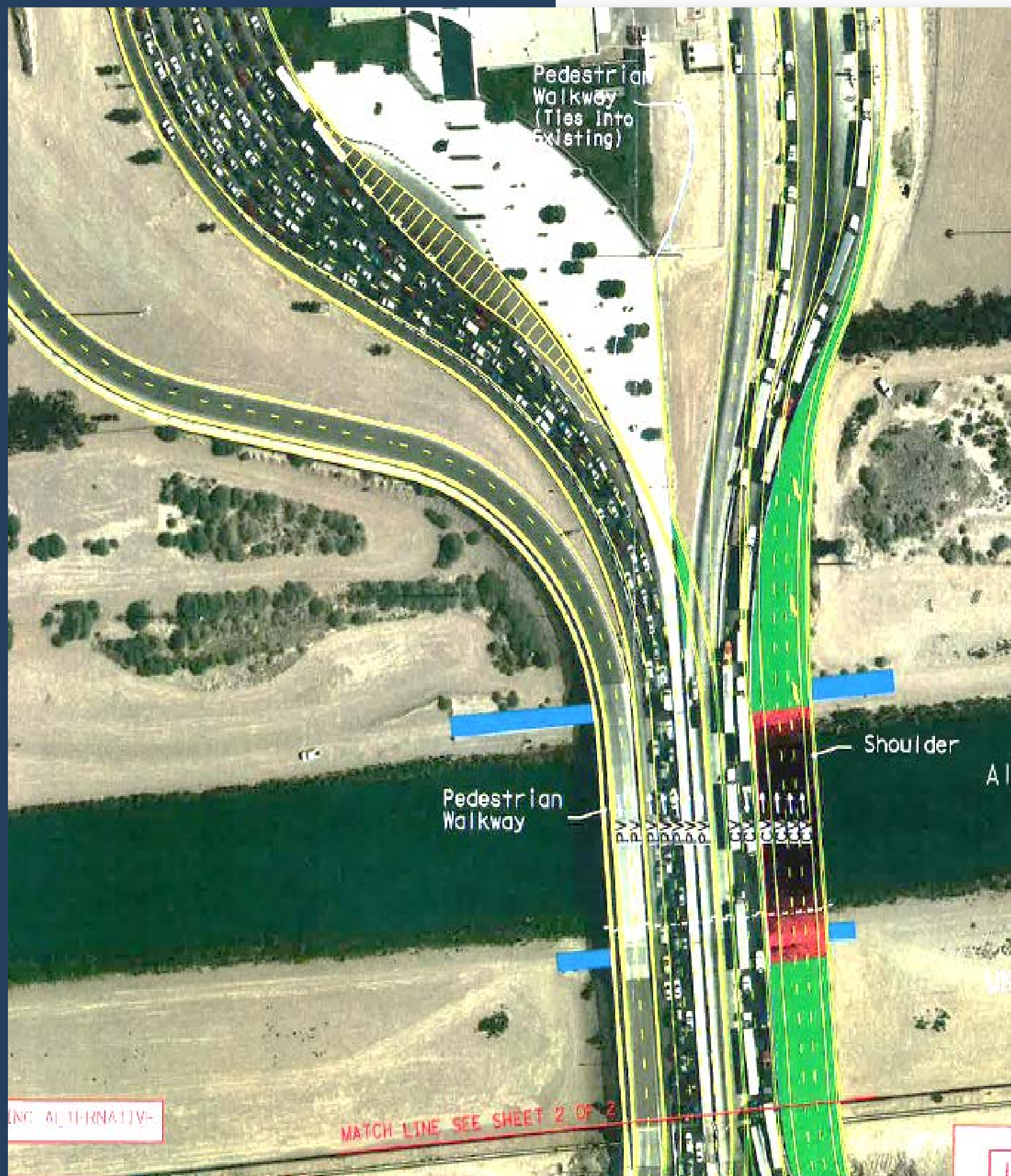
1. Bureau of Transportation Statistics. 2024. *Border Crossing Data Annual Release 2023*. Retrieved from <https://www.bts.gov/newsroom/border-crossing-data-annual-release-2023#:~:text=Table%204:%20Incoming%20Trucks%20from,El%20Paso%2C%20TX>
2. Bureau of Transportation Statistics. 2024. *Interactive Border Crossing Map*. Retrieved from https://explore.dot.gov/vizql/v_202332403141442/javascripts/hybrid-window/min/index.html?id=1i6ahm2kh%242a55-gp-wu-eq-dlx0te&moduleId=view_data
3. The Observatory of Economic Complexity. 2024. *Calexico East*. Retrieved from https://oec.world/en/profile/subnational_usa_port/calexico-east



PROJECT PURPOSE

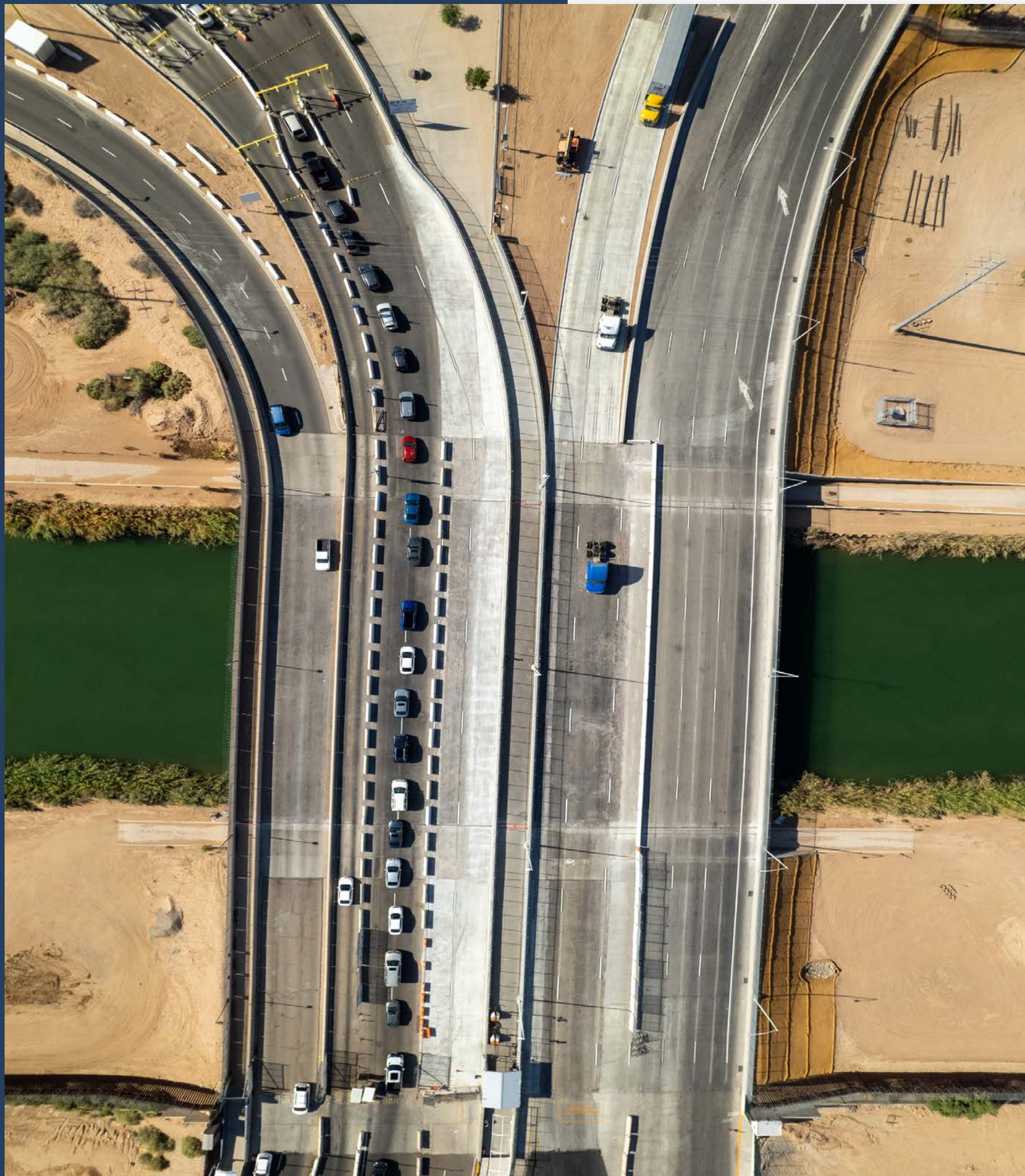
The purpose of this project was to widen the existing Calexico East Port of Entry (POE) Bridge over the All-American Canal at the USA/Mexico Border to facilitate traffic flow to the existing U.S. federal primary inspection booths, and to reduce delays, idling times, and improve air quality emissions.

- ✓ Environmental
 - Improve Air Quality
 - Reduce GHG emissions
- ✓ Traffic Congestion
 - Improve traffic flow
 - Reduce wait times
- ✓ Economic Impacts
 - Enhance growing levels of trade



PROJECT SCOPE

- ✓ Widened the Bridge on its east side to minimize traffic impacts during construction and reduce construction costs.
- ✓ Added a total of four vehicle lanes; two commercial vehicle lanes and two passenger vehicle lanes
- ✓ Shifted existing northbound pedestrian walkway to the east
- ✓ Added an 8 foot shoulder near the commercial vehicle lanes
- ✓ Added new concrete barriers and minor modifications to existing landscaping, drainage, signage, security and lighting.



PROJECT FUNDING

Total Project Funding \$ 32.5 Million

\$20 Million

U.S. DOT / FHWA Better Utilizing Investments to Leverage Development (BUILD)

\$7.5 Million

Trade Corridor Enhancement Program (TCEP)

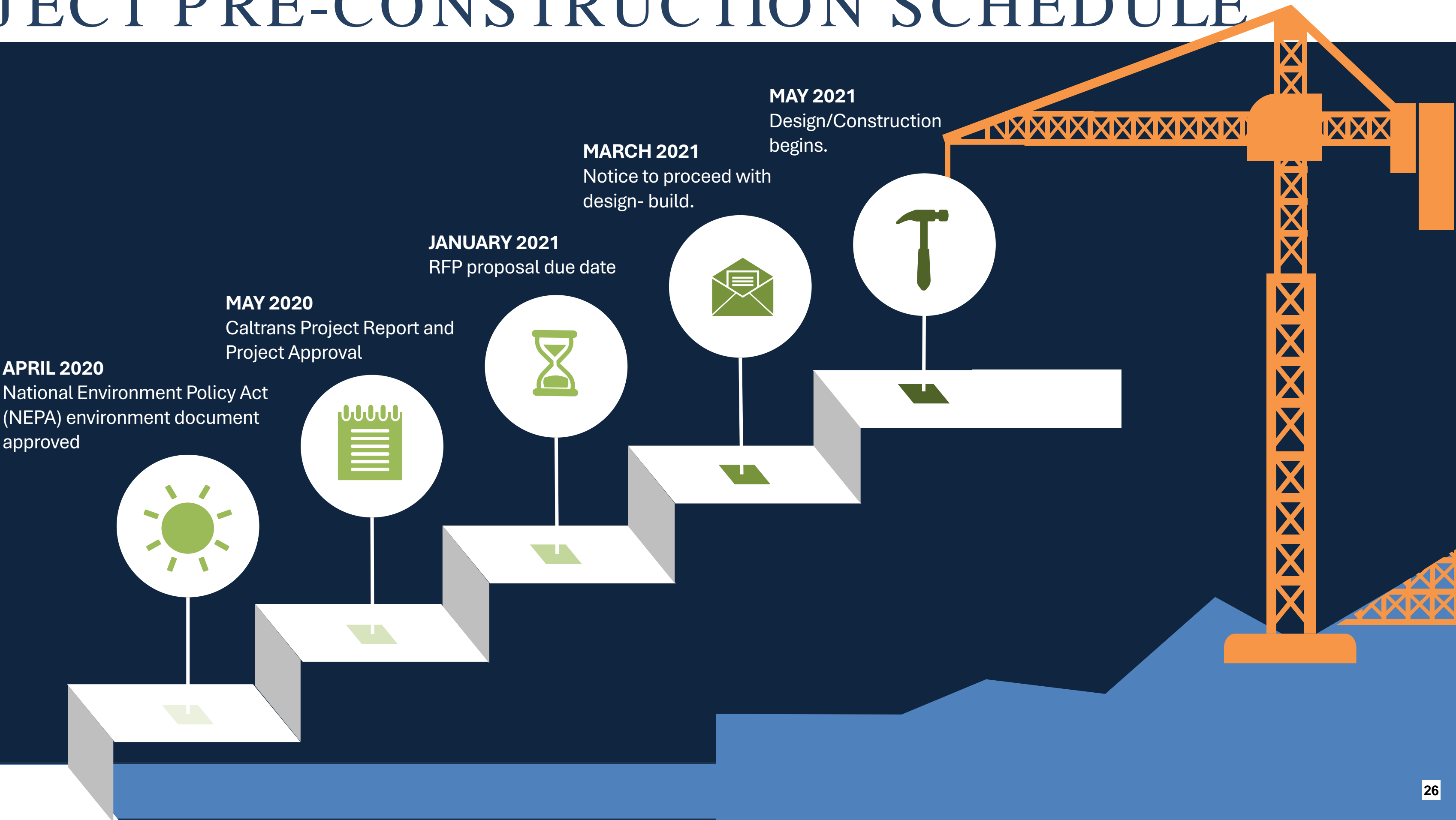
\$3 Million

California Transportation Commission's Trade Corridor Enhancement Program (TCEP) – Project Study Report

\$2 Million

"Measure D" Half-Cent Sales Tax
Imperial County Local Transportation Authority

PROJECT PRE-CONSTRUCTION SCHEDULE



PROJECT CHALLENGES



01

*Building Over
All American Canal*

02

Presidential Permit

03

*Minimizing Impact
to Border Traffic*

04

*Coordination
Between U.S.A.
& Mexico*

CONSTRUCTION STAGE 1

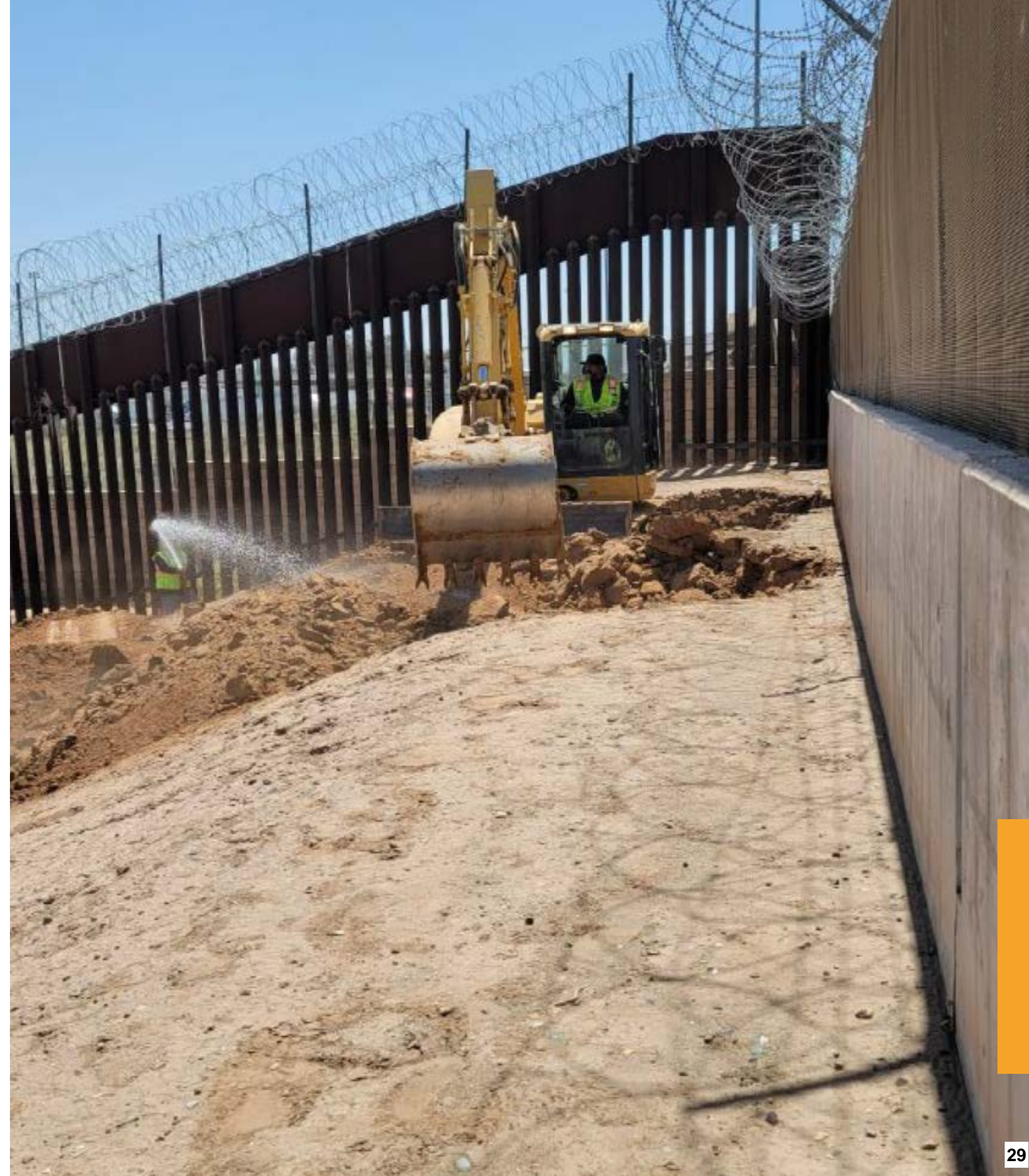
Bridge Design & Construction





Stage 1 of the project required demolition of infrastructure along the east side of the bridge and near the border wall to accommodate for new bridge infrastructure.

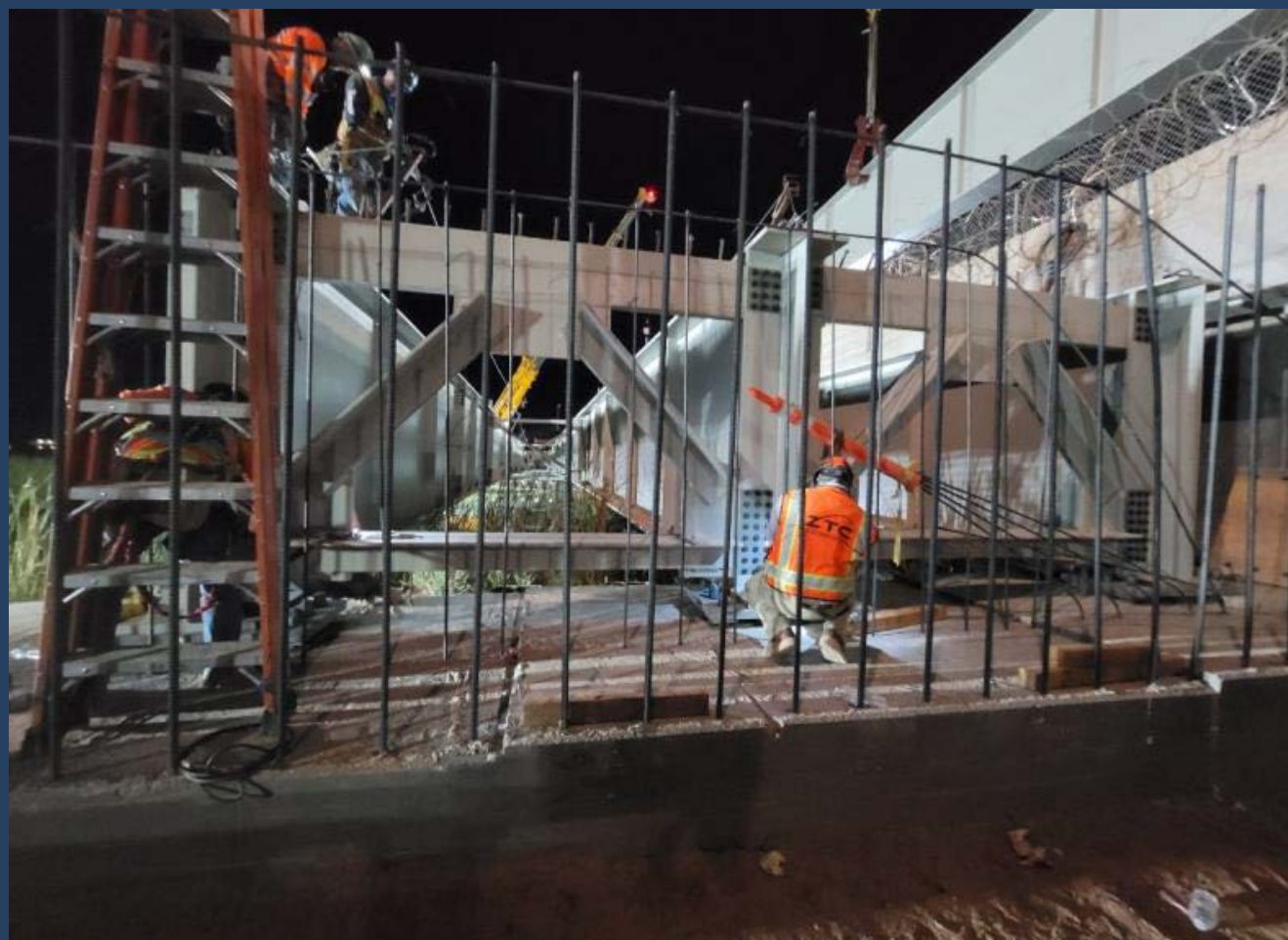
STAGE 1





Stage 1 of the project contractor placed pipe piles, steel reinforcement sheets near the All American Canal and steel girders

STAGE 1

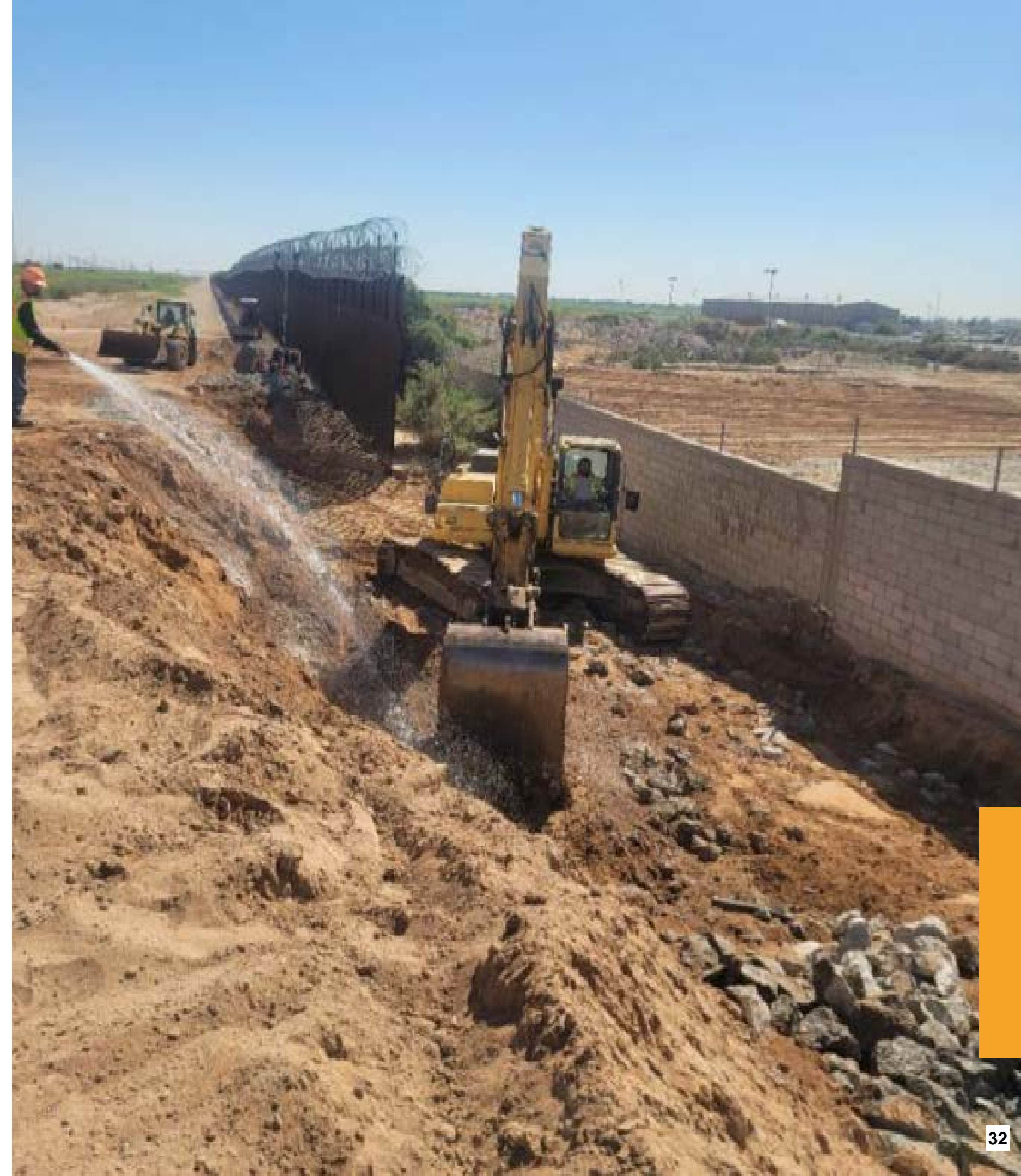




Stage 1 of the project contractor secured rebar on bridge, completed the bridge concrete deck and barrier improvements

STAGE 1





Border Wall
infrastructure
relocated and
reestablished

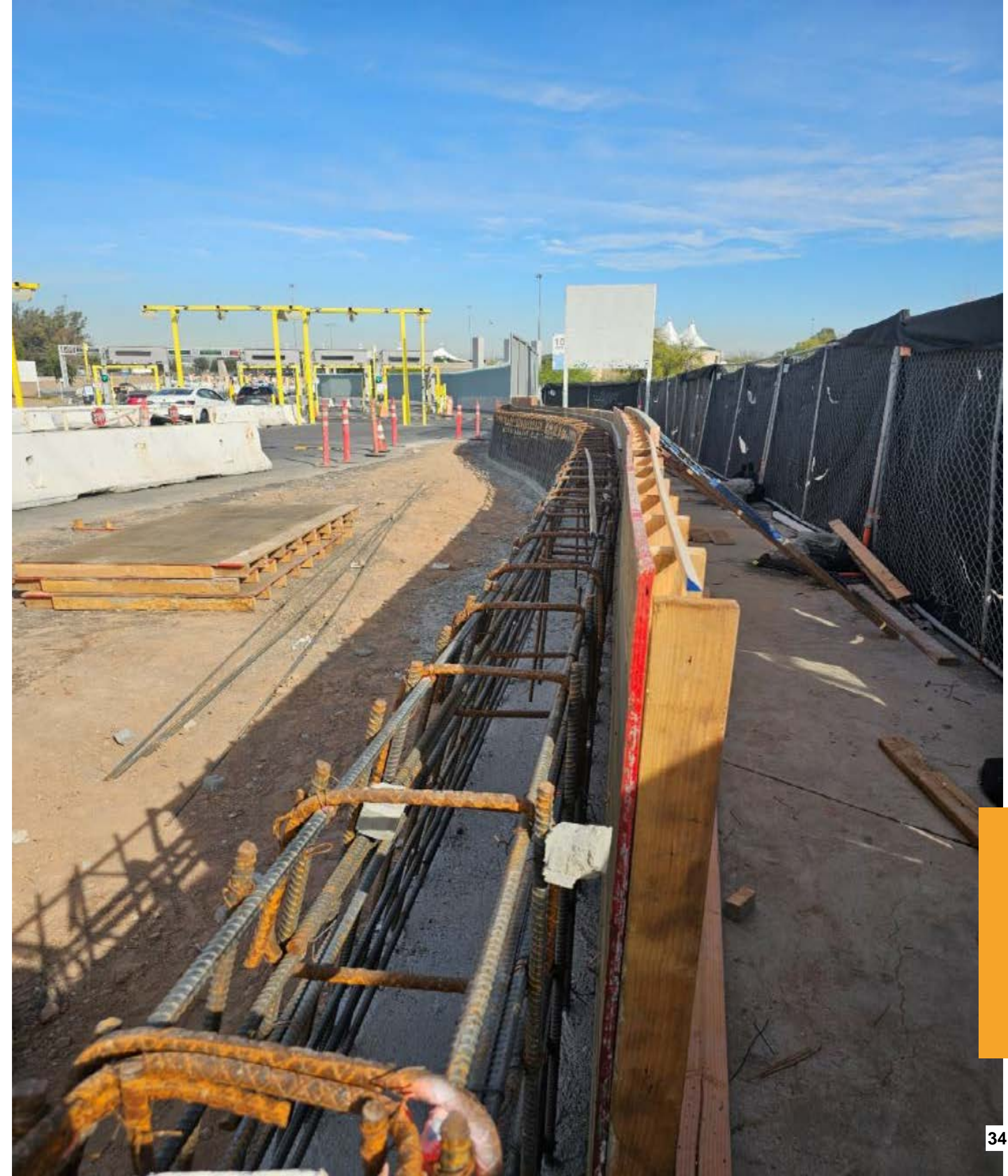
STAGE 1



CONSTRUCTION STAGE 2

Pedestrian Crossing Construction

13



Stage 2 contractor demolishes old barrier wall and builds new barrier walls for the pedestrian crossing



STAGE 2

CONSTRUCTION STAGE 3

Passenger Vehicle Lanes

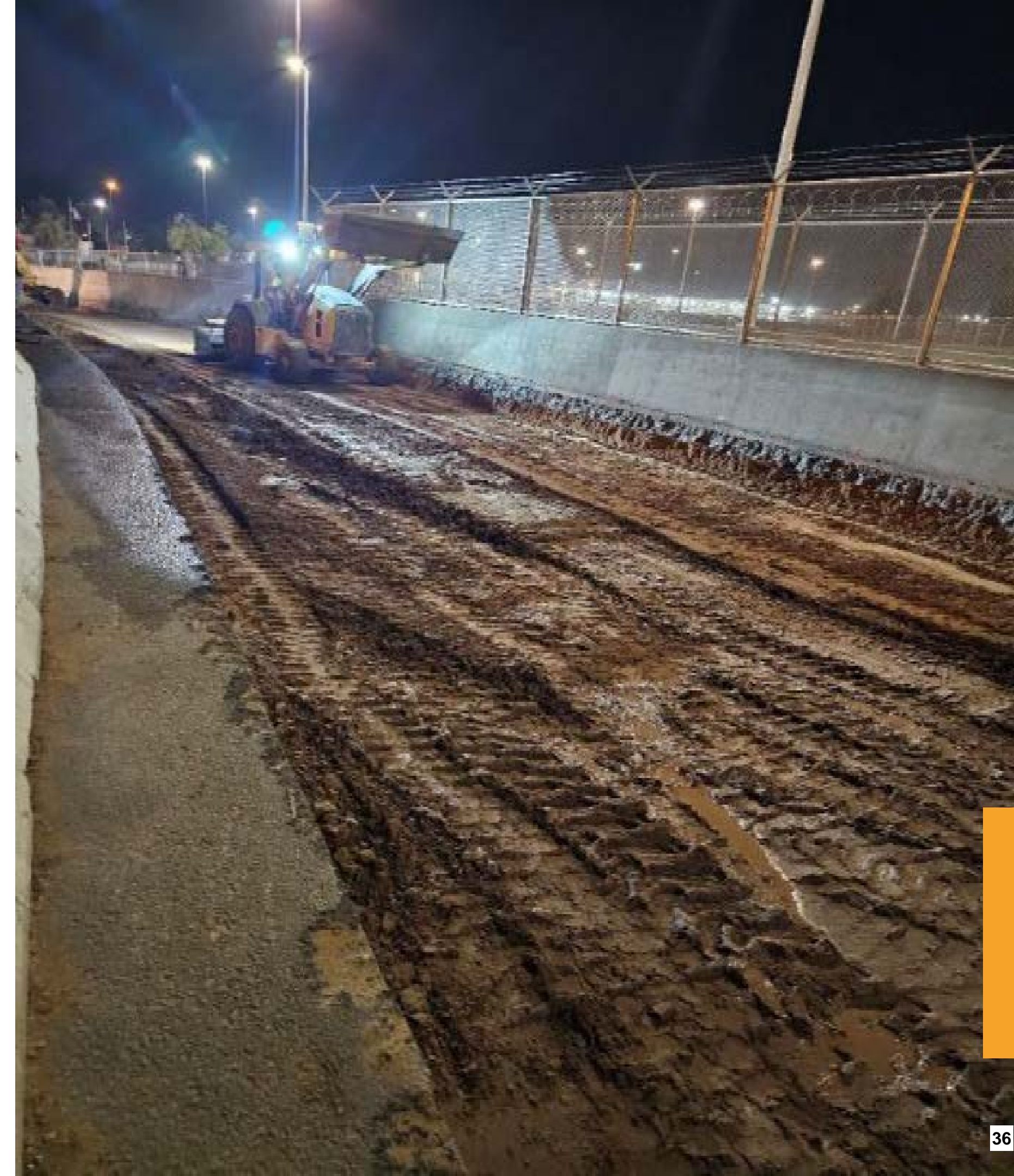


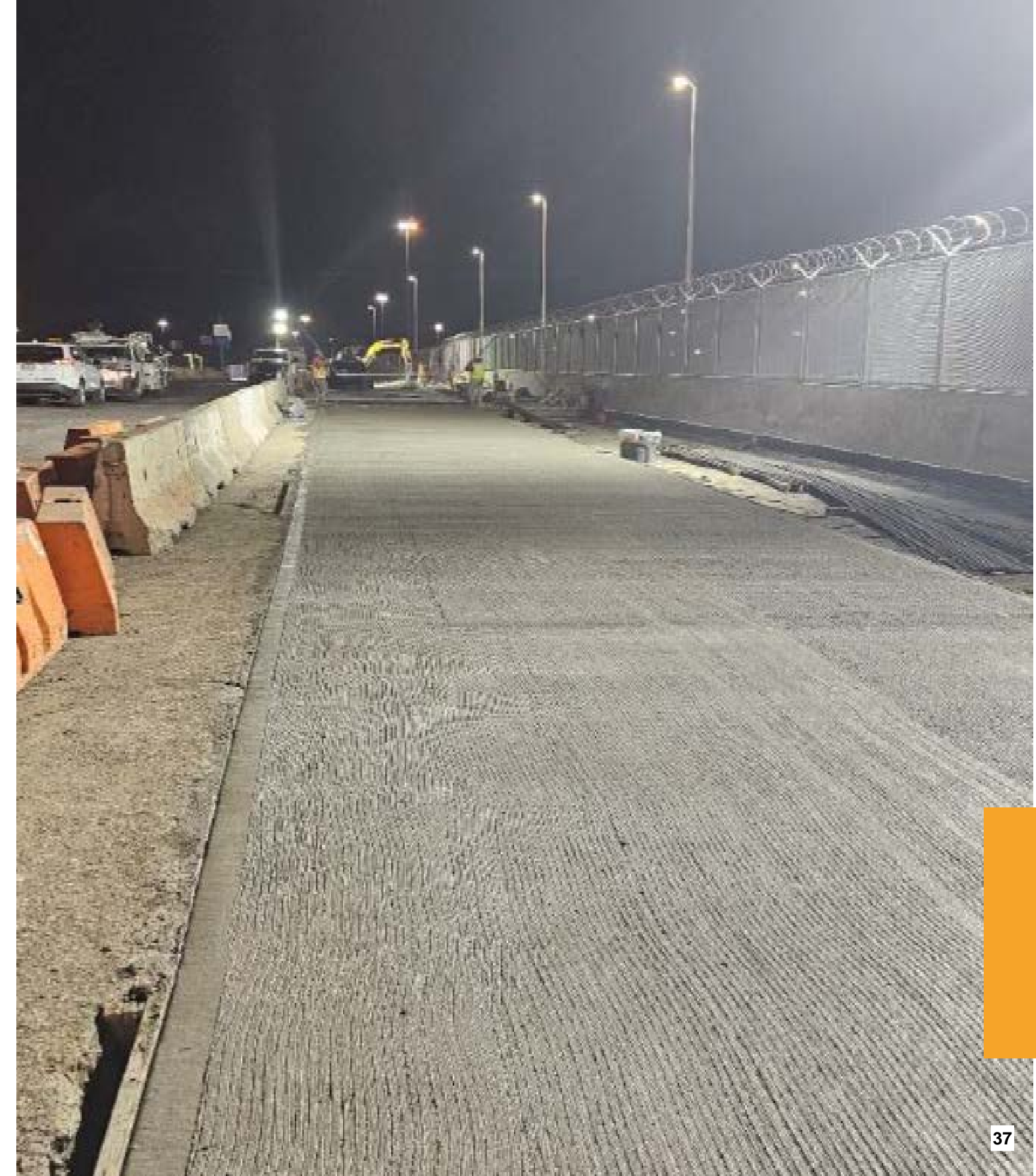


Stage 3 contractor completes required infrastructure improvements for the additional passenger vehicle lanes.



STAGE 3





Stage 3 contractor work on the additional passenger vehicle lanes and complete tie in to existing bridge

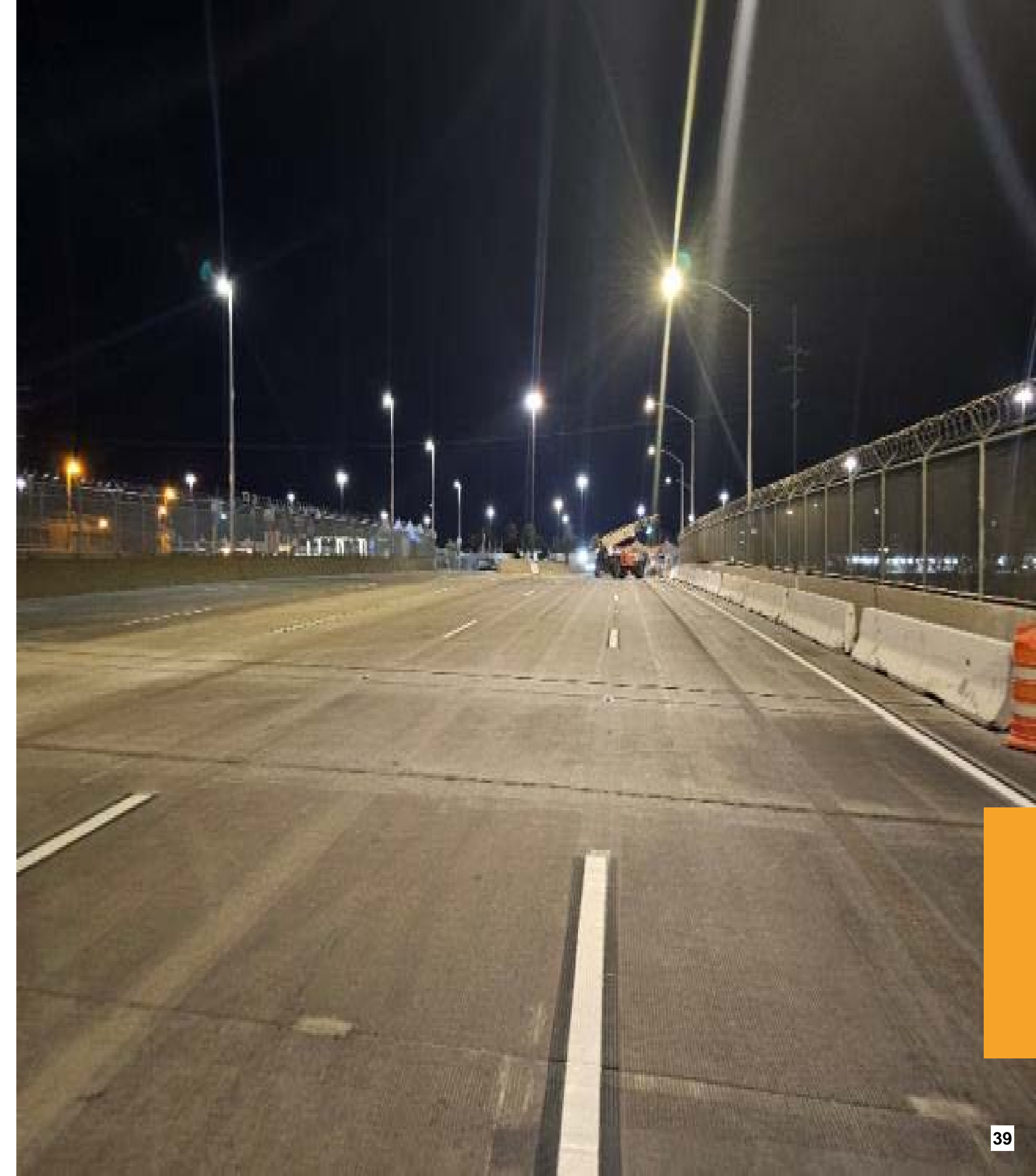
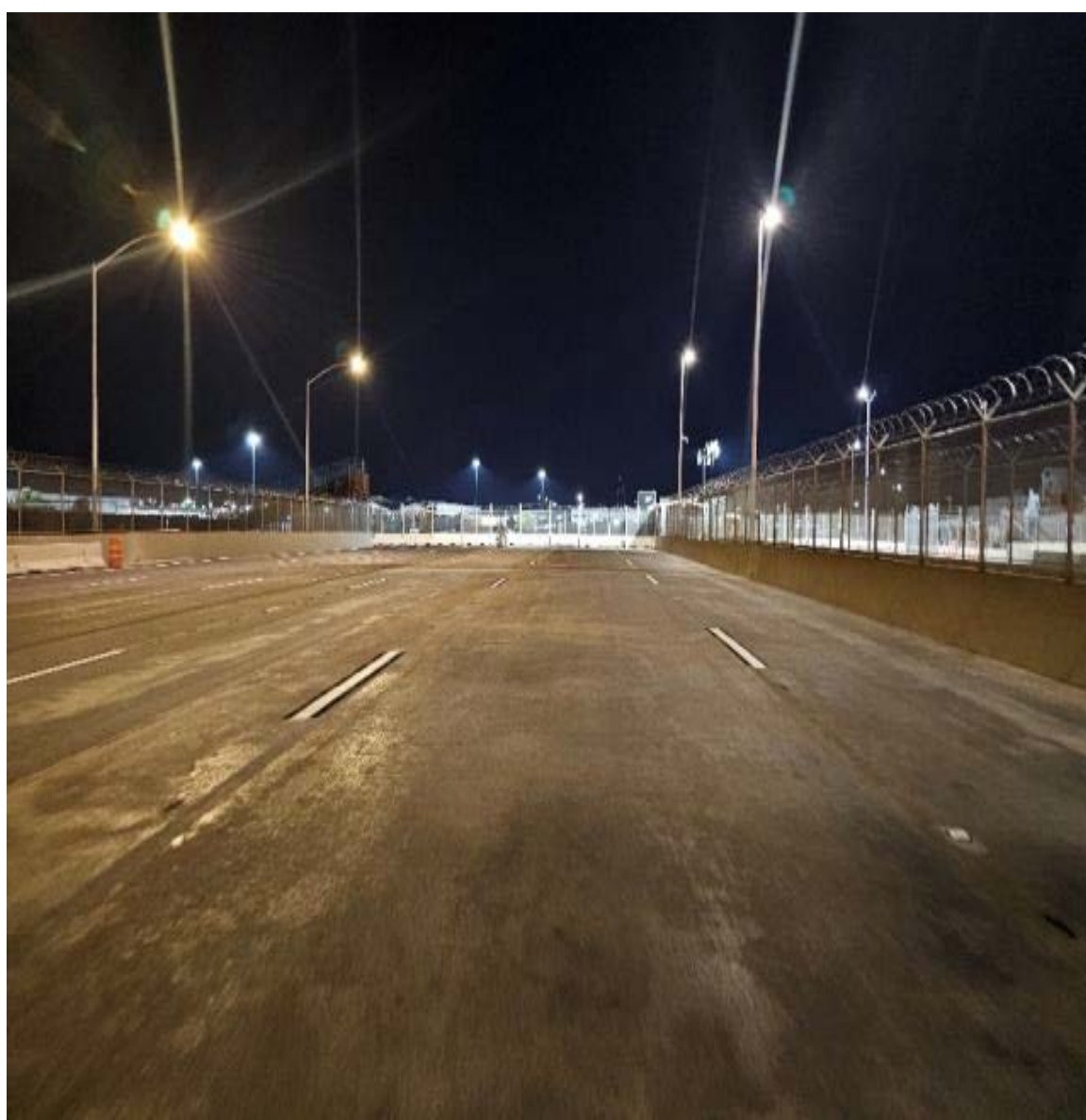


STAGE 3

CONSTRUCTION STAGE 4

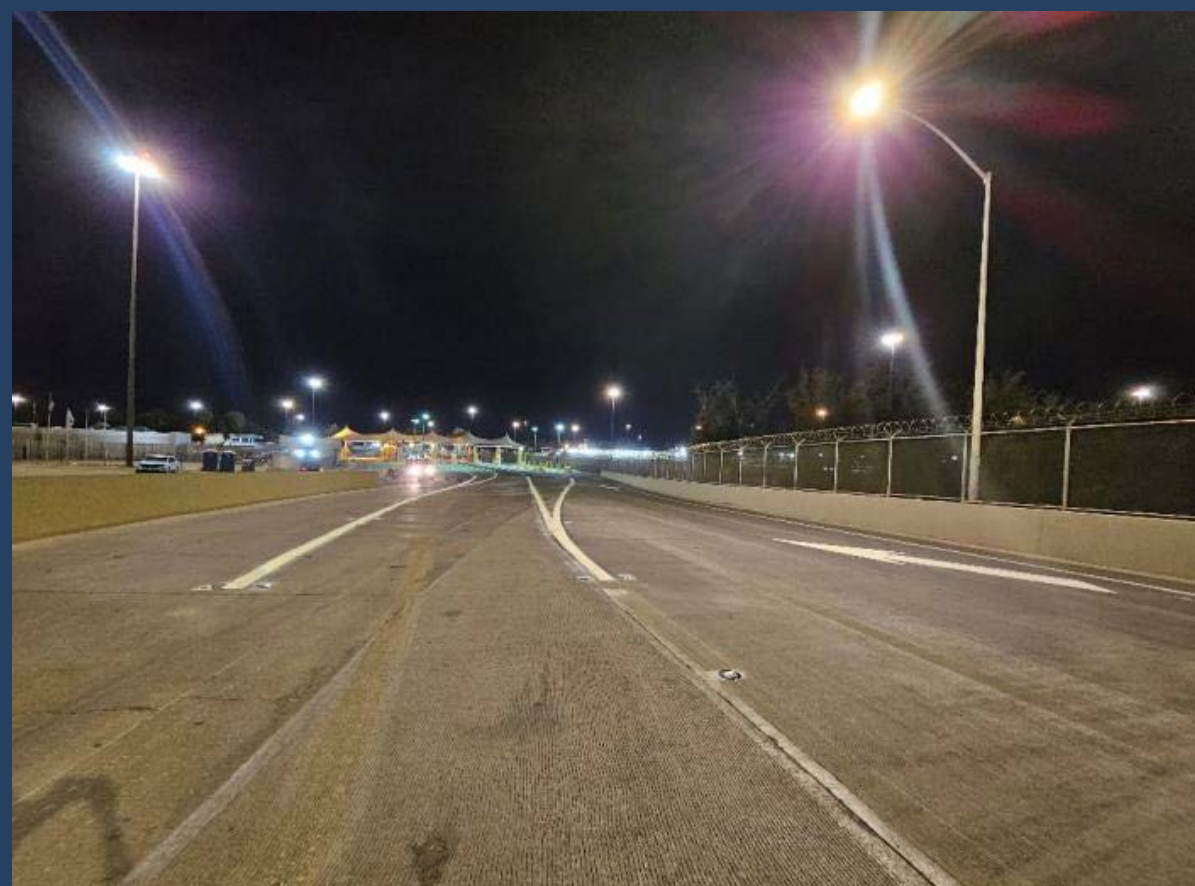
Striping and Bridge Maintenance





Stage 4 contractor completes the required striping improvements and existing bridge rehabilitation work which includes spot anchor bolt rehabilitation

STAGE 4



PROJECT COORDINATION

Thank you!

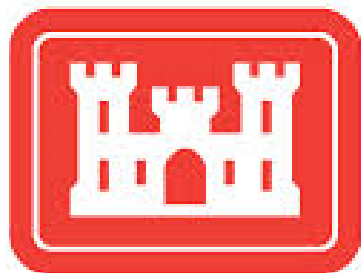
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RELACIONES EXTERIORES



SIDURT
SECRETARÍA DE INFRAESTRUCTURA, DESARROLLO URBANO Y REORDENACIÓN TERRITORIAL
GOBIERNO DE BAJA CALIFORNIA



HACIENDA
SECRETARÍA DE HACIENDA Y CRÉDITO PÚBLICO



ADUANAS
AGENCIA NACIONAL DE ADUANAS DE MÉXICO

An aerial, high-angle photograph of a multi-lane highway interchange. A semi-truck is visible on the upper level of the interchange, and several cars are on the lower level. The image is dark and moody, with a blue tint. A semi-transparent dark rectangle is overlaid in the center, containing the text "THANK YOU" in a large, yellow, serif font.

THANK YOU

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September 27, 2024

2024 San Diego Regional Tribal Summit Summary

Overview

The San Diego region is home to 18 Native American reservations represented by 17 tribal governments, the most in any county in the United States. Executive Order 13175 requires consultation and coordination with tribal governments.

SANDAG has a significant history working with tribal governments in the region. As part of the government-to-government framework established by SANDAG and the Southern California Tribal Chairmen's Association (SCTCA), a Tribal Summit has been convened by the leaders of both groups typically every four years since 2002 with the last Summit being held in 2018.

The 2024 Tribal Summit was held Friday, June 14, 2024. It brought together the Board of Directors and tribal leaders to discuss areas of mutual interest and identify collaborative opportunities.

Key Considerations

The agenda for the 2024 Tribal Summit included information on the history of the SANDAG tribal program, an overview of tribal sovereignty and provided a forum for leaders to engage in policy level discussions to identify additional efforts and areas for future collaboration. Topics discussed included transportation, climate, energy, cultural resources, and public safety. The Tribal Summit forms part of the tribal consultation process for the 2025 Regional Plan, which is currently in development. It provided a timely opportunity for tribal input regarding transportation and regional planning issues, in addition to the chance to reconvene tribal leaders and the Board after a six-year hiatus.

There are several current ongoing collaboration efforts between SANDAG, the SCTCA and individual tribal nations that were discussed during the Summit.

- SANDAG and SCTCA are jointly administering a tribal housing grant program funded through the SANDAG Regional Early Action Planning grant (REAP 2.0) allocation that is providing \$3.4 million to tribes to advance housing on or near tribal reservations.
- SANDAG is working closely with Caltrans to advance two tribal priority capital projects: interchange improvements to I-8 at West Willows Road and realignments to SR 76. \$5 million has been allocated for these projects.
- SANDAG and SCTCA were jointly awarded nearly \$500,000 to improve tribal internet services provided through the Tribal Digital Village.
- SANDAG and the La Jolla Band of Luiseno Indians applied jointly and were awarded a grant to develop a regional vision zero action plan as well as a plan specifically for the tribe.
- SANDAG is collaborating with SCTCA and tribes on efforts to include new tribal priorities in the 2025 Regional Plan initial concept.

Action: Information

Staff will present a summary of the 2024 San Diego Regional Tribal Summit that took place Friday, June 14, 2024.

Fiscal Impact:

Tribal Consultation is budgeted in FY 2024 Overall Work Program Project No. 3100404

Schedule/Scope Impact:

None.

A summary of the Tribal Summit recommendations is outlined below and detailed in the Tribal Summit Summary (Attachment 2).

- Evaluate the frequency of Tribal Summits and continue to collaborate with federally recognized tribes.
- Assess the potential for voting power for the tribal representative on the SANDAG Board.
- Further strengthen tribal relations and prioritize funding for rural and tribal projects.
- Improve CEQA consultation process between SANDAG staff and tribes related to tribal cultural and natural resources.
- Ensure Vision Zero safety work aligns with broader sustainability and safety objectives.

Next Steps

Staff will continue to work with tribal leaders and staff to advance tribal priorities and act on Tribal Summit recommendations, working closely with the SCTCA, the Interagency Technical Working Group on Tribal Transportation Issues (TTWG), the Tribal Task Force and SANDAG leadership. Staff will provide an overview of the Tribal Summit and present the Tribal Summit Summary at the September TTWG meeting and will share an update with the SANDAG Board.

Antoinette Meier, Senior Director of Regional Planning

Attachments: 1. Tribal Lands in the San Diego Region
 2. Draft 2024 Tribal Summit Summary



DRAFT 2024 Tribal Summit Summary

Introduction

On June 14, 2024, the Pala Band of Mission Indians hosted the 2024 San Diego Regional Tribal Summit ("Tribal Summit"). The Tribal Summit was the result of collaboration between the San Diego Association of Governments (SANDAG) and the Southern California Tribal Chairmen's Association (SCTCA). The purpose was to bring together elected leaders from the 19 local governments that make up the SANDAG Board of Directors and the 17 federally recognized tribal governments in the San Diego region to discuss policy issues of mutual interest related to transportation and regional planning. The goal was to identify priority actions that could be addressed through continued collaboration and coordination. In particular, the Tribal Summit forms part of the tribal consultation process for the 2025 Regional Plan, which is currently in development. The Tribal Summit provides a timely opportunity for tribal input regarding transportation and regional planning issues.

The 2024 Tribal Summit marked the sixth time a Tribal Summit was held. The first took place in downtown San Diego at SANDAG offices in 2002. Since then, a Memorandum of Understanding (MOU) has been established between SANDAG and SCTCA, outlining an advisory role for the SCTCA on the SANDAG Board of Directors and the Policy Advisory Committees.

- See the [2024 Tribal Summit Agenda](#)
- Watch the [2024 Tribal Summit Recording](#)

Summary

The purpose of this summary is to summarize the event, help inform the development of the 2025 Regional Plan, and to identify opportunities for continued collaboration between SANDAG and SCTCA. Presentations and other information distributed at the Tribal Summit have been summarized for the purpose of identifying key priorities and issues raised. This Summary is not meant to act as a full transcript of the event, but rather a summary of the themes covered and a sample of some of the discussions that took place. A recording of the full Tribal Summit can be watched at the link provided.

Welcome and Opening Remarks

Nine tribal nations and fifteen jurisdictions were in attendance, as well as representatives from Caltrans District 11, SCTCA, Bureau of Indian Affairs, and local transit service operators. The tribal nations represented included the Barona Band of Mission Indians, Lipay Nation of Santa Ysabel, Jamul Indian Village of California, La Jolla Band of Luiseño Indians, La Posta Band of Mission Indians, Manzanita Band of the Kumeyaay Nation, Pala Band of Mission Indians, Pauma Band of Luiseño Indians, and Rincon band of Luiseño Indians. City and County jurisdictions represented included the County of San Diego and the Cities of Carlsbad, Chula Vista, Del Mar, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, San Diego, Santee, Solana Beach, and Vista. City of Solana Beach Mayor Lesa Heebner called the meeting to order on behalf of Chairwoman Nora Vargas, who had a limited capacity for speaking due to a medical condition. Mayor Heebner expressed her continued interest in strengthening partnerships with Tribal nations through SANDAG and independently, while thanking the Pala Band of Mission Indians and SCTCA Chairman Robert Smith for hosting the meeting. This was followed by a land acknowledgment and public comment period.

After public comments concluded, board members and tribal leaders recognized SANDAG CEO Coleen Clementson for her achievements on her last day and last Board of Directors meeting at SANDAG.

Chairman Smith then introduced senior member of Pala Band of Mission Indians Eric Ortega to share a blessing for the meeting. Afterwards, Board members and tribal representatives introduced themselves and shared brief remarks, with many expressing their interest in efficient collaboration between tribes and jurisdictions and sharing a continued concern for the protection of our lands.

Tribal Sovereignty and its Intersection with Social Equity

- Dr. Theresa Gregor, Associate Professor CSU Long Beach | lipay Nation of Santa Ysabel | Yaqui Nation

A video produced by SCTCA was shared with information on how the United States Constitution and treaties recognize Native American communities as sovereign nations within the territorial boundaries of the United States. In the San Diego region, there are 17 federally recognized tribal governments and 18 reservations — the most in any county in the United States. The video elaborated on the nuances of tribal sovereignty and the tribal nations in the San Diego region, featuring tribal elders and leaders from different tribes across the region who spoke on the importance of tribal sovereignty.

In the video, several tribal leaders outlined the significance of tribal sovereignty. For example, Sycuan Band of the Kumeyaay Nation Chairman Cody Martinez stated that it is the responsibility of tribes to “educate not just the public on sovereignty, but also tribal youth” who will keep their tribe’s legacy and history alive in the video.

Overall, the video set the context for why understanding tribal sovereignty is critical to establishing government-to-government dialogue on planning issues. Tribal nations are subject only to federal law and, in certain circumstances, to compacts negotiated with the surrounding state. Tribes in the San Diego region will continue to grow and develop, and sovereignty ensures their existence and power to be not only self-governing, but also self-sustainable in terms of housing, transportation, education, public safety, and other areas of public policy.

After the video, Dr. Gregor elaborated on the relationship tribal sovereignty has with planning. Tribal sovereignty, as she put it, grants tribes specific rights related to transportation and resource planning, requiring that planners fulfill additional responsibilities such as cultural monitoring. This approach differs from the broad application of equity principles to all populations across the entire region, as it acknowledges the unique status and needs of tribal communities.

Tribal Program History and Collaborative Planning Efforts Since the First Tribal Summit

- Coleen Clementson, SANDAG Interim CEO

For nearly 20 years, SANDAG has worked with regional tribal nations to incorporate their priorities into SANDAG’s planning and project selection program. In doing so, it has developed one of the most well respected and highlighted tribal engagement models in the state. It has also resulted in planning elements and project selection that reflect tribal input and have strengthened the transportation network within San Diego County.

The framework created between SANDAG and the SCTCA incorporates tribal needs and perspectives into regional planning. In 2007, SANDAG and SCTCA signed an MOU, which provided advisory members on the SANDAG Board of Directors and Committees, including the Transportation, Borders, Regional Planning, and Public Safety policy committees. SCTCA is a consortium serving 25 federally recognized tribal nations.

The MOU is a unique government-to-government framework between tribal governments and a Metropolitan Planning Organization (MPO) that supports meaningful engagement in complex regional planning and policy decisions. This type of arrangement is uncommon at the local or regional levels as it has been most commonly applied at the state and federal levels.

City of Encinitas Mayor Kranz pointed out the unique and complex interpersonal relationships that tribes have with each other, noting that these dynamics are often not fully understood by outside entities. He described an experience of understanding historic tribal lands within the City of Encinitas and elaborated that the boundaries of current tribal reservation lands do not necessarily reflect the historical territories where tribes have lived and existed for generations. This misalignment can complicate contemporary issues of governance, resource management, and cultural preservation. Rincon Band of Luiseño Indians Chairman Bo Mazzetti brought attention to the varying forms of tribal recognition at the state and federal levels, stressing that city jurisdictions should be aware of these differences when facilitating their relationships with tribes. He explained that tribal recognition can significantly impact the legal and political standing of tribes, influencing their access to resources, governance capabilities, and interactions with other governmental entities. Chairman Mazzetti urged city officials to educate themselves on these distinctions to foster more effective and respectful collaborations with tribal nations that are federally recognized. City jurisdictions can better support the needs and sovereignty of the tribes they work with by acknowledging and understanding the different levels of recognition. Chairman Mazzetti spoke several times with related comments during this initial discussion.

Mayor Minto of the City of Santee followed up on Mayor Kranz's comments and shared an experience of an entity misrepresenting themselves. He agreed that jurisdictions should be knowledgeable of different levels of tribal recognition and diligent in vetting their potential partners. Mayor Minto continued by reflecting on his past involvement with the Tribal Summit, touching on his experience overcoming ignorance through the mutual learning and sharing these meetings facilitate. He concluded by remarking on how far the tribal consultation program has come since its inception.

Deputy Mayor Rick Robinson of Oceanside urged SANDAG to prioritize safety in their plans. He elaborated that SR 76 is a dangerous corridor for all types of vehicle travelers, whether that is by motorcycle, car, RV, etc. Robinson highlighted that the safety of the roadways impacts which modes of transportation are viable and has a profound impact on tribal members' quality of life as well. East County roads are similarly neglected according to the deputy mayor.

SCTCA Perspectives on Regional Collaboration

- Chairman Robert Smith, SCTCA Chair | Pala Band of Mission Indians

Chairman Smith shared an overview of the SCTCA and the relationships between local and tribal governments, as well as how collaboration efforts have evolved. Central planning does not adequately address the needs of rural networks in the unincorporated north and east parts of

the county. As a result, smaller populations with specialized needs and interests, such as tribes, often lose representation in existing regional forums.

Rincon Chairman Bo Mazzetti shared his planning fatigue after personally seeing little capital improvements or quality of life improvements in 24 years of engagement. The chairman expressed that he felt rural lands were overlooked by existing planning frameworks, which concentrate resources in urban areas. From his perspective, the region only secured funding for the one bus route that services his area due to tribal involvement. He also reiterated how the dangerous road conditions for cyclists on Palomar Mountain Road through Pala Reservation, as well as “Dead Man’s Curve” on SR 76, have persisted for over a decade as a result of planning neglect. Supervisor Joel Anderson went on to talk about the County of San Diego’s efforts to include an advisory role on the Board of Directors to represent the 600,000 constituents in unincorporated San Diego County. He also expressed his disappointment in the lack of delivery on a light rail trolley to Ramona, which, he added, would also contribute to the region’s VMT reduction goals and provide key opportunities for workforce housing. The supervisor pointed out his belief that the methodology in tracking VMT is flawed, as trips originating from outside and terminating within San Diego County are not included according to him. He shared that tribes are the number one employer in his district. Finally, he asserted that the unincorporated advisory role on the SANDAG Board should be a voting position.

Deputy Mayor Katie Melendez of Vista concurred that central planning has excluded her jurisdiction from relevant planning decisions as well. She asserted that while there is value in participation, it doesn’t always translate to investment. She encouraged more opportunities to have conversations de-centering San Diego and advocated for north county communities of all kinds to share resources.

Chairwoman Nora Vargas advocated for a yearly Tribal Summit to address the communication gaps, lack of project delivery, and dissatisfaction with representative capacity pointed out previously by her colleagues. She reiterated that having clear goals and objectives would improve the disconnect between representatives and planners, and even suggested different meeting formats such as brainstorming to promote collaboration.

Association of Planning Groups Representative Robin Maxson raised issues of neglect on rural roads and how people using different roads around the county should have a similar experience. In her opinion, we need to be equitable for how we’re planning and funding infrastructure and maintenance for all parts of the county.

Councilmember Jack Shu brought up equity and his concern that the term is not used correctly as well as the need to look at funding and land use even as far back as 200-300 years ago. He discussed the road usage charge not being equitable and the current system being misunderstood, with rural populations paying more than their share under the current system. He shared his belief that rural communities cannot continue to ask for the same types of projects, with microtransit being one potential solution to serve rural areas versus some of the solutions that have been asked for in the past, like expanding roadways.

Mayor Minto of Santee went on to discuss the lack of bus transit in his jurisdiction as a result of defunding and the apparent lack of investment in transit east of I-15. He also expressed that the current advisory role of the SCTCA on the SANDAG Board is not sufficient for tribal representation and proposed that in 2025 the SCTCA be a voting member on the Board.

Del Mar Deputy Mayor Terry Gaasterland followed up by saying she's been requesting a map of transit deserts and that transit connectivity to east county from Del Mar is also lacking and a potential area of collaboration.

Caltrans Acting Deputy Director Roy Abboud mentioned the Caltrans State Highway Operation and Protection Program (SHOPP) as one resource for maintenance of rural roads and the desire to continue to engage with tribes as Caltrans develops projects in rural areas to make sure tribal nations are aware and included.

Mayor Vazquez of the City of Lemon Grove questioned how SANDAG makes sure that projects are delivered in rural areas and pointed out that the difference between planning for improvement and actual construction is having money. She also shared how Lemon Grove sets aside funding for a specific purpose and questioned whether SANDAG should set aside funding specifically for tribal construction projects.

Board members overall noted that rural projects do not receive funding in an equitable or timely manner, despite continued participation in regional planning.

Areas of Mutual Interest: Transportation

- SANDAG overview of projects and tribal collaboration efforts, Antoinette Meier, Senior Director of Regional Planning

Planning Director Antoinette Meier shared areas of collaboration between SANDAG and tribes in the region, including the Intraregional Tribal Transportation Strategy (ITTS), a document which outlines priority strategic actions for transportation infrastructure and funding, transit opportunities, and technical assistance for tribes. The ITTS was a result of the 2014 Tribal Summit and has been updated to better align with evolving priorities of tribal nations. SANDAG presented updates on two identified early action priority projects: the I-8 and Willows Rd interchange and curve alignment on SR 76 projects, including delays in the consultant procurement process. In addition, Meier shared information on the tribal priority projects included in the initial concept for the 2025 Regional Plan. Other areas of collaboration between SANDAG and tribes were shared, including Vision Zero research and outreach efforts to reduce traffic fatalities and injuries; digital equity initiatives for fiber and broadband internet connection; and housing, land use, and climate programs.

- North County Transit District transportation updates, Katie Persons, Director of Service Planning

North County Transit District shared new transit services and routes as well as upgrades to existing services relevant to tribal governments. Persons provided a brief overview of services that NCTD offers and elaborated on the Breeze fixed bus routes, Lift paratransit shuttle services, and new NCTD+ microtransit program. The Breeze 388, in particular, is a fixed bus route offered by NCTD that serves four tribal nations: San Pasqual Band of Mission Indians, Rincon Band of Luiseño Indians, Pauma Band of Luiseño Indians and Pala Band of Mission Indians. This route operates all week and connects to 19 other transit routes and services. Additionally, the LIFT Paratransit service is available for customers unable to use fixed-route services due to disability or medical conditions. The service requires passenger certification and advance reservations. Currently, the LIFT Paratransit service boards 93,000 passengers per year and serves Escondido, Fallbrook, Vista, Oceanside, Carlsbad, Encinitas, Solana Beach,

Del Mar, and up to Pala Reservation. NCTD's most recently launched service, the NCTD+ microtransit shuttle, is a shared on-demand service operating within a defined service area powered by app-enabled dynamic routing. This microtransit option complements existing fixed routes as a solution to first- and last-mile connectivity gaps. Considerations for where to deploy microtransit shuttles include equity (disadvantaged communities by minority population, low-income, disabled status, or zero-vehicle households), transit connectivity, efficiency (average wait time, average passenger count), and points of interest (community amenities and services). Current proposed microtransit zones include Fallbrook to Pala Reservation including Palomar College, with October 2025 as the planned implementation date. At the conclusion of her presentation, Persons re-iterated the many opportunities for partnership that exist for tribes with NCTD, such as grants and funding opportunities and local development or bus stop improvements.

- Caltrans Updates, Karen Islas, Caltrans Senior Transportation Engineer, District 11 Native American Liaison

The California Department of Transportation (Caltrans) District 11 presentation focused on the introduction of Senior Transportation Engineer and Tribal Liaison, Karen Islas, functioning as the conduit of information, linkage to higher levels of authority and communication for the Department with tribal governments. The presentation content began with five areas of interest obtained during previous months of engagement. In the middle mile broadband network (MMBN) effort, Islas elaborated on the role of Caltrans under the oversight and direction of the California Department of Technology (CDT) and been tasked with completing the environmental compliance, design, permitting and construction of MMBN infrastructure. Currently, the broadband network is still in preliminary details with continuous updates from CDT, where constant collaboration with Tribal Nations will be key for any future delivery success. In the main routes area updates, upcoming projects were shared on projects happening along SR-94, I-8, and SR-76. These were selected as work is expected to be in progress within the next year and the projects could be of interest to tribal nations. It was also reiterated about Caltrans District 11 upcoming oversight and collaboration with SANDAG-led projects of I-8 at West Willows Road and SR 76 improvements. Islas shared that one of her goals as the newest District Tribal Liaison is to involve tribal governments as early and often as possible during Caltrans' project development process and continuing that engagement throughout each phase. She asserted that establishing a point of contact is an effective way to maintain productive communication about project updates. Moreover, Islas shared available grant funding opportunities at state and federal levels by means of the quarterly-generated Tribal Infrastructure Investment and Jobs (IIJA) Act Newsletter, expressing the importance of continuous collaboration due to each tribal nation having different areas of interest for these grants. Lastly, an alternative to communicate with District 11 about non-emergency items with staff continuously monitoring was also shared.

Luncheon

Lunch was held and participants held informal discussions on the topic of transportation as well as others.

Areas of Mutual Interest: Cultural Resources

- Procopio, Ted Griswold, Partner

Procopio Partner Ted Griswold shared perspectives on cultural resources as a trusted partner to several tribes in the region. His comments included how the protection of cultural resources is necessary for the continuation of Indigenous culture. Good governance requires valuing, locating, protecting, and stewarding these resources in a manner defined by the originating tribes. Cultural resources can include items, landscapes, topographic features, sacred sites, and conglomerations of sites.

According to Griswold, NEPA and CEQA alone are not sufficient to fully understand cultural resource monitoring; without tribal consultation and collaboration, any efforts at cultural monitoring would be incomplete. Historical persecution and subsequent safeguarding of indigenous culture have led to the loss or obscuring of tribal cultural resources and traditional ways of doing things.

Points of prominence are critical locations that planners should be educated on concerning cultural resource monitoring. Unfortunately, these points have often been obscured due to development over or destruction of tribal lands.

Councilmember Bruce Durbin expressed concern that the current CEQA letter-writing process between planners and tribes is disjointed, particularly when it comes to aligning priorities concerning cultural and natural resources. He highlighted that this misalignment stems from a fundamental gap in understanding between planners and tribal communities. Councilmember Durbin called on planners and elected officials to make concerted efforts to bridge this gap, emphasizing the importance of recognizing and respecting the cultural ways in which tribes communicate and identify their priorities. He stressed that tribal priorities are often articulated in manners that may be unfamiliar to planners, and bridging this understanding is crucial for effective collaboration.

Bureau of Indian Affairs (BIA) Representative Chu Wei elaborated on the support that the BIA can provide to tribes, particularly in navigating the NEPA process. He mentioned that the BIA is equipped to assist with various aspects of this process, ensuring that tribal concerns and priorities are adequately addressed. Additionally, Wei highlighted the role of the BIA in facilitating data sharing between agencies, which can enhance the overall effectiveness and efficiency of resource management and planning efforts involving tribal lands and interests.

Areas of Mutual Interest: Climate

- SANDAG's Priority Climate Action Plan, Susan Freedman, SANDAG Climate Planning Manager

The San Diego Regional Priority Climate Action Plan (PCAP) was developed by SANDAG through a U.S. Environmental Protection Agency (EPA) grant to address climate pollution and promote sustainability. The PCAP identifies near-term priorities to reduce greenhouse gas emissions from transportation, buildings, and energy by 2030. Key initiatives within this strategy include increasing the adoption of electric vehicles, expanding active transportation opportunities and transit incentives, and increasing rooftop solar and battery storage.

The PCAP is particularly relevant to tribal interests, as it aligns with many of the environmental and sustainability goals of tribal communities. The strategy focuses on initiatives that would benefit all communities in the region and that would be implemented through collaboration and coordination. Collaborative efforts between SANDAG and tribal communities under the PCAP

framework could lead to more effective and culturally sensitive approaches to climate action, ensuring that the unique needs and perspectives of tribes are incorporated into regional sustainability initiatives.

Several tribal communities have also developed their own PCAPs through EPA grant funds. These tribal PCAPs are tailored to the specific environmental, cultural, and economic needs of each tribe. Over the next year, SANDAG will be building on the PCAP to develop a long-term climate plan that identifies climate actions through 2050, providing more opportunities for collaboration with tribal communities.

This collaboration not only supports the environmental goals of tribal communities but also strengthens their capacity to address climate challenges independently. By working together, SANDAG and the tribes can share knowledge and resources, leading to more comprehensive and integrated climate action across the region. This partnership highlights the importance of including tribal perspectives in regional sustainability initiatives and ensures that the benefits of climate resilience and sustainable development are equitably distributed.

- Disaster Preparedness and the Intertribal Long Term Recovery Foundation, Dr. Theresa Gregor, Associate Professor CSU Long Beach | lipay Nation of Santa Ysabel | Yaqui Nation

Emergency and disaster preparedness resource planning for tribes is of paramount importance due to the unique challenges these communities face. The Intertribal Longterm Recovery Foundation, founded in 2009, plays a crucial role in this area by assisting with disaster response initiatives in tribal communities. The foundation provides a wide range of resources to tribes across the country, ensuring that emergency services are available and tailored to the specific needs of Indian Country. Their efforts include offering grant technical assistance and scholarships aimed at introducing youth to first responder professions and related fields, thereby fostering a new generation of trained individuals within tribal communities who can respond effectively to emergencies.

The Intertribal Longterm Recovery Foundation addresses these vulnerabilities by focusing on building capacity within tribal communities through training, preparedness and recovery education, resource allocation, and youth engagement. Their work helps ensure that tribes are not only better prepared to handle emergencies but also more resilient in the face of future disasters. This approach to disaster preparedness and response planning is essential for mitigating the heightened risks that tribal communities face and for promoting long-term recovery and resilience.

Despite ongoing efforts, significant challenges and gaps persist. Sovereignty continues to be misunderstood, underscoring the importance of cultural understanding. Tribal isolation, coupled with existing social and economic disadvantages, heightens vulnerability during and after disasters. Preparedness needs to become a routine practice, even in times of calm. There is a lack of funding, and tribal residents need access to relevant information and tools to motivate behavioral change. Not all tribes have the capacity to respond effectively, making it crucial to maintain updated plans and programs.

Areas of Mutual Interest: Energy

- Tribal Energy and Climate Collaborative Overview, Shasta Gaughen, Pala Band of Mission Indians, Environmental Director and Tribal Historic Preservation Officer

The Tribal Energy and Climate Collaborative, developed with funding from the California Strategic Growth Council's Regional Climate Collaboratives (RCC), focuses on energy projects and climate adaptation. This initiative mirrors the structure of the SCTCA, aiming to strengthen the link between energy projects and climate adaptation, which are inextricably connected for tribes.

For non-gaming tribes, the clean tech and energy industry represents a significant economic development opportunity. By participating in this collaborative, tribes can explore and implement innovative energy solutions that not only address their unique needs but also foster economic growth within their communities. The collaborative opens an avenue for tribes to advocate for their interests in energy and climate policy at the California Public Utilities Commission (CPUC), ensuring that their voices are heard and considered in state-level decision-making.

The Tribal Energy and Climate Collaborative facilitates the development of a robust network among government agencies, non-profits, non-governmental organizations (NGOs), and academic institutions. This network is instrumental in developing ideas that could provide clean energy technologies that benefit the entire region. By leveraging the expertise and resources of these diverse partners, the collaborative aims to implement sustainable energy solutions and climate adaptation strategies that not only enhance tribal resilience but also contribute to the broader regional goals of sustainability and environmental stewardship. Through this integrated approach, the collaborative underscores the importance of partnerships in advancing clean energy initiatives and addressing the pressing challenges of climate change.

Gaughen elaborated on the importance of local manufacturing for workforce and economic development within tribal communities, highlighting that these activities are crucial for building a self-sustaining economy. She emphasized that while the primary goal is to foster economic growth and create job opportunities on tribal reservations, the sale and export of technology developed through these initiatives are not intended to be confined solely to tribal lands.

Areas of Mutual Interest: Public Safety

- Murdered and Missing Indigenous People Efforts, California Statewide Feather Alert Program, Chairwoman Erica Pinto, Jamul Indian Village

The normalization of violence towards Indigenous people significantly contributes to the underreporting and undercounting of Missing and Murdered Indigenous Persons (MMIP) cases. Alarming, 84% of Indigenous women experience violence in their lifetime, and they face a homicide rate ten times higher than the national average. This violence is further exacerbated by the historical trauma inherited by Indigenous peoples, which is compounded by poor access to essential resources such as healthcare, affordable groceries and amenities, education, transportation, and economic opportunities within their communities.

Federal initiatives like Savanna's Act aim to address these issues by improving data collection on tribal matters, thereby enhancing the identification of MMIP cases and the allocation of necessary resources. Additionally, the Feather Alert Program is an important statewide initiative

that helps in locating missing persons by organizing search efforts and disseminating alerts about missing individuals.

Addressing the crisis of MMIP requires a multi-layered approach focused on education, support, and systemic change. Education is crucial; individuals, governments, and communities need to understand the historical trauma and systemic issues that contribute to the vulnerability of Indigenous people. Supporting the MMIP movement involves using one's voice to raise awareness, advocating for policy changes like Savanna's Act, and participating in programs such as the Feather Alert. Building trust and respect between Indigenous communities and law enforcement is essential for creating safer communities. Understanding the severity of this crisis, actively listening, and taking action within your capacity can help create safer lives for Indigenous people.

- Update on Transportation Safety, Samuel Sanford, SANDAG Senior Regional Planner

Indigenous people are also disproportionately represented in serious injury and fatal car crashes in San Diego County. The SANDAG Traffic Safety Data Dashboard utilizes data from incident reports filed by police officers at the scene of car crashes. This data is critical for understanding and mitigating traffic-related injuries and fatalities among Indigenous populations. Furthermore, the Highway Safety Improvement Program includes set-asides specifically for tribes and rural challenge areas, providing targeted funding to improve traffic safety in these communities.

Local tribes, such as the La Jolla Band of Luiseño Indians, have actively participated in the Safe Streets and Roads for All program. They were awarded in FY 2022 and have begun to develop a Comprehensive Safety Action Plan (CSAP). This initiative aims to create recommendations and planning designs in collaboration with local, state, and regional governments, ultimately enhancing road safety and reducing traffic-related incidents for Indigenous populations.

Councilmember Shu proposed that the Vision Zero safety framework should incorporate Vehicle Miles Traveled (VMT) reduction strategies and alternative modes of transportation. He stated that these elements are critical for creating a comprehensive approach to road safety, as reducing the number of vehicle miles traveled can directly decrease the likelihood of traffic incidents, and promoting alternative transportation modes can enhance overall community safety and sustainability.

In addition, Councilmember Shu encouraged fellow jurisdictions to apply for the Safe Streets and Roads for All (SS4A) grant, citing the established policy in La Mesa as a model. He highlighted the positive outcomes achieved in La Mesa, suggesting that other areas could similarly benefit from the grant's resources and support, leading to improved road safety and infrastructure across the region.

Caltrans representative Roy Abboud shared the availability of technical assistance for tribes interested in the SS4A and Highway Safety Improvement Program (HSIP) grants. He emphasized the value of the grant program, pointing out that it provides essential funding and resources that can significantly enhance traffic safety measures within tribal communities.

2024 Tribal Summit Recommendations

Several recommendations were given during the discussions held throughout the day. A consolidated summary is included below:

- Increase the frequency of Tribal Summits.
- Jurisdictions should only work with federally recognized tribes.
- Add voting power for tribal advisory representative on the SANDAG Board of Directors.
- Strengthen tribal relations by supporting land into trust process, creating processes informed by tribal knowledge that empower tribes in the region, provide culturally responsive services, expand opportunities for interlocal agreements and support and protect indigenous data sovereignty.
- Prioritize fair funding distribution for rural projects/create a tribal set aside.
- Bridge the gap between the current CEQA letter-writing process and planners understanding of tribal cultural and natural resources.
- Incorporate Vehicle Miles Traveled (VMT) reduction and alternative modes of transportation into the Vision Zero safety framework to align with broader sustainability and safety objectives.

Public Comment

Six public comments were heard.

Closing Remarks and Next Steps

Adjournment

Meeting adjourned at 2:33 p.m. on June 14, 2024.

Appendix

Item 1. SANDAG and SCTCA Board of Directors Meeting Attendance

Tribal Nation/Jurisdiction/Organization	Representative in Attendance
Barona Band of Mission Indians	Chairman Raymond Welch
Campo Kumeyaay Nation	
Ewiiapaayp Band of the Kumeyaay Nation	
Iipay Nation of Santa Ysabel	Councilmember Bruce Durbin
Inaja-Cosmit Reservation	
Jamul Indian Village of California	Chairwoman Erica Pinto
La Jolla Band of Luiseño Indians	Councilmember Jack Musick Sr.
La Posta Band of Mission Indians	Councilmember Eric LaChappa
Los Coyotes Band of Cahuilla/Cupeño Indians	
Manzanita Band of the Kumeyaay Nation	Chairman John Elliott
Mesa Grande Band of Mission Indians	
Pala Band of Mission Indians	Chairman Robert Smith (SCTCA)
Pauma Band of Luiseño Indians	Tribal Administrator Maria Celli
Rincon Band of Luiseño Indians	Chairman Bo Mazzetti
Rincon Band of Luiseño Indians	Vice Chair Joseph Linton
Rincon Band of Luiseño Indians	Councilmember John Constantino
San Pasqual Band of Diegueño Indians	
Sycuan Band of the Kumeyaay Nation	

Tribal Nation/Jurisdiction/Organization	Representative in Attendance
Viejas Band of the Kumeyaay Nation	
City of Carlsbad	Councilmember Melanie Burkholder
City of Chula Vista	Councilmember Carolina Chavez
City of Coronado	
City of Del Mar	Deputy Mayor Terry Gaasterland
City of El Cajon	
City of Encinitas	Mayor Tony Kranz
City of Escondido	Councilmember Joe Garcia
City of Imperial Beach	Councilmember Jack Fischer
City of La Mesa	Councilmember Jack Shu
City of Lemon Grove	Mayor Racquel Vazquez
City of National City	Councilmember Luz Molina
City of Oceanside	Deputy Mayor Rick Robinson
City of Poway	
City of San Diego	Councilmember Vivian Moreno
City of San Marcos	
City of Santee	Mayor John Minto
City of Solana Beach	Deputy Mayor Jewel Edson
City of Vista	Deputy Mayor Katie Melendez
SANDAG Board Officer	County Supervisor Nora Vargas
SANDAG Board Officer	Mayor Lesa Heebner (City of Solana Beach)
Bureau of Indian Affairs (BIA)	Chu Wei
Caltrans, District 11	Roy Abboud

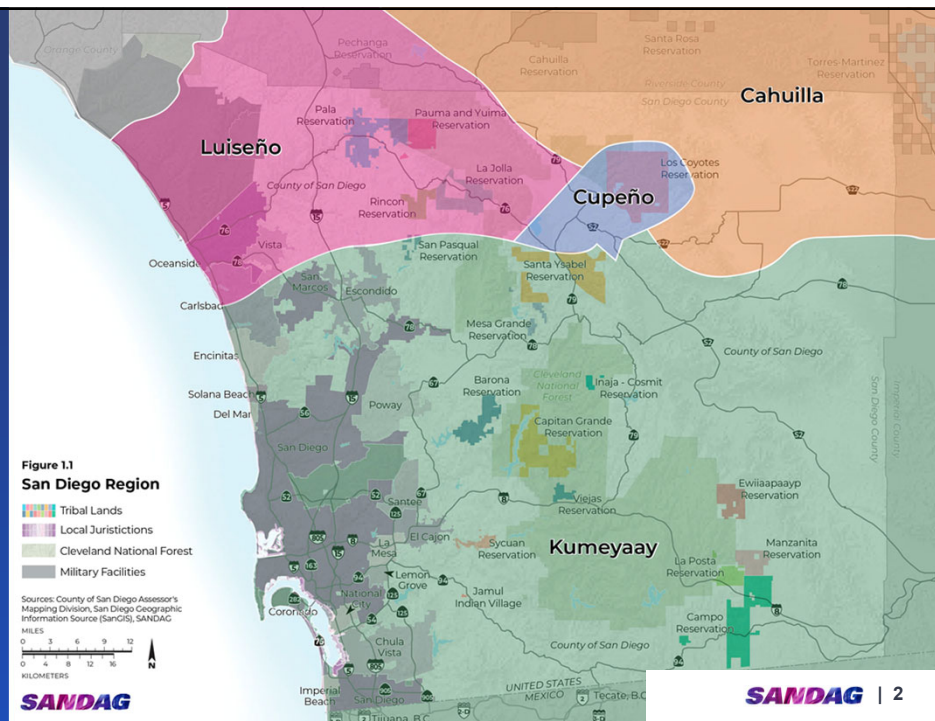


2024 Tribal Summit Recap

Borders Committee | Item 5
Paula Zamudio, Senior Regional Planner
September 27, 2024

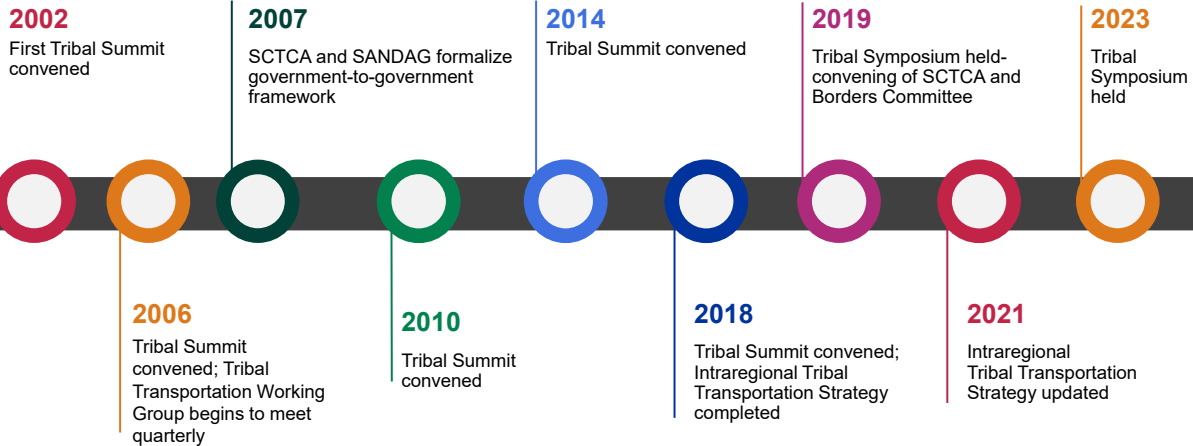
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Tribal Nations in the San Diego region



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SANDAG Tribal Program History



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2024 Tribal Summit

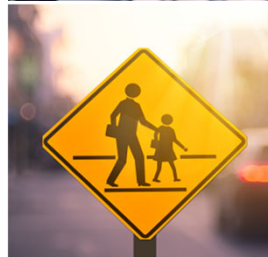
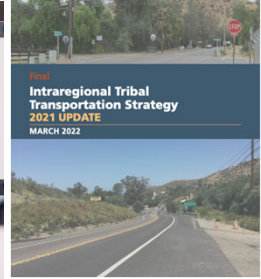


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2024 Tribal Summit Policy Areas Discussed

- Transportation
- Climate
- Energy
- Cultural Resources
- Public Safety



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Tribal Summit Recommendation Themes

- Meeting Frequency
- Tribal Engagement
- Cultural Resources
- Funding Prioritization
- Safety



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Continued Collaboration

- Tribal Summit Recommendations and Next Steps
- Interagency Technical Working Group on Tribal Transportation Issues and Task Force Meetings
- Ongoing Efforts:
 - Tribal Housing Grant Program
 - I-8 and SR 76 Priority Projects
 - Tribal Digital Village Grant
 - Vision Zero
 - Advanced Air Mobility Pilot
 - Regional Plan Consultation



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